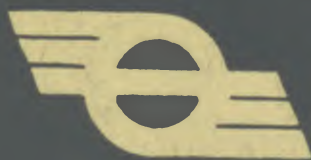


CÓRAS IOMPAIR ÉIREANN

FOURTH
ANNUAL REPORT

for the Year ended

31st MARCH 1954



TWO SHILLINGS AND SIXPENCE

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KINGSBRIDGE STATION, DUBLIN

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

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

MR. J. BRUTON

MR. D. L. DALY

MR. P. J. FLOYD

MR. E. H. MURPHY

MR. W. MURPHY

MR. J. T. O'FARRELL

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

I. INTRODUCTION

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

II. ADMINISTRATION AND ORGANISATION

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

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

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

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

III. SERVICES

RAIL :

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

(a) An increase in road competition.

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

(c) Direct buying from the land.

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

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

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

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

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

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

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

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

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

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

CANAL :

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

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

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

ROAD FREIGHT :

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

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

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

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

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

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

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

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

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

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

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

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

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

ROAD PASSENGER :

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

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

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

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

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

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

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

VESSEL SERVICE :

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

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

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

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

HOTELS, REFRESHMENT ROOMS AND DINING CARS :

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

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

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

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

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

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

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

IV. TRAFFIC DEVELOPMENT.

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

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

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

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

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

V. STAFF.

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

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

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

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

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

VI. ENGINEERING ACTIVITIES.

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

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

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

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

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

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

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

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

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

VII. EQUIPMENT AND FACILITIES.

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

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

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

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

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

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

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

VIII. FINANCIAL RESULTS.

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

OPERATING RESULTS :

90. Railways :

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

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

91. Road Passenger :

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

92. Road Freight :

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

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

93. Vessel :

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

94. Canal :

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

95. Hotels, Refreshment Rooms and Restaurant Cars :

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

96. Docks, Harbours and Wharves :

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

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

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

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

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

STOCK ISSUE :

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

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

IX. DEVELOPMENT.

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

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

(i) The purchase by Córas Iompair Éireann of diesel locomotives in substitution for their existing steam locomotives, and the provision of oil storage accommodation (£250,000), at a total estimated cost of	£5,300,000
(ii) The construction by Córas Iompair Éireann in their own works of carriages and wagons at an estimated cost (spread over the next ten years) of	£5,500,000
(iii) Other capital expenditure on improving goods stations	350,000
	<hr/>
	£11,150,000
Less value of obsolete rolling stock	500,000
	<hr/>
Total	£10,650,000
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105. Approval was also given to the construction of 50 locomotives capable of burning either turf or oil, to be undertaken by the Board as soon as practicable after a suitable prototype has been developed, the financial arrangement in respect of this item to be separately considered when definite proposals are put forward by the Board.

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

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

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

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

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

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

and

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

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

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

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

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

T. C. COURTNEY,
Chairman.

M. J. HAYES,
Secretary.

A. MALCOLM,
Chief Accountant.

Statement of Accounts

and

Statistics

for the year ended

31st March 1954

REVENUE ACCOUNTS FOR YEAR

RAILWAY

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

ROAD PASSENGER

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

ROAD FREIGHT

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

ENDED 31st MARCH, 1954

WORKING

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

WORKING

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

WORKING

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

REVENUE ACCOUNTS FOR YEAR

VESSEL

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

CANAL

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

HOTELS, REFRESHMENT ROOMS

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

DOCKS, HARBOURS AND

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

ENDED 31st MARCH, 1954—continued

WORKING

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

WORKING

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

AND RESTAURANT CARS WORKING

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

WHARVES WORKING

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

REVENUE ACCOUNTS FOR YEAR

PROFIT AND

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

APPROPRIATION

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

ENDED 31ST MARCH, 1954—(continued).

LOSS ACCOUNT

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

ACCOUNT

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

BALANCE SHEET AS

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

AUDITORS'

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

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

DUBLIN,
27th July, 1954.

AT 31st MARCH, 1954.

1953		Amount at 1st April, 1953	Additions during Year, New Assets and Renewals	Deductions during Year, Depreciation and Sales	TOTAL
£		£	£	£	£
	FIXED ASSETS :				
6,890,026	Railway Lines and Works	6,890,026	549,761	577,025	6,862,762
3,168,178	Railway Rolling Stock	3,168,178	1,418,766	423,461	4,163,483
1,617,104	Road Passenger Vehicles	1,617,104	492,616	191,389	1,918,331
795,234	Road Freight Vehicles	795,234	66,441	142,928	718,747
669,509	and Equipment ...	669,509	20	486	669,043
21,827	Canal	21,827	—	292	21,535
1,682,597	Canal Barges and	1,682,597	23,831	10,051	1,696,377
403,298	Equipment	403,298	31,457	7,630	427,125
213,739	Land and Buildings ...	213,739	2,001	—	215,740
388,081	Plant and Machinery	388,081	14,791	617	402,255
	Docks, Harbours and				
	Wharves				
	Hotels, including				
	Catering Equipment				
15,849,593		15,849,593	2,599,684	1,353,879	17,095,398
	CURRENT ASSETS :				
2,722,758	Stock of Stores (less reserve)			2,274,975	
231,129	Payments in advance			218,575	
957,940	Sundry Debtors			1,022,224	
2,657	Cash at Bank and in Hand			63,793	
—	Cash on Deposit			939,481	
458,957	Investments at Cost (less reserve) (Market Value £1,442,906)			1,458,560	
4,373,441					5,977,608
	FISHGUARD AND ROSSLARE RAILWAYS AND HARBOURS COMPANY				566,023
29,801	BARROW NAVIGATION				29,801
2,177,687	APPROPRIATION ACCOUNT (Balance transferred)				2,398,756
£22,995,888					£26,067,586

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.

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

CRAIG, GARDNER & COMPANY,
Chartered Accountants.

STATISTICAL RETURNS FOR THE YEAR ENDED 31st MARCH, 1954

STATISTICS OF ASSETS

MILEAGE OF RAILWAY LINES

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

MILEAGE OF CANALS

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

LOCOMOTIVES

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

Figures in italics are in respect of the year 1953.

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

RAIL MOTOR VEHICLES

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

COACHING VEHICLES

TYPE	SEATS				Number of Vehicles	
	First		Third		1954	1953
	1954	1953	1954	1953		
Carriages of Uniform Class	1,817	<i>2,175</i>	24,044	<i>24,628</i>	445	<i>471</i>
Composite Carriages ...	3,435	<i>3,683</i>	5,635	<i>6,303</i>	180	<i>202</i>
Restaurant Cars ...	—	<i>115</i>	1,005	<i>466</i>	30	<i>19</i>
TOTAL ...	5,252	<i>5,973</i>	30,684	<i>31,397</i>	655	<i>692</i>
Ambulance Coaches ...					2	2
Radio Van ...					1	2
Post Office Vans ...					18	<i>13</i>
Luggage, Parcel and Brake Vans ...					147	<i>154</i>
Carriage Trucks ...					43	<i>44</i>
Horse Boxes ...					173	<i>174</i>
Miscellaneous ...					64	<i>66</i>
TOTAL ...					1,103	<i>1,152</i>

RAIL SERVICE VEHICLES

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

Figures in italics are in respect of the year 1953.

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

RAIL MERCHANDISE AND MINERAL VEHICLES

	Under 8 tons	8 tons and up to 12 tons	Over 12 tons	Number	Tonnage Capacity	
					Total	Average per Vehicle
FREIGHT VEHICLES						
Open Wagons ...	245	4,222	19	4,486	43,521	9.70
	<i>257</i>	<i>4,245</i>	<i>19</i>	<i>4,521</i>	<i>43,809</i>	<i>9.69</i>
Covered Wagons ...	779	4,067	3	4,849	43,958	9.07
	<i>934</i>	<i>3,800</i>	<i>4</i>	<i>4,738</i>	<i>41,567</i>	<i>8.77</i>
Special wagons for loads of exceptional dimensions and weight ...	...	...	...	28	604	21.57
				<i>24</i>	<i>524</i>	<i>21.83</i>
Cattle Trucks ...	...	...	...	2,237	17,811	7.96
				<i>2,081</i>	<i>15,290</i>	<i>7.35</i>
Rail and Timber Trucks (including twin trucks)				291	2,854	9.81
				<i>292</i>	<i>2,836</i>	<i>9.71</i>
Miscellaneous ...	...	...	...	115	1,564	13.60
				<i>100</i>	<i>1,386</i>	<i>13.86</i>
TOTAL	...	...	...	12,006	110,312	9.19
				<i>11,756</i>	<i>105,412</i>	<i>8.97</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 ...	...	...	...	75	300	4.00
				<i>50</i>	<i>200</i>	<i>4.00</i>
Milk ...	...	...	...	6	—	—
				<i>6</i>	<i>—</i>	<i>—</i>
TOTAL	...	...	...	223	630	2.90
				<i>198</i>	<i>530</i>	<i>2.76</i>
BRAKE VANS	...	...	...	250		
				<i>226</i>		

Figures in italics are in respect of the year 1953.

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

ROAD VEHICLES

PASSENGER VEHICLES :						
	Number		Seating Capacity			
			Total		Average per Vehicle	
	1954	1953	1954	1953	1954	1953
Double deck Buses ...	563	557	33,646	33,346	59.7	59.8
Single-deck Buses ...	386	415	14,910	15,136	38.6	36.4
Touring Coaches ...	52	52	1,740	1,560	33.5	30.0
Ambulance ...	6	3	Berths 36	Berths 16	Berths 6.0	Berths 5.3
TOTAL ...	1,007	1,027	50,332	50,058	50.0	48.7
GOODS, PARCELS VEHICLES AND HORSEBOXES :						
	Under 6 tons capacity		6 tons capacity and over		TOTAL	
	1954	1953	1954	1953	1954	1953
Lorries ...	253	204	340	339	593	543
Vans ...	56	63	—	—	56	63
Tractors ...	—	—	65	67	65	67
Horseboxes ...	—	—	—	—	34	35
					748	708
TRAILERS :						
Special purposes ...					30	32
Articulated ...					146	146
Flat 4-wheel ...					118	118
HORSE DRAWN VEHICLES : Wagons and Carts ...						
					362	390
TOTAL ...					1,404	1,394
Horses for Road Vehicles ...					275	279
CONTAINERS :						
Furniture ...					105	105
Livestock ...					132	109
Alcohol ...					—	1
Grain ...					10	8
Tar and Bitumen ...					8	8
					255	231
STAFF CARS (including 4 Station Wagons) ...					65	63
SERVICE VEHICLES ...					35	31

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

STATISTICS OF OPERATIONS

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

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

NUMBER OF LIVESTOCK CARRIED BY GOODS TRAIN

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

ENGINE MILEAGE

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

Figures in italics are in respect of the year 1953.

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

STATISTICS OF RAIL OPERATIONS

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

STATISTICS OF RECEIPTS

RAIL PASSENGER TRAFFIC

Class of Passenger	Number	Receipts	Average Receipts per Journey	
			£	s. d.
Ordinary :				
1st Class	214,407	129,649	12	1-12
	<i>248,169</i>	<i>131,716</i>	10	7-38
3rd Class	5,757,023	1,484,021	5	1-87
	<i>5,811,046</i>	<i>1,357,186</i>	4	8-05
TOTAL	5,971,430	1,613,670	5	4-86
	<i>6,059,215</i>	<i>1,488,902</i>	4	10-97
Season :—				
1st Class	208,119	6,666		7-69
	<i>226,783</i>	<i>6,592</i>		6-98
3rd Class	1,923,957	45,967		5-73
	<i>1,943,472</i>	<i>43,674</i>		5-39
TOTAL	2,132,076	52,633		5-92
	<i>2,170,255</i>	<i>50,266</i>		5-56
		Total Units	Average Receipts per unit	
Passenger Miles		231,073,918	1-73d.	
		<i>217,588,370</i>	<i>1-70d.</i>	
Passenger Journeys		8,103,506	49-35d.	
		<i>8,229,470</i>	<i>44-89d.</i>	
Loaded Train Miles		4,169,874	8s. 0d.	
		<i>3,920,741</i>	<i>7s. 10d.</i>	
Miles of Road (First Track)		2,008	£830	
		<i>2,008</i>	<i>£767</i>	

Figures in italics are in respect of the year 1953.

STATISTICAL RETURNS FOR THE YEAR ENDED 31st MARCH, 1954—*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 ...	3,208,178	1,759,841	152,117,419	86.44	1 16 6	5.06
	<i>2,942,562</i>	<i>1,706,654</i>	<i>146,159,509</i>	<i>85.64</i>	<i>1 14 6</i>	<i>4.83</i>
Minerals ...	451,686	604,048	37,868,575	62.69	14 11	2.86
	<i>285,397</i>	<i>406,402</i>	<i>25,418,662</i>	<i>62.55</i>	<i>14 1</i>	<i>2.69</i>
Coal and Coke	93,615	105,888	7,248,468	68.45	17 8	3.10
	<i>89,749</i>	<i>113,437</i>	<i>7,711,317</i>	<i>67.98</i>	<i>15 10</i>	<i>2.79</i>
TOTAL ...	3,753,479	2,469,777	197,234,462	79.86	1 10 5	4.57
	<i>3,317,708</i>	<i>2,226,493</i>	<i>179,289,488</i>	<i>80.53</i>	<i>1 9 10</i>	<i>4.44</i>
Livestock ...	£ 387,436	No. 741,583	—	73.55		
	<i>406,447</i>	<i>842,745</i>	—	<i>72.22</i>		
				Total Units	Average Receipts per unit	
Loaded Train Miles ...				2,763,938	£1 10 0	
				<i>2,765,924</i>	<i>£1 6 11</i>	
Loaded Wagon Miles ...				58,655,755	16.94 pence	
				<i>55,963,463</i>	<i>15.97 ..</i>	
Miles of Road (First Track) ...				2,008	£2,062	
				<i>2,008</i>	<i>£1,855</i>	

Figures in italics are in respect of the year 1953.

STATISTICS OF RECEIPTS

ROAD PASSENGER SERVICES

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

Figures in italics are in respect of the year 1953.

STATISTICS OF RECEIPTS

ROAD FREIGHT SERVICES

Type	Vehicle Miles	Tonnage	Receipts	Average Rate per ton	
Scheduled Services	2,115,428	205,930	£ 268,740	s. 26	d. 1·2
	<i>2,181,389</i>	<i>199,854</i>	<i>252,236</i>	<i>25</i>	<i>2·9</i>
Railhead C & D. Services	508,540	169,628	95,418	11	3·0
	<i>512,705</i>	<i>148,431</i>	<i>81,373</i>	<i>10</i>	<i>11·6</i>
Direct Road Services	8,870,954	2,270,592	977,580	8	7·3
	<i>6,902,601</i>	<i>1,564,871</i>	<i>770,608</i>	<i>9</i>	<i>10·2</i>
TOTAL	11,494,922	2,646,150	1,341,738	10	1·7
	<i>9,596,695</i>	<i>1,913,156</i>	<i>1,104,217</i>	<i>11</i>	<i>6·5</i>
Livestock	1,380,694	No. 219,908	150,397		
	<i>1,489,465</i>	<i>252,656</i>	<i>154,131</i>		

GRAND CANAL TRAFFIC

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

Figures in italics are in respect of the year 1953.

