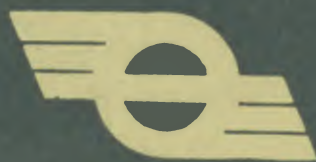


CÓRAS IOMPAIR ÉIREANN

FIFTH  
ANNUAL REPORT

*for the Year ended*

31st MARCH 1955



TWO SHILLINGS AND SIXPENCE



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ANNUAL REPORT

*for the Year ended*

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KINGSBRIDGE STATION, DUBLIN

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

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

MR. D. L. DALY

MR. P. J. FLOYD

MR. E. H. MURPHY

MR. W. MURPHY

MR. J. T. O'FARRELL

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

## I. INTRODUCTION.

1. C oras Iompair  ireann presents its Annual Report, with Statement of Accounts and Statistics attached, for the year ended 31st March, 1955.

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

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

## II. ADMINISTRATION AND ORGANISATION.

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

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

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

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

## III. SERVICES.

### RAIL :

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

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

10. The bad weather during the holiday season in 1954, caused a reduction in holiday passenger travel.

11. Excursion traffic showed a satisfactory increase, particularly in pilgrimage traffic to Knock Shrine and in special trains for Gaelic Athletic Association fixtures.

12. The number of pilgrimages to Knock Shrine was considerably increased because of the Marian Year devotions. A total of 235 trains operated compared with 103 the previous year.

13. New passenger rolling stock consisting of 20 diesel rail car units—of which there are now 60—7 third class carriages, 15 composite carriages, and 25 light-weight suburban third class carriages, were put into service during the year.

14. The carriages are of modern design, embodying new type underframes, cast steel bogies and roller bearing axle boxes. Seating capacity has been increased and an overall reduction in weight effected.

15. Two new studio carriages for Radio Trains have been put into service and carriages required to make up two additional radio trains have been wired and equipped with loud speakers. Four Radio Trains can now be made available.

16. Diesel trains were put into service on the Waterford and Tramore Section—a self-contained line now operated solely by diesel traction.

17. As a result of abnormal rainfall and storm damage on 8th December, 1954, all traffic on main lines was blocked in the counties of Kildare and Wicklow. Conditions had returned to normal in both counties by the morning of 10th December.

18. There was an increase in the carriage of cement following an extension of Limerick Cement Factory, and a consequent increase in gypsum traffic.

19. Four gypsum hopper wagons were built and put into service.

20. Tonnage of beet carried declined by 66,000 tons, due to the bad weather conditions prevailing during the season.

21. The quantity of grain carried was similar to the previous year at 241,000 tons. The receipts, however, increased by £12,400 and amounted to £295,000. This increased revenue was due to the grain being carried, on average, greater distances than in the previous year.

22. Bad weather and the production of turf from local bogs reduced the carriage of turf to the Electricity Supply Board's plant at Clonsast.

23. The number of livestock carried increased over the previous year by 120,100 to 861,700.

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

CANAL :

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

#### ROAD FREIGHT :

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

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

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

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

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

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

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

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

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

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

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

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

#### ROAD PASSENGER :

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

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



51. Augumented services were provided on the Ballyfermot, Beechwood Avenue, Crumlin, Finglas East, Goatstown and Tolka Estate routes.
52. Three existing Dublin City bus routes were extended :—
- Whitehall/Clonskea Service (Route No. 11), from Clonskea to Bird Avenue ;
- Annamoe Road/Dartry Service (Route No. 14), from Orwell Road to Churchtown ;
- Ballybough/Drimnagh Service (Route No. 23), from Galtymore Road to Crumlin Road.
53. Single-deck buses on the Aston's Quay to Blanchardstown and Clonsilla Routes were withdrawn and replaced by double-deck vehicles.
54. Thirteen single-deck buses and 35 double-deck buses were built and put into service.
55. All petrol-engined and all four cylinder diesel-engined buses have now been withdrawn from service.
56. During the year, standard type bus shelters were erected at Chapelizod Park Gate ; Swords Road (Gaeltacht Park) ; St. Brigid's Road, Artane ; Decies Road and Kylemore Road, Ballyfermot. A special shelter of approved design was also provided outside the entrance to Dublin Airport.
57. During the year, 195 scheduled tours were operated, on which a total of 4,980 passengers were carried.
58. The Twelve-Day Circuit of Ireland Tour, introduced in the previous season, proved most attractive, and each tour was fully booked.
59. Tours were arranged for 130 parties on a private hire basis, using 211 buses and earning gross revenue of £20,628. Sixty-seven of the parties were American, including some from visiting liners.
60. Two large pilgrimages to Knock Shrine were successfully catered for, namely the Meath Diocesan Pilgrimage (61 buses) and the Pioneer Total Abstinence Pilgrimage (206 buses).
61. Day Tours were operated from Dublin, Cork, Galway, Limerick, Waterford, Killarney and Tralee. There was a decline in the number of passengers carried on these tours, attributable to the poor weather conditions prevailing during the Summer.
62. Eighteen luxury tourist coaches had been built by the end of the year.
63. The removal of tram tracks between Temple Hill, Blackrock, and Cumberland Street, Dun Laoghaire, which was undertaken on 1st April, 1954,

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

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

#### VESSEL SERVICE :

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

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

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

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

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

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

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

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

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

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

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

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

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

#### IV. TRAFFIC DEVELOPMENT.

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

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

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

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

#### V. STAFF.

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

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

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

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

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

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

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

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

## VI. ENGINEERING ACTIVITIES.

89. The customary standard of track maintenance and safety precaution was maintained throughout the year.

90. The length of plain track in which the sleepers were renewed was  $61\frac{1}{2}$  miles compared with 70 miles in the previous year. The pattern of renewal-of-way during the year was :—

New relaying	2 miles,	783 yards,
Secondhand relaying	14 "	804 "
Re-sleepering	44 "	586 "
	61 miles,	413 yards.

91. Re-laying work was carried out at 18 station yards, as compared with 15 in the previous year.

92. The Matisa Ballast Tamper, which was purchased in 1952, completed a programme of 58 miles, with satisfactory results.

93. Thermit welding of rails was done on  $15\frac{1}{2}$  miles of track.

94. Following the making of Exemption Orders by the Transport Tribunal relieving the Board of the obligation to maintain train services on a number of branch lines, 34 miles of track were lifted during the year.

95. Mechanical weedspraying was carried out on 1,317 miles of track, compared with 1,174 miles in the previous year, with satisfactory results.

96. To permit of the operation of 10 ft. wide coaches, greater clearances were provided at stations and other places on the system.

97. During the year, two overbridges were renewed in reinforced concrete, and a new pre-stressed concrete bridge over the Kingsbridge and Cork line was constructed at Kylemore Road, Ballyfermot, for the Dublin Corporation.

98. Four new pedestrian subways were constructed under the Westland Row and Bray line at Lansdowne Road, for the Irish Rugby Football Union, to provide access to the new stand under construction.

99. The lifting of tram lines in Dublin City was continued, and 2 miles of track were removed, leaving about 20 miles still in position.

## VII. EQUIPMENT AND FACILITIES.

100. It is interesting to note that in the year under review the total number of new carriages and wagons placed in service, as detailed in the section of the report dealing with Rail Services, represents the highest output ever achieved in Inchicore Works in any year.

101. In addition to the 1,200 h.p. and 550 h.p. diesel locomotives to be supplied by Messrs. Metropolitan Vickers Electrical Co., Ltd., under the main contract, a number of locomotives of about 400 h.p. was required. After detailed

investigations into the different types of locomotives suitable to meet the requirements, it was decided to build at Inchicore Works, 19 locomotives of the six-wheeled type, each fitted with a 400 h.p. supercharged Maybach high speed diesel engine and with Maybach Mekydro transmission and axle drive.

102. A lathe for the machining of axles for carriages and wagons was installed in Inchicore Works. These parts were previously imported finished, but will, in future, be machined here from rough forgings.

103. Consequent on the yard re-laying programme carried out, extensive signalling renewals and alterations were made.

104. The programme of substituting electric for oil lighting of signals at principal stations, was completed during the year by conversions at Cork (Glanmire) and Mullingar.

105. In pursuance of the Board's policy of providing telephones at level crossings, 35 installations were completed during the year, bringing the number of crossings at which this facility is provided to 387.

106. Twenty new barrier type level crossing gates were erected. These gates are lighter and cost considerably less than the type of level crossing gates used heretofore.

107. The programme for conversion, or improvement, of station lighting continued, 13 stations having been completed during the year, including the terminus at Kingsbridge, Dublin.

108. Provision of electric power at Lecarrow Quarry, involving extensive electrical installations, was practically completed at the end of the year.

109. The programme of substituting electrically-driven automatically controlled pumps for steam-driven water pumping plants, was completed by installations at Skibbereen, Kingscourt and Athenry.

110. Two new 8-ton overhead gantries have been provided at Claremorris and Athlone and the capacity of the gantry at Longford increased from 5 to 6 tons.

111. A fourth 3-ton electric crane was provided at Waterford North Wharf.

112. The chief development in building construction during the year was the provision of facilities for diesel-engined vehicles. A scheme of improvements was completed at Westland Row Station, and work was commenced on the conversion of the old erecting shop at Inchicore to make it suitable for the inspection of diesel locomotives and the overhaul of diesel rail cars.

113. During these major shop alterations essential repairs and renewal of parts for steam locomotives continued, and difficulties of shop space were overcome to allow of no delay in new building programmes and essential maintenance work.

114. Work was commenced on installations for the storage of fuel oil in bulk at a number of stations throughout the system.

115. Other constructional work included the completion of a new garage at Tralee, the provision of beet loading facilities at Killeagh and the raising of the platforms at Thurles Station.

### VIII. FINANCIAL RESULTS.

116. The Appendix to this Report contains the Statement of Accounts and Statistics for the year ended 31st March, 1955.

117. Depreciation provisions have been calculated as in the previous year, subject to the following amendments:—

#### *Railway Lines and Works :*

Following a revision of the average estimated expenditure required to carry out the programme of renewals, due to greater average life of sleepers in the running lines together with a reduction in the price of sleepers, the charge for track renewals was reduced. There was also a reduction in the provision made for expenditure on bridge and yard renewals.

#### *Road Passenger Vehicles :*

In the Third Annual Report for the year ended 31st March, 1953, it was stated that the life of post emergency vehicles, on the experience at that time, had been extended from 10 to 12½ years for the purpose of calculating the depreciation provision which is based on the replacement cost of similar vehicles. Experience gained of the improved design and construction of modern buses and coaches has indicated that the life of these vehicles should be taken at 15 years which is the basis of depreciation adopted.

As the replacement programme for road passenger vehicles is now proceeding at an annual rate adequate to renew the fleet on the basis of a 15 year life, there is no longer a need to make a separate transfer to renewal fund.

#### OPERATING RESULTS :

##### 118. Railways :

Receipts were somewhat better than for the year ended 31st March, 1954. Passenger train receipts increased by nearly £133,000. This increase was due mainly to additional traffic from Marian Year pilgrimages, the development of one day a week cheap excursion tickets from certain stations, and to the attractiveness of fast, comfortable passenger trains.

Although goods train traffic showed a small decline, there was an increase of nearly £74,000 in livestock traffic. This was offset by decreases in beet and turf tonnages and a fall in general merchandise traffic. The unfavourable weather conditions were largely responsible for these decreases, especially in the case of beet.

There was a slight increase in expenditure compared with the previous year, but it was more than accounted for by the reduction in the provision for depreciation.

Increases in rates of pay, fuel consumption and train mileage were largely met by economies in working.

#### 119. Road Passenger :

Receipts were greater than last year by £97,000. An increase in the number of passengers carried and increased services were responsible for the greater revenue earned on City Services. Revenue from provincial services showed practically no change compared with the previous year, although there was an increase in the number of passengers carried. This is probably due to the fact that long-distance passengers prefer the better rail services available, while additional passengers are using buses between shorter intermediate stages.

There was a decline in the receipts from tours, which is attributed to unfavourable weather.

On the expenditure side, fuel costs were lower owing to the completion of the change-over from petrol to diesel-engined buses. Tyre costs also showed a reduction. These savings offset to a considerable extent the additional cost of operating the increased services.

#### 120. Road Freight :

The receipts were better than in the previous year by £68,000. All heads of expenditure are higher owing to the extra cost of additional mileage run and the extra traffic handled.

#### 121. Vessel :

Due to increased traffic and extra sailings, receipts were higher than in the previous year by over £1,400. This increase was almost completely absorbed by the extra charge for repairs and overhauls to the s.s. "Dun Aengus."

#### 122. Canal :

Ringsend Docks were closed for repairs, and this work, together with the additional cost of maintaining barges, increased expenditure over the previous year by £5,700.

The use of privately-owned barges on the Canal declined. There was a reduction in receipts of nearly £3,900 compared with the previous year. The net loss for the year was higher than 1954 by over £9,600.

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

Business continued to increase, indicating that the improvements in the Board's hotels are attracting additional customers and that the facilities offered on buffet cars are meeting a public demand. The net profit for the year was £8,000 higher than the previous year.

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

This account shows an improvement over last year due to additional revenue from cranes and other services at the new North Wharf at Waterford.

125. The result of the year's working was a loss of £866,535, as compared with a loss of £1,021,069 in the previous year.

126. The loss for the year compelled the Board to obtain, under Section 30 of the Transport Act, 1950, advances out of the Central Fund to meet the payments of interest on Transport Stocks falling due during the year.

127. These advances from the Central Fund had reached a total indebtedness of £2,526,000 by the end of the year. The Board was obliged to pay interest on this loan amounting to £90,991 for the year under review.

128. During the year, the Department of Industry and Commerce informed the Board that for the year under review and for future years, no payments from State funds would be made towards operating losses and revenue charges of the Board. Such provision as may be necessary would be made, however, for advances to meet interest payments on Transport Stock. The Board's losses, therefore, before charging interest on Transport Stock, will have to be met out of temporary borrowings until such time as operating losses can be eliminated by more economical working.

129. The Board was required to refund to the Department of Finance £829,000 out of the moneys provided by the Oireachtas during the years 1953 and 1954. This refund had to be met out of the £2,500,000 Transport Stock issue made in 1953.

130. The first payment of over £930,000 was made under the contract for the supply of diesel electric locomotives.

#### IX. DEVELOPMENT.

131. The year under review has been marked as one of planning and preparation for the change-over from steam to diesel traction on the railway system.

132. Maintenance and repair depots for diesel units were planned and building work put in hand, installation of oil storage facilities was commenced, and the necessary training of staff undertaken.

133. The intensive capital programme of construction of carriages and wagons proceeded at full speed and as indicated elsewhere in this Report, the production in the year under review was the highest ever achieved at Inchicore Works.

134. While this process of modernising the railway undertaking is developing, the fight to hold and win traffic to the Board's services becomes more intensive every day.

135. The attraction of traffic to the Board's system is very largely a matter of giving service to the public. That the public receives an efficient, speedy and satisfactory service is an aim which directs the continuous and active efforts of the Board.

T. C. COURTNEY,  
*Chairman.*

M. J. HAYES,  
*Secretary.*

A. MALCOLM,  
*Chief Accountant.*



# Statement of Accounts

and

# Statistics

*for the year ended*

31st March 1955

REVENUE ACCOUNTS FOR YEAR

RAILWAY

1954	EXPENDITURE	1955
£		£
1,033,422	Maintenance of Lines and Works ... ..	1,058,428
1,030,846	Maintenance of Rolling Stock ... ..	968,989
	Traffic Expenses :—	
1,234,425	Fuel ... ..	1,280,711
2,722,937	Other Expenses ... ..	2,782,293
3,957,362		4,063,004
495,862	Other Expenditure ... ..	477,637
952,800	Depreciation ... ..	861,100
£7,470,292		£7,429,158

ROAD PASSENGER

1954	EXPENDITURE	1955
£		£
12,409	Maintenance of Buildings ... ..	12,451
623,414	Maintenance of Vehicles and Equipment ... ..	598,871
	Traffic Expenses :—	
626,607	Fuel ... ..	613,557
205,000	Road Tax and Licences ... ..	203,718
2,250,192	Other Expenses ... ..	2,309,697
3,081,799		3,126,972
297,346	Other Expenditure ... ..	321,096
191,389	Depreciation ... ..	344,000
198,611	Transfer to Renewal Fund ... ..	—
4,404,968		4,403,390
560,154	Balance to Profit and Loss Account ... ..	658,874
£4,965,122		£5,062,264

ROAD FREIGHT

1954	EXPENDITURE	1955
£		£
5,501	Maintenance of Buildings ... ..	8,046
344,932	Maintenance of Vehicles, and Equipment ... ..	383,544
	Traffic Expenses :—	
197,297	Fuel ... ..	208,935
31,094	Provender ... ..	34,735
74,978	Road Tax and Licences ... ..	78,151
748,350	Other Expenses ... ..	767,542
1,051,719		1,089,363
98,166	Other Expenditure ... ..	105,230
141,000	Depreciation ... ..	146,000
1,641,318		1,732,183
170,120	Balance to Profit and Loss Account ... ..	147,380
£1,811,438		£1,879,563

ENDED 31st MARCH, 1955

WORKING

1954		RECEIPTS	1955	
£				£
2,409,158	Passenger Train Traffic	... ..		2,541,949
4,140,915	Goods Train Traffic	... ..		4,114,731
6,550,073				6,656,680
46,052	Miscellaneous	... ..		48,938
6,596,125				6,705,618
874,167	Balance to Profit and Loss Account	... ..		723,540
£7,470,292				£7,429,158

WORKING

1954		RECEIPTS	1955	
£				£
4,812,046	Passenger Services	... ..		4,910,333
153,076	Miscellaneous	... ..		151,931
£4,965,122				£5,062,264

WORKING

1954		RECEIPTS	1955	
£				£
1,752,262	Goods Services	... ..		1,821,173
9,176	Miscellaneous	... ..		8,390
50,000	From Railway, Loss on Collection and Delivery Service			50,000
£1,811,438				£1,879,563

REVENUE ACCOUNTS FOR YEAR

VESSEL

1954		EXPENDITURE	1955
£			£
2,456	Maintenance of Vessel and Equipment	... ..	4,629
	Traffic Expenses:—		
4,413	Fuel	... .. £ 4,920	
6,376	Other Expenses	... .. 6,545	
10,789			11,465
3,311	Other Expenditure	... ..	2,796
£16,556			£18,890

CANAL

1954		EXPENDITURE	1955
£			£
1,357	Maintenance of Buildings	... ..	2,684
43,439	Maintenance of Waterways and Works	... ..	48,502
	Traffic Expenses:—		
7,929	Fuel	... .. £ 7,934	
125,568	Other Expenses	... .. 126,176	
133,497			134,110
23,670	Other Expenditure	... ..	22,384
£201,963			£207,680

HOTELS, REFRESHMENT ROOMS

1954		EXPENDITURE	1955
£			£
13,772	Maintenance of Buildings	... ..	19,597
18,144	Maintenance of Cars and Equipment	... ..	17,650
	Working Expenses:—		
88,460	Salaries, Wages, Office Expenses, etc.	... .. £ 91,443	
268,176	Provisions, Wines, etc.	... .. 272,872	
42,247	Other Expenses	... .. 44,118	
398,883			408,433
24,665	Other Expenditure	... ..	25,706
455,464			471,386
18,458	Balance to Profit and Loss Account	... ..	26,578
£473,922			£497,964

DOCKS, HARBOURS AND

1954		EXPENDITURE	1955
£			£
9,303	Maintenance of Docks, Harbours and Wharves and Equipment	... ..	9,860
6,299	Operating Expenses	... ..	6,380
8,900	Dredging	... ..	8,900
2,996	Other Expenditure	... ..	3,133
£27,498			£28,273

ENDED 31st MARCH, 1955—continued

WORKING

1954		RECEIPTS	1955
£			£
3,651	Passenger ... ..		4,403
3,623	Goods ... ..		4,309
754	Miscellaneous ... ..		768
8,028			9,480
8,528	Balance to Profit and Loss Account ... ..		9,410
£16,556			£18,890

WORKING

1954		RECEIPTS	1955
£			£
129,380	Goods Traffic ... ..		129,273
10,852	Miscellaneous ... ..		7,189
19,499	Rents ... ..		19,379
159,731			155,841
42,232	Balance to Profit and Loss Account ... ..		51,839
£201,963			£207,680

AND RESTAURANT CARS WORKING

1954		RECEIPTS	1955
£			£
473,922	Receipts from Hotels, Refreshment Rooms and Restaurant Cars ... ..		497,964
£473,922			£497,964

WHARVES WORKING

1954		RECEIPTS	1955
£			£
1,293	Harbour, Light and Dock Dues ... ..		1,223
5,179	Wharf and Pier Dues ... ..		5,106
7,324	Craneage and Other Services ... ..		9,294
13,796			15,623
13,702	Balance to Profit and Loss Account ... ..		12,650
£27,498			£28,273

REVENUE ACCOUNTS FOR YEAR

PROFIT AND

1954	EXPENDITURE	1955
£		£
	Balances from :—	
874,167	Railway Working ... ..	723,540
8,528	Vessel Working ... ..	9,410
42,232	Canal Working ... ..	51,839
13,702	Docks, Harbours and Wharves Working ... ..	12,650
938,629		797,439
	Interest on Transport Stocks :—	
296,672	3% Transport Stock, 1955/60 ... ..	296,672
75,000	2½% Transport Stock, 1965/75 ... ..	75,000
105,434	3% Transport Stock, 1975/85 ... ..	105,434
91,250	5% Transport Stock, 1972/77 ... ..	125,000
568,356		602,106
27,375	5% Transport Stock, 1972/77—Sinking Fund ...	37,500
43,503	Guaranteed Interest—Fishguard and Rosslare Railways and Harbours Company (in Ireland) ... ..	43,514
61,768	Interest on Advances under Section 18, Transport Act, 1944, and Section 30, Transport Act, 1950 ... ..	90,991
180,000	Pension Trust Fund ... ..	180,000
£1,819,631		£1,751,550

APPROPRIATION

1954	EXPENDITURE	1955
£		£
2,177,687	Balance from last year ... ..	2,398,756
—	Refund to the Department of Finance of moneys provided by the Oireachtas pursuant to the statement of the Minister for Finance in Dáil Éireann on 21st April, 1954 ... ..	829,000
1,021,069	Balance from Profit and Loss Account ... ..	868,535
£3,198,756		£4,094,291

ENDED 31ST MARCH, 1955—(continued).

LOSS ACCOUNT

1954	RECEIPTS	1955
£	Balances from :—	£
560,154	Road Passenger Working .. .. .	658,874
170,120	Road Freight Working ... .. .	147,380
18,458	Hotels, Refreshment Rooms and Restaurant Cars Working ... .. .	26,578
748,732		832,832
10,378	Rents ... .. .	10,323
377	Transfer Fees ... .. .	369
39,075	Other Interest .... .. .	41,491
1,021,069	Balance to Appropriation Account ... .. .	866,535
£1,819,631		£1,751,550

ACCOUNT

1954	RECEIPTS	1955
£	Non-repayable Grants under Transport and Marine Services Votes of Dail Eireann ... .. .	£
800,000		—
2,398,756	Balance to next Account ... .. .	4,094,291
£3,198,756		£4,094,291

## BALANCE SHEET

1954		Amount of Stock at 1st April, 1954	Amount received during year	TOTAL
£		£	£	£
	<b>CAPITAL ISSUES :</b>			
9,889,083	3% Transport Stock, 1955/60	9,889,083	—	9,889,083
3,000,000	2½% Transport Stock, 1965/75	3,000,000	—	3,000,000
3,514,460	3% Transport Stock, 1975/85	3,514,460	—	3,514,460
2,500,000	5% Transport Stock, 1972/77	2,500,000	—	2,500,000
18,903,543		18,903,543	—	18,903,543
	<b>CURRENT LIABILITIES :</b>			
	Amount due to Bankers (£500,000 guaranteed under Section 30 (1) Transport Act, 1950) ... ..		603,875	
975,175	Sundry Creditors ... ..		1,020,302	
2,033,538	Advances under Section 18, Transport Act, 1944, and Section 30, Transport Act, 1950, with interest thereon ... ..		2,548,205	
2,462,369	Advance in respect of Capital Expenditure under Transport and Marine Services Supplementary Vote of Dáil Éireann, 30th November, 1949 ... ..		2,462,369	
770,470	Expenses accrued ... ..		882,075	
94,273	Taxation ... ..		97,153	
6,335,825				7,613,979
27,375	<b>SINKING FUND FOR REDEMPTION OF 5% TRANSPORT STOCK, 1972/77</b> ... ..			64,875
800,843	<b>RESERVE FUNDS :</b> Renewal Fund ... ..			800,843
£26,067,586				£27,383,240

## AUDITORS'

As Auditors appointed by the Board under Section 34 (2) of the Transport Act, examined the above Balance Sheet and the Revenue Accounts connected therewith and No interest has been paid or provided for on the advance under Transport and Marine Depreciation has been written off on the same basis as in the previous year, amended In our opinion the above Balance Sheet is properly drawn up so as to exhibit, subject 1955, according to the best of our information and the explanations given to us and as

DUBLIN,  
24th August, 1955.



31st MARCH, 1955.

1954		Amount at 1st April, 1954	Additions during Year, New Assets and Renewals	Deductions during Year, Depreciation and Sales	TOTAL
£		£	£	£	£
	<b>FIXED ASSETS :</b>				
6,862,762	Railway Lines and Works	6,862,762	486,605	525,228	6,824,139
4,163,483	Railway Rolling Stock	4,163,483	2,329,324	406,354	6,086,453
1,918,331	Road Passenger Vehicles	1,918,331	314,369	344,000	1,888,700
	Road Freight Vehicles				
718,747	and Equipment ...	718,747	60,609	150,108	629,248
669,043	Canal ... ..	669,043	988	—	670,031
	Canal Barges and				
21,535	Equipment ... ..	21,535	260	261	21,534
1,696,377	Land and Buildings ...	1,696,377	42,352	3,297	1,735,432
427,125	Plant and Machinery	427,125	31,031	3,257	454,899
	Docks, Harbours and				
215,740	Wharves ... ..	215,740	7,948	33	223,655
	Hotels, including				
402,255	Catering Equipment	402,255	14,821	152	416,924
<b>17,095,398</b>		<b>17,095,398</b>	<b>3,288,307</b>	<b>1,432,690</b>	<b>18,951,015</b>
	<b>CURRENT ASSETS :</b>				
2,274,975	Stock of Stores (less reserve) ... ..			1,784,636	
218,575	Payments in advance ... ..			221,491	
1,022,224	Sundry Debtors ... ..			1,162,599	
63,793	Cash at Bank and in Hand ... ..			2,583	
939,481	Cash on Deposit ... ..			—	
1,458,560	Investments at Cost (less reserve) (Market Value £451,535) ... ..			458,431	
<b>5,977,608</b>					<b>3,629,740</b>
	<b>FISHGUARD AND ROSSLARE RAILWAYS AND HARBOURS COMPANY</b> ... ..				571,010
566,023					
29,801	<b>BARROW NAVIGATION</b> ... ..				29,801
—	<b>INVESTMENT ON SINKING FUND ACCOUNT</b> ... ..				64,875
—	<b>ISSUE OF TRANSPORT STOCK - DISCOUNT AND EXPENSES</b> (less amounts written off) ... ..				42,508
2,398,756	<b>APPROPRIATION ACCOUNT (Balance transferred)</b> ... ..				4,094,291
<b>£26,067,586</b>					<b>£27,383,240</b>

A. MALCOLM, *Chief Accountant.*

REPORT.

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

as explained in paragraph 117 of the Fifth Annual Report of the Board.

to the foregoing, a true and correct view of the state of the Board's affairs at 31st March, shown by the books of the Board.

CRAIG, GARDNER & COMPANY,  
*Chartered Accountants.*

STATISTICAL RETURNS FOR THE YEAR ENDED 31ST MARCH, 1955

STATISTICS OF ASSETS

MILEAGE OF RAILWAY LINES

	First Track		Other Track		Sidings		TOTAL	
	M.	Ch.	M.	Ch.	M.	Ch.	M.	Ch.
Lines owned by Board ...	1,803	79	287	60	292	32	2,384	11
	<i>1,888</i>	<i>68</i>			<i>297</i>	<i>71</i>	<i>2,474</i>	<i>54</i>
Lines jointly owned (Board's share of ownership) ...		08	08		05		21	
		<i>08</i>	<i>08</i>		<i>05</i>		<i>21</i>	
Lines leased or worked by the Board ...	118	72	5	16	11	03	135	11
	<i>118</i>	<i>72</i>	<i>5</i>	<i>16</i>	<i>11</i>	<i>03</i>	<i>135</i>	<i>11</i>
TOTAL ...	1,922	79	293	04	303	40	2,519	43
	<i>2,007</i>	<i>68</i>	<i>293</i>	<i>19</i>	<i>308</i>	<i>79</i>	<i>2,610</i>	<i>06</i>

MILEAGE OF CANALS

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

LOCOMOTIVES

	1955	1954
	No.	No.
STEAM		
Tender Engines ...	311	323
Tank Engines ...	54	50
Diesel Electric Engines ...	7	7
Non-Standard Gauge—Steam ...	15	26
TOTAL ...	387	406
Tenders ...	333	366

Figures in italics are in respect of the year 1954.

STATISTICAL RETURNS FOR THE YEAR ENDED 31ST MARCH, 1955—*continued.*

RAIL MOTOR VEHICLES

	No.	SEATS		TOTAL
		1st	3rd	
Diesel Rail Cars Standard Gauge	60	696	2,072	2,768
	<i>49</i>	<i>538</i>	<i>1,572</i>	<i>2,160</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		1955	1954
	1955	<i>1954</i>	1955	<i>1954</i>		
Carriages of Uniform Class	1,749	<i>1,817</i>	27,042	<i>24,044</i>	486	<i>445</i>
Composite Carriages ...	3,664	<i>3,435</i>	5,741	<i>5,635</i>	187	<i>180</i>
Restaurant Cars ...	—	—	1,005	<i>1,005</i>	30	<i>30</i>
TOTAL ...	5,413	<i>5,252</i>	33,788	<i>30,684</i>	703	<i>655</i>
Ambulance Coaches ...	...	...	...	...	3	<i>2</i>
Radio Van ...	...	...	...	...	1	<i>1</i>
Post Office Vans ...	...	...	...	...	18	<i>18</i>
Luggage, Parcel and Brake Vans ...	...	...	...	...	147	<i>147</i>
Carriage Trucks ...	...	...	...	...	41	<i>43</i>
Horse Boxes ...	...	...	...	...	173	<i>173</i>
Miscellaneous ...	...	...	...	...	64	<i>64</i>
TOTAL ...	...	...	...	...	1,150	<i>1,103</i>

RAIL SERVICE VEHICLES

	1955	1954
	No.	No.
Gasholder Trucks ...	31	<i>31</i>
Locomotive Coal Wagons ...	436	<i>443</i>
Ballast Trucks ...	387	<i>386</i>
Mess and Tool Vans ...	70	<i>70</i>
Breakdown Cranes ...	10	<i>10</i>
Travelling Cranes ...	7	<i>7</i>
Miscellaneous ...	135	<i>138</i>
Departmental Steam Locos ...	2	<i>2</i>
Departmental Petrol Rail Motors ...	5	<i>5</i>
TOTAL ...	1,083	<i>1,092</i>

Figures in italics are in respect of the year 1954.

## STATISTICAL RETURNS FOR THE YEAR ENDED 31st MARCH, 1955—continued.

## RAIL MERCHANDISE AND MINERAL VEHICLES

	Under 8 tons	8 tons and up to 12 tons	Over 12 tons	Number	Tonnage Capacity	
					Total	Average per Vehicle
<b>FREIGHT VEHICLES</b>						
Open Wagons ...	242	3,736	497	4,475	43,302	9.68
	<i>245</i>	<i>4,222</i>	<i>19</i>	<i>4,486</i>	<i>43,521</i>	<i>9.70</i>
Covered Wagons ...	692	3,471	1,206	5,369	51,217	9.54
	<i>779</i>	<i>4,067</i>	<i>3</i>	<i>4,849</i>	<i>43,958</i>	<i>9.07</i>
Special wagons for loads of exceptional dimensions and weight ...	...	...	...	27	594	22.00
	...	...	...	<i>28</i>	<i>604</i>	<i>21.57</i>
Cattle Trucks ...	...	...	...	2,265	19,116	8.44
	...	...	...	<i>2,237</i>	<i>17,811</i>	<i>7.96</i>
Rail and Timber Trucks (including twin trucks)	...	...	...	280	2,787	9.95
	...	...	...	<i>291</i>	<i>2,854</i>	<i>9.81</i>
Miscellaneous ...	...	...	...	137	1,912	13.96
	...	...	...	<i>115</i>	<i>1,564</i>	<i>13.60</i>
<b>TOTAL</b>	...	...	...	12,553	118,928	9.47
	...	...	...	<i>12,006</i>	<i>110,312</i>	<i>9.19</i>
<b>CONTAINERS</b>						
Large Covered ...	...	...	...	29	110	3.79
	...	...	...	<i>12</i>	<i>30</i>	<i>2.50</i>
Small Covered ...	...	...	...	30	75	2.50
	...	...	...	<i>30</i>	<i>75</i>	<i>2.50</i>
Open Brick ...	...	...	...	100	225	2.25
	...	...	...	<i>100</i>	<i>225</i>	<i>2.25</i>
Insulated Meat ...	...	...	...	75	300	4.00
	...	...	...	<i>75</i>	<i>300</i>	<i>4.00</i>
Milk ...	...	...	...	6	—	—
	...	...	...	<i>6</i>	—	—
<b>TOTAL</b>	...	...	...	240	710	2.96
	...	...	...	<i>223</i>	<i>630</i>	<i>2.90</i>
<b>BRAKE VANS</b>	...	...	...	284		
	...	...	...	<i>250</i>		

Figures in italics are in respect of the year 1954.

## STATISTICAL RETURNS FOR THE YEAR ENDED 31st MARCH, 1955—continued.

## ROAD VEHICLES

## PASSENGER VEHICLES :

	Number		Seating Capacity			
			Total		Average per Vehicle	
	1955	1954	1955	1954	1955	1954
Double-deck Buses ...	598	<i>563</i>	36,020	<i>33,646</i>	60.2	<i>59.7</i>
Single-deck Buses ...	395	<i>386</i>	15,455	<i>14,910</i>	39.1	<i>38.6</i>
Touring Coaches ...	50	<i>52</i>	1,500	<i>1,740</i>	30.0	<i>33.5</i>
Ambulances ...	6	<i>6</i>	Berths 36	Berths 36	Berths 6.0	Berths <i>6.0</i>
TOTAL ...	1,049	<i>1,007</i>	53,011	<i>50,332</i>	50.5	<i>50.0</i>

 GOODS AND PARCELS VEHICLES  
AND HORSEBOXES :

	Under 6 tons capacity		6 tons capacity and over		TOTAL	
	1955	1954	1955	1954	1955	1954
Lorries ...	285	<i>253</i>	351	<i>340</i>	636	<i>593</i>
Vans ...	55	<i>56</i>	—	—	55	<i>56</i>
Tractors ...	—	—	54	<i>65</i>	54	<i>65</i>
Horseboxes ...	—	—	—	—	33	<i>34</i>
					778	<i>748</i>
TRAILERS :						
Special purposes ...					30	<i>30</i>
Articulated ...					146	<i>146</i>
Flat 4-wheel ...					118	<i>118</i>
HORSE DRAWN VEHICLES : Wagons and Carts ...					362	<i>362</i>
TOTAL ...					1,434	<i>1,404</i>
Horses for Road Vehicles ...					274	<i>275</i>
CONTAINERS :						
Furniture ...					105	<i>105</i>
Livestock ...					132	<i>132</i>
Grain ...					10	<i>10</i>
Tar and Bitumen ...					8	<i>8</i>
					255	<i>255</i>
STAFF CARS (including 4 Station Wagons) ...					66	<i>65</i>
SERVICE VEHICLES ...					37	<i>35</i>

Figures in italics are in respect of the year 1954.

STATISTICAL RETURNS FOR THE YEAR ENDED 31st MARCH, 1955—*continued.*

STATISTICS OF OPERATIONS

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

Originating on Board's System		
	1955	1954
Ale and Porter (including empties) ... ..	179,273	178,699
Bacon and Hams, Butter and Eggs ... ..	27,251	24,801
Beet ... ..	366,093	420,584
Flour and Bran Sharps and other Flour Mill Offal	86,986	95,493
Grain ... ..	241,118	241,494
Groceries (excluding bacon, hams and butter) ...	204,078	245,557
Manure ... ..	80,116	83,797
Oil Cake and Cattle Foods ... ..	11,336	9,763
Oil Cake and Cattle Foods, Beet Pulp ... ..	34,551	41,234
Potatoes ... ..	6,878	7,648
Timber ... ..	14,057	14,374
Turf ... ..	2,342	30,306
<b>TOTAL</b> ... ..	<b>1,254,079</b>	<b>1,393,750</b>

NUMBER OF LIVESTOCK CARRIED BY GOODS TRAIN

	1955	1954
Horses ... ..	10,387	6,560
Cattle ... ..	628,844	530,522
Calves ... ..	29,673	26,606
Sheep ... ..	159,168	147,592
Pigs ... ..	33,421	29,952
Other Animals ... ..	202	351
<b>TOTAL</b> ... ..	<b>861,695</b>	<b>741,583</b>

ENGINE MILEAGE

	Coaching	Goods	Other	Total
Steam Tender and Tank Engines	2,647,512	3,036,536	2,497,241	8,181,289
	<i>2,889,061</i>	<i>2,930,872</i>	<i>2,421,749</i>	<i>8,241,682</i>
Diesel Electric Engines ...	84,183	5,770	23,019	112,972
	<i>81,642</i>	<i>10,839</i>	<i>25,670</i>	<i>118,151</i>
Diesel Rail Cars ... ..	1,887,073	—	8,005	1,895,078
	<i>1,280,995</i>	—	<i>8,998</i>	<i>1,289,993</i>
<b>Total Engine Miles</b> ...	4,618,768	3,042,306	2,528,265	10,189,339
	<i>4,251,698</i>	<i>2,941,711</i>	<i>2,456,417</i>	<i>9,649,826</i>

Figures in italics are in respect of the year 1954.

STATISTICAL RETURNS FOR THE YEAR ENDED 31st MARCH, 1955—continued.

STATISTICS OF RAIL OPERATIONS

	1955	1954
<b>TOTAL ENGINE HOURS PER TRAIN ENGINE HOUR :</b>		
<i>Steam</i>		
Coaching ... ..	1.47	<i>1.44</i>
Freight ... ..	2.20	<i>2.23</i>
<i>Diesel Rail Cars</i>		
Coaching ... ..	1.00	<i>1.00</i>
<i>Diesel Electric</i>		
Coaching ... ..	1.07	<i>1.07</i>
<b>TRAIN MILES PER TRAIN ENGINE HOUR</b>		
<i>Coaching</i>		
Steam ... ..	16.95	<i>17.39</i>
Diesel Electric (Locomotives only) ... ..	26.55	<i>25.07</i>
Diesel Rail Cars (Standard Gauge) ... ..	31.61	<i>30.13</i>
do. (Narrow Gauge) ... ..	19.00	<i>18.18</i>
<i>Freight</i>		
Steam ... ..	10.93	<i>11.21</i>
Diesel Shunters ... ..	6.99	<i>7.34</i>
<b>TON MILES PER ENGINE HOUR</b>		
Per Train Engine Hour ... ..	685	<i>735</i>
Per Engine Shunting Hour ... ..	713	<i>738</i>
Per Total Engine Hour ... ..	340	<i>368</i>
<b>TON MILES PER TRAIN MILE</b>		
Train Load in tons ... ..	72	<i>75</i>
<b>WAGON MILES PER TRAIN MILE</b> (Number of Wagons per train)		
Loaded ... ..	19.96	<i>19.94</i>
Empty ... ..	7.22	<i>7.38</i>
Total ... ..	27.18	<i>27.32</i>
<b>WAGON MILES PER HOUR</b>		
Per Engine Hour ... ..	257.88	<i>265.95</i>
Per Engine Shunting Hour ... ..	268.53	<i>267.17</i>
Per Total Engine Hour ... ..	131.55	<i>133.28</i>
<b>AVERAGE WAGON LOAD</b> ... ..		
	tons 3.62	tons <i>3.79</i>

Figures in italics are in respect of the year 1954.

STATISTICS OF RECEIPTS

RAIL PASSENGER TRAFFIC

Class of Passenger	Number	Receipts	Average Receipts per Journey	
			£	s. d.
Ordinary :—				
1st Class ... ..	189,493	123,250	13	0·10
	<i>214,407</i>	<i>129,649</i>	12	1·12
3rd Class ... ..	5,977,801	1,629,728	5	5·43
	<i>5,757,023</i>	<i>1,434,021</i>	5	1·87
TOTAL ... ..	6,167,294	1,752,978	5	8·22
	<i>5,971,430</i>	<i>1,613,670</i>	5	4·86
Season :—				
1st Class ... ..	182,475	5,890		7·75
	<i>208,119</i>	<i>6,666</i>		7·69
3rd Class ... ..	1,838,106	44,588		5·82
	<i>1,923,957</i>	<i>45,967</i>		5·73
TOTAL ... ..	2,020,581	50,478		6·00
	<i>2,132,076</i>	<i>52,633</i>		5·92
		Total Units	Average Receipts per unit	
Passenger Miles ... ..		263,626,900	1·64d.	
		<i>231,073,918</i>	<i>1·73d.</i>	
Passenger Journeys ... ..		8,187,875	52·86d.	
		<i>8,103,506</i>	<i>49·35d.</i>	
Loaded Train Miles ... ..		4,515,160	8s. 0d.	
		<i>4,169,874</i>	8s. 0d.	
Miles of Road (First Track) ... ..		1,923	£938	
		<i>2,008</i>	<i>£830</i>	

Figures in italics are in respect of the year 1954.



## STATISTICS OF RECEIPTS

## FREIGHT TRAIN TRAFFIC

Classification	Receipts	Tons Carried	Ton Miles	Average length of haul in miles	Average Receipts	
					per ton	per ton mile
	£				£ s. d.	Pence
Merchandise ...	3,188,222	1,710,800	152,007,880	88.85	1 17 3	5.03
	<i>3,208,178</i>	<i>1,759,841</i>	<i>152,117,419</i>	<i>86.44</i>	<i>1 16 6</i>	<i>5.06</i>
Minerals ...	375,742	515,151	30,631,633	59.46	14 7	2.94
	<i>451,686</i>	<i>604,048</i>	<i>37,868,575</i>	<i>62.69</i>	<i>14 11</i>	<i>2.86</i>
Coal and Coke	89,528	97,735	7,131,041	72.96	18 4	3.01
	<i>93,615</i>	<i>105,888</i>	<i>7,248,468</i>	<i>68.45</i>	<i>17 8</i>	<i>3.10</i>
TOTAL ...	3,653,492	2,323,686	189,770,554	81.67	1 11 5	4.62
	<i>3,753,479</i>	<i>2,469,777</i>	<i>197,234,462</i>	<i>79.86</i>	<i>1 10 5</i>	<i>4.57</i>
Livestock ...	£	No.				
	461,239	861,695	—	77.83		
	<i>387,436</i>	<i>741,583</i>	—	<i>73.55</i>		
				Total Units	Average Receipts per unit	
Loaded Train Miles ...	...	...	...	2,853,605	£1 8 10	
				<i>2,763,938</i>	<i>£1 10 0</i>	
Loaded Wagon Miles ...	...	...	...	60,713,391	16.27 pence	
				<i>58,655,755</i>	<i>16.94 ..</i>	
Miles of Road (First Track) ...	...	...	...	1,923	£2,140	
				<i>2,008</i>	<i>£2,062</i>	

Figures in italics are in respect of the year 1954.

## STATISTICS OF RECEIPTS

## ROAD PASSENGER SERVICES

	Receipts	Passengers Carried	Vehicle Miles	Passenger Miles (Estimated)
	£			
Dublin City Services ...	3,205,529	242,558,792	27,400,776	461,346,822
	<i>3,110,938</i>	<i>234,408,600</i>	<i>26,975,297</i>	<i>447,720,426</i>
Other City Services ...	435,483	35,996,252	3,752,567	62,633,478
	<i>415,467</i>	<i>34,488,048</i>	<i>3,736,520</i>	<i>59,664,323</i>
Provincial Services ...	1,035,778	10,344,937	9,633,301	110,483,927
	<i>1,063,976</i>	<i>9,439,094</i>	<i>9,640,328</i>	<i>113,457,910</i>
Tours and Private Hire ...	233,543	895,786	1,374,150	—
	<i>221,665</i>	<i>873,939</i>	<i>1,361,410</i>	—
<b>TOTAL ...</b>	4,910,333	289,795,767	42,160,794	—
	<i>4,812,046</i>	<i>279,209,681</i>	<i>41,713,555</i>	—
	Per Journey	Per Mile	Per Passenger Mile	
Average Receipts :	d.	d.	d.	
Dublin City Services ...	3·17	28·08	1·67	
	<i>3·19</i>	<i>27·68</i>	<i>1·67</i>	
Other City Services ...	2·90	27·85	1·67	
	<i>2·89</i>	<i>26·69</i>	<i>1·67</i>	
Provincial Services ...	24·03	25·80	2·25	
	<i>27·05</i>	<i>26·49</i>	<i>2·25</i>	

Figures in italics are in respect of the year 1954.

## STATISTICS OF RECEIPTS

## ROAD FREIGHT SERVICES

Type	Vehicle Miles	Tonnage	Receipts	Average Rate per ton	
				s.	d.
Scheduled Services ... ..	1,991,738	191,129	£ 256,035	26	9.5
	<i>2,115,428</i>	<i>205,930</i>	<i>263,740</i>	<i>26</i>	<i>1.2</i>
Railhead C. & D. Services	495,681	170,198	97,556	11	5.6
	<i>508,540</i>	<i>169,628</i>	<i>95,418</i>	<i>11</i>	<i>3.0</i>
Direct Road Services ... ..	9,126,394	2,675,580	1,014,172	7	7.0
	<i>8,370,954</i>	<i>2,270,592</i>	<i>977,580</i>	<i>8</i>	<i>7.3</i>
TOTAL ... ..	11,613,813	3,036,907	1,367,763	9	0.1
	<i>11,494,922</i>	<i>2,646,150</i>	<i>1,341,738</i>	<i>10</i>	<i>1.7</i>
Livestock ... ..		No.			
	1,693,213	295,083	187,590		
	<i>1,380,694</i>	<i>219,908</i>	<i>150,397</i>		

## GRAND CANAL TRAFFIC

Classification	Tonnage Carried by C.I.E. Barges	Receipts	Average Rate per Ton	
			s.	d.
Merchandise ... ..	79,914	£ 121,494	30	4.9
	<i>85,648</i>	<i>125,104</i>	<i>29</i>	<i>2.6</i>
Coal, Coke and Patent Fuel ... ..	193	215	22	3.4
	<i>144</i>	<i>176</i>	<i>24</i>	<i>5.3</i>
Other Minerals ... ..	8,484	7,564	17	10.0
	<i>4,769</i>	<i>4,100</i>	<i>17</i>	<i>2.3</i>
TOTAL ... ..	88,591	129,273	29	2.2
	<i>90,561</i>	<i>129,330</i>	<i>28</i>	<i>6.9</i>

Figures in italics are in respect of the year 1954.





