

CÓRAS IOMPAIR ÉIREANN

ANNUAL REPORTS

Nos. 7 to 9.

1st APRIL, 1956

TO

31st MARCH, 1959.







CÓRAS

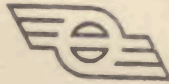
IOMPAIR

ÉIREANN

SEVENTH  
ANNUAL REPORT

*for the Year ended*

**31st MARCH, 1957**



KINGSBRIDGE STATION, DUBLIN

MEMBERS OF THE BOARD OF CÓRAS IOMPAIR ÉIREANN ON THE  
31ST MARCH, 1957.

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,

MR. L. FERRIS.

SEVENTH ANNUAL REPORT FOR THE YEAR ENDED  
31ST MARCH, 1957

I. INTRODUCTION.

1. Coras Iompair Eireann presents its Annual Report with Statement of Accounts and Statistics attached, for the year ended 31st March, 1957.

II. ADMINISTRATION AND ORGANISATION.

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

3. 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.

III. SERVICES.

Rail :

4. Satisfactory progress was made in the programme to change over from steam to diesel operation. At the close of the year the principal passenger and freight trains were operated by diesel power.

5. Although there was an increase in revenue there was a reduction in the number of passengers carried during the year. This decline may be attributed to :

(a) The poor weather prevailing during the Summer of 1956.

(b) The increase in the number of private motor cars.

(c) The development of the self-drive car service, which is becoming increasingly popular for holiday and week-end travel.

6. Comparison with the previous year is, however, difficult because of the large number of passengers who travelled during the very fine Summer of 1955.

7. The decline in first-class passenger travel, which has been apparent for some years, continued.

8. On and from 3rd June, 1956, the designation "Third Class" was changed to "Second Class." There was no alteration, however, in fares or in the quality of the accommodation provided.

9. Passenger fares were increased by 10% from 1st February 1956, so that the increase for a full year is reflected in the receipts. While total passenger traffic is down by 7.26% compared with the previous year, the total receipts are up by 5.59%.

10. Compared with the previous year excursion traffic showed a slight increase in receipts and a decrease in the number of passengers carried.

11. One hundred and twenty-six special trains, of which 62 were Radio Trains, were operated for pilgrimage traffic to Knock Shrine.

12. The Father Matthew Centenary Celebrations were held in Cork on 24th June, for which 24 special trains were operated.

13. There were some interesting innovations during the year, viz. :

(a) The issue of combined tickets (travel and admission) for Chipperfield's Circus which was on tour throughout the country

during the period August to November, 1956. Special trains brought patrons to and from the centres where the circus was located. A total of 15,230 passengers were carried.

- (b) The introduction of special week-end tickets at single fare for the return journey, which were issued during two periods of the year and were availed of by over 4,000 passengers.
- (c) A special return train to Wexford which was operated in conjunction with the Festival Committee for the Festival of Opera there.
- (d) As from 1st January, 1957, through fares were reintroduced between stations on the Board's system and ports and internal stations on the British Transport Commission's system. In addition, for the first time, arrangements were made with the British and Irish Steampacket Company for the issue of through tickets.

14. New coaching stock introduced during the year was as follows:—

- 15 Main Line Second-class Bogie Coaches ;
- 10 Suburban Bogie Compo Coaches ;
- 5 Heating Vans ;
- 12 Parcel Vans ;
- 4 Diesel Rail Cars.

15. The coaches are of modern light-weight design with new type under-frames, cast steel bogies and roller-bearing axle boxes.

16. The five heating vans complete the full programme of 41 such vehicles required for use with diesel trains.

17. The four diesel rail cars were built at Inchicore and are part of a programme of six. All are of the composite type similar to those already in traffic on the main line and suburban services.

18. On the freight side goods and coal traffics declined, the fall in goods being particularly noticeable. Other minerals and livestock traffic increased.

19. In general, the position concerning goods traffic must be viewed against the depressed economic background during the year, which was reflected in the reduced traffic in such items as wines and spirits, bacon and hams, groceries, drapery and millstuffs ; the latter traffic has declined also because of increased diversion to road transport.

20. With regard to livestock : the principal fluctuations concern cattle and sheep. In the case of cattle the increase in number carried—88,572—may be related to the recovery in the trade during the latter months of the year.

21. The decrease in the number of sheep carried—20,585—is very marked, and due almost entirely to diversion to road transport, which continued on an intensive scale both for sheep and cattle.

22. There was an increase of over 39,000 tons in the carriage of beet during the year, due to the increased acreage under beet and improvement in the average yield per acre.

23. Tar and bitumen carried—48,474 tons—was an increase of over 9,000 tons compared with the previous year due to increased road work coupled with a higher demand for delivery of this material in bulk.

24. Coal traffic—81,198 tons—declined by 12,859 tons due to falling demand and diversion to road transport. There was, however, a resumption of exports from local coalfields and approximately 11,000 tons were carried by rail for export compared with less than 2,000 tons during the previous year.



25. A feature of the year was the development of the mining enterprise at Avoca, which resulted in traffic in machinery and goods between Dublin and Avoca ; mining was also undertaken in other parts of the country but on a smaller scale.

26. Light-weight diesel units were introduced for merchandise train services on the Banteer/Newmarket, Gortalea/Castleisland, and Clara/Banagher branch railway lines. The Banteer/Newmarket and Gortalea/Castleisland branch railway lines had been closed to regular merchandise services for some time.

27. The following new freight rolling-stock was built and placed in service during the year :—

309 Covered Wagons	..	12 tons.
215 Open Goods Wagons	..	do.
200 Cattle Wagons	.. ..	do.

### Canal :

28. There was no significant change in traffic on the canal.

29. There was a decline of 1,300 tons in the carriage of artificial manures due mainly to the fact that sales were slow in the early part of the year.

30. Cement traffic declined by 2,600 tons because of the slump in the building trade and the completion of the contract for building the E.S.B. Station at Lumcloon.

31. Carriage of beet increased by 1,400 tons due to the increased acreage under cultivation and the higher yield per acre.

32. There was an increase of 1,300 tons in the carriage of malt due to increased production of barley for malting.

33. There was an increase of 10% in charges from 1st February, 1956, which explains the upward tendency shown in the receipts.

34. One pair of lock gates and one pair of gates for Mullingar Dry Dock were made for the Royal Canal. Four pairs and two single gates were made for the Grand Canal.

### Road Freight :

35. Excluding credit from the Rail Section, the gross receipts from the Board's vehicles were £1,606,611, a decrease of £136,302. The decrease in revenue occurred on all traffic generally except livestock, fresh meat and beet.

36. Expenditure of £1,643,746 was lower by £121,374 compared with the previous year.

37. Net receipts from hired hauliers amounted to £51,165, a decrease of £3,667.

38. Total net receipts of £64,031 were a decrease of £18,594. Increased fuel prices during the year caused additional expenditure of £23,500 without any corresponding increase in charges. Had petrol prices remained constant, net receipts would have shown an increase of £4,906.

39. Gross tonnage carried during the year was 2,466,940 tons, a decrease of 785,505 tons compared with the previous year.

40. The tonnage carried on Scheduled Services was 168,817 tons and the revenue earned was £250,098. These figures show a decrease of 14,835 tons and £4,458 over the previous year.

41. There was a sharp rise in the export of cattle, particularly in the latter months of the year, and the revenue earned—£130,563—was an increase of £29,797 over the previous year.

42. Carriage of cement from factory to rail at Limerick—164,649 tons—decreased by 46,321 tons, and revenue earned—£25,783—decreased by £6,884.

43. Tonnage of ground limestone carried—329,955 tons—decreased by 59,387 tons, and revenue of £211,658 decreased by £38,558.

44. Heavy haulage traffic declined by £13,098, due mainly to the completion of various works undertaken by the Electricity Supply Board in connection with the construction of new power stations.

45. Carriage of beet—66,435 tons—increased by 10,327 tons, and revenue of £40,812 was an increase of £7,216.

46. Revenue from horse working was £186,954, a decrease of £16,449 on the previous year.

47. During the year the following new units were introduced into the fleet :—

7 Bedford 8-ton tippers.

4 „ Mail Vans.

5 „ Scammell Tractors.

1 „ Scammell Trailer.

10 8-ton Trailers.

2 Leyland Comet “90” Lorries.

1 Matador Lorry was converted for use with cement tanker.

48. The rationing of petrol which came into effect in January, 1957, did not affect the operation of the Board's vehicles, nor was there any discernible diversion of traffic to the Board's services.

49. In order to provide a fast and efficient service, a short-wave transmitter was installed at Broadstone and a land line connects the transmitter with a remote control unit at Transport House through which instructions can be conveyed to a number of the Board's road vehicles operating in the City and suburbs which are fitted with radio telephones. The drivers of these vehicles can also relay details of the customers' requirements to the control office at Transport House.

### Road Passenger :

50. There was an increase of 850,244 in the number of passengers carried on Dublin City services, and of £218,301 in passenger receipts. On Provincial and other services 225,000 more passengers were carried and passenger receipts increased by £6,820.

51. Petrol rationing, which commenced in January, 1957, brought increased passengers during the first few months of its operation.

52. The severe polio epidemic in Cork during the Summer had an adverse effect on passenger traffic in that area.

53. Special services provided for the Tostal Pageants and the Spring Show were poorly supported.

54. Improved and extended services were provided on the following routes :—

Churchtown/Phoenix Park (Route No. 14),

Nelson Pillar/Terenure (Route No. 15),

Grange Road/Santry (Route No. 16),

Ballybough/Drimnagh (Route No. 23),

Aston Quay/Ashtown (Route No. 38),

Eden Quay/Malahide (Route No. 42),  
D'Olier Street/Dun Laoghaire (Route No. 46A)  
College Street/Crumlin (Route No. 50),  
Aston Quay/Clondalkin (Route No. 51),  
Aston Quay/Oxmantown Road (Route No. 72).

55. The East Wall Road service reverted to its normal route on 11th July, and the single-deck buses which formerly operated on this route were replaced by double-deck buses.

56. Double-deck buses replaced single-deck buses on the Eyre Square/Salthill (Galway) route, and on the Limerick/Shannon Airport Route.

57. Two hundred and forty extended tours were operated, on which a total of 6,008 passengers were carried.

58. A new Seven-Day Tour was operated covering the South and West; there were ten fully-loaded departures carrying 300 passengers.

59. A new Six-Day Tour of the West, which included a seven-hours' cruise on the River Shannon, was also operated; it was well patronised—there were 14 departures which carried 369 passengers.

60. Nine tours (inclusive of hotel accommodation) were arranged for special parties.

61. Over 113,000 passengers were carried on day tours operated from a number of centres. Special day tours incorporating a cruise on the River Shannon were also operated from Dublin, Cork and Galway.

62. There was an increase of over £2,000 in the revenue obtained from private hire operations during the year, and special tours on a private hire basis were arranged for 209 parties.

63. Special arrangements were made to cater for the following:—

- (1) The Father Matthew Celebrations at Cork, for which 147 buses were utilised.
- (2) The Meath Diocesan Pilgrimage to Knock Shrine, for which 43 buses were utilised.
- (3) The Pharmaceutical Congress, Dublin, for which 89 buses were utilised.

64. During the year 78 new double-deck buses were put into service.

### Vessel Service :

65. There was a decline of £850, in passenger receipts on the vessel service operated between Galway and the Aran Islands which may be attributed to the unfavourable weather during the Summer of 1956.

66. The increase in cargo receipts—£1,361—is largely accounted for by a general increase in charges which was applied as from 1st March, 1956. There was also a waterworks contract on the main island which brought additional cargo to the service.

67. The "Dun Aengus" was absent for survey from 3rd March to 20th April 1956, and from 1st March to 31st March 1957. During the first absence the vessel "Nabro" operated as substitute and during the second survey the vessel "Ros Breasail" was employed.

### River Services :

68. A total of 12,180 passengers were carried during the season. Two boats were operated compared with one during the previous season, and receipts—£4,621—increased by £2,207. Despite the operation of the additional vessel the increase in passenger numbers was only 65%. The unfavourable weather, resulting in many cancellations, was, no doubt, an influencing factor.

69. Almost two-thirds of the receipts were derived from charter parties and organised tours which operated mainly from Dublin; the remainder (mostly bus/cruise trips) originated at Cork and Galway.

70. Because of shallow water it was not possible for the "St. Brendan" to operate above Athlone from 25th June.

### Hotels, Refreshment Rooms and Dining Cars :

71. Receipts for the year were £574,045 compared with £513,143 for the previous year.

72. The profit was £38,288 compared with £28,892 in 1956.

73. At Killarney Hotel seven bedrooms formerly occupied by staff in the "Garden Cottage" were converted for guests' use for the 1957 season, and six other rooms with baths attached were brought up to superior standard as regards furnishings, decoration and lighting. Telephones have now been installed in all guests' bedrooms. Improved lighting was provided and electric heating installed in several bedrooms.

74. At Parknasilla Hotel seven bedrooms were re-decorated and re-furnished and improved lighting facilities provided. A Car Park was completed and a new station wagon provided.

75. At Galway Hotel seven bedrooms were re-decorated and re-furnished; improved lighting facilities were provided and additional telephones installed in bedrooms.

76. At Sligo Hotel a complete programme of re-decoration and re-furnishing was carried out to enable this hotel to comply with the requirements of Bord Failte Eireann, to obtain Grade "A" star appointment, and additional telephones were installed in the guests' bedrooms. A mobile cocktail bar was also provided.

77. At Kingsbridge Station a new self-service counter was erected in the Refreshment Room, and at Bray improvements were made to the Bar at the railway station.

78. At Cobh a showcase for the promotion of duty-free sales of Irish Whiskey was provided in the concourse.

79. Four new buffet cars were built and put into service, and two dining cars were re-constructed with a new cocktail bar in each.

### IV. TRAFFIC DEVELOPMENT.

80. Tourist transport facilities were extensively advertised in Irish, British, United States and Canadian newspapers and periodicals; also a special campaign was arranged covering the innovation of motor coach tours from Shannon Airport. Over 1½ million pieces of promotional literature were produced and distributed.

81. The distribution of initial supplies of our publicity material through the co-operation of Bord Failte Eireann was maintained and larger quantities of literature were printed to provide for new branch offices of principal travel agents in Britain and the United States, and for better coverage of travel agents on the Continent.

82. Four thousand scenic posters advertising rail and road travel attractions were distributed throughout the world. Special arrangements were made under a reciprocal exchange scheme with European Railways for acceptance of increased numbers of C.I.E. posters.

83. Special publicity for Great Southern Hotels included the production of full-colour "Irish Coffee" display panels; souvenir menus and Irish linen handkerchief containers were also designed and supplied.

84. The continued co-operation of the principal travel agents and also the Irish Tourist Association by the allocation of window space, was fully availed of and displays were also devised and installed in all offices and premises throughout the Board's system. In addition, a special information display was erected in a central position at Busaras.

85. Exhibition stands were erected at the Dublin Spring and Horse Shows, and a special tubular steel stand was built for display where space can be obtained at conventions and congresses. This unit was first used at the annual travel exhibition promoted by the Co-Operative Wholesale Society at their annual exhibition in Belfast.

86. The Board's Mobile Display Stand was on exhibition at the more important agricultural shows throughout the country, and vehicles publicising all aspects of C.I.E. services again formed a prominent part of the Industrial Parade in Dublin on St. Patrick's Day. Vehicles publicising passenger and freight services were also entered in An Tostal parades in Bray, Cork, Galway, Waterford and Limerick.

87. The Board's film, "Ireland—Land of Welcome," was televised several times in America to an estimated viewing audience of 15,000,000 last year. The number of copies now in circulation has been increased to 65 to meet continuing demands.

88. All C.I.E. travel and hotel amenities were depicted in a two-hour silent travelogue film of Ireland made by a United States camera unit and intended for illustrated lecture tours throughout America.

89. Advertising filmlet space was booked for the first time in Dublin Cinemas to promote passenger traffic by rail, road tours and River Shannon services.

90. The Board co-operated with Bord Failte Eireann in planning itineraries and conducting representative parties of travel agents from America, Britain and Germany on educational tours.

#### V. STAFF.

91. At the 31st March, 1957, the number of staff in the Board's employment was 19,770, a decrease of 368 compared with the previous year.

92. The salaries and wages bill for the year was £9,080,919, an increase of £28,223 over the previous year.

93. Improvements in rates of pay and conditions of service throughout the year cost £27,909. The additional cost in a full year would be £28,745.

94. During the year one unofficial strike took place.

95. Sixty-two meetings were held with representatives of the various trade unions catering for employees, and good relations were maintained throughout the year.

96. There were six public investigations into disputes held by the Labour Court. In addition, twelve Conciliation Conferences under the auspices of the

Labour Court were held. A meeting was arranged under the auspices of the Minister for Industry and Commerce, between the Board and representatives of the Provisional United Trade Union Movement. At this meeting both sides agreed to accept the principle of joint consultation between Coras Iompair Eireann and the staff in regard to the provision of regular means of consultation and affording opportunities for co-operation and discussion between the management and the staff on matters of mutual interest, including efficiency in the working of the undertaking and the development of business and the best use of manpower, but excluding questions relating to terms and conditions of employment, and other matters proper to negotiation.

97. As in previous years, in the filling of vacancies special consideration was given to members of the regular staff certified medically unfit to perform the full duties of their grade. Twenty-five regular employees were found alternative employment suited to their physical condition.

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

99. The policy of placing redundant staff in other posts continued, and in the period, 133 locomotive firemen were transferred to other duties.

100. Two hundred and sixty-three steam locomotive drivers were trained to drive diesel locomotives.

## VI. EQUIPMENT AND FACILITIES.

101. Arrangements were completed for importation of fuel oil direct by sea tanker into tanks at Cork which had been specially provided. Up to the end of the year 15 such sea tanker cargoes had been received. Increased fuel oil storage was also provided at Inchicore.

102. From Cork the oil is distributed by the Board's own fleet of rail tank cars.

103. In order that the maximum economies may be obtained from the direct importation of oil, it was necessary to have the installations at Cork and Inchicore recognised as bonded warehouses.

104. The implementation of a new telecommunications agreement with the Department of Posts and Telegraphs made considerable progress and arrangements were made to close 25 railway telegraph offices, alternative telephonic communication having been provided in most cases.

105. The backbone of the new telecommunication system has been brought into use by the installation of tie lines between Dublin and Cork, Limerick, Waterford, Athlone and Mullingar, together with teleprinter communication between Dublin and the same centres.

106. Electric lighting was substituted for oil lighting at a number of stations, and existing electric lighting improved at others.

107. A new 7½-ton diesel mobile crane was purchased for use in the Dublin area, and at stations where the facility was needed, stationary hand cranes, which had become spare at other stations, were re-erected.

108. Consequent on the yard relaying programme carried out during the year, extensive signalling renewals and alterations (including in some cases improved facilities) were provided at Limerick Junction, Foxford, Buttevant, Shanganagh Junction and Abbey Junction.

109. Signalling alterations and improvements were carried out at Cahir, Athenry, Dun Laoghaire, Farranfore, Kilkenny, Inny Junction, Newmarket and Castleisland. The work of substituting electric for oil lighting in signals was continued and installations at Inchicore, Bray and Kilbarry completed.

110. Distant signals interlocked with or worked off the gate heels were provided at six public road level crossings.

## VII. ENGINEERING ACTIVITIES.

111. The customary standards of track maintenance and safety precautions were maintained.

112. The length of plain track in which the sleepers were renewed was 38 miles as compared with 51½ miles in the previous year.

113. The pattern of renewal of way during the year was :

Secondhand relaying	..	..	9 miles, 1,259 yards,
Re-sleepering	..	..	28 „ 699 „

TOTAL	..	..	38 miles, 198 yards.
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114. Relaying work was carried out at eighteen station yards as compared with eight in the previous year.

115. The Matisa Ballast Tamper completed a programme of 68 miles with satisfactory results, and the Thermit welding of rails was carried out on 6 miles of track.

116. Nineteen miles of track were dismantled and removed on the Tralee/Dingle line.

117. There were 5½ miles of concrete posts and wire fencing erected during the year.

118. Some 1,685 miles of track were sprayed with weed-killing material during the year, as compared with 1,560 miles in the previous year. In addition to the foregoing, 286 miles of track were sprayed a second time.

119. Work on the provision of greater clearances to suit coaching stock of 10 ft. width, was continued during the year.

120. Work was completed on the renewal of Quagmire Bridge on the Mallow/Tralee line, and two small underbridges on the Limerick/Athenry line were renewed in precast concrete units.

121. Fabrication of a small steel underbridge for use on the Valentia Branch was undertaken at the Boiler Shop, Inchicore. The new technique of using high tensile bolts in bridge fabrication and repair was introduced and was applied to the fabrication of this bridge.

122. The construction of a pre-stressed concrete bridge over the Sligo line for the Longford County Council, was completed.

123. The production of pre-stressed concrete sleepers was continued during the year. Some 7,800 such sleepers were manufactured at Inchicore, and of these, 7,300 were put into the track and are giving satisfactory service. Experimental work on the steel reinforcement and fastenings for concrete sleepers was continued.

124. Work on the provision of better rail facilities at Dun Laoghaire was commenced in September, 1956. The scheme provides for the laying of a second line at the eastern entrance to the station and the construction of a new platform. The work involved the removal of the north abutment to the road bridge at the

unction of Crofton Road with Marine Road, the construction of a new abutment and the extension of the steel troughing which carries the public road. Good progress had been made with the work at the end of the financial year.

125. A contract was made and work started in August, 1956, for the construction of the earthworks, drainage and fencing of a new railway of about  $2\frac{3}{4}$  miles from the Limerick/Tralee line to the Cement Factory at Limerick.

126. The adaptation of the No. 1 Erecting Shop at Inchicore for the overhaul of diesel electric locomotives, was partly completed and the provision of facilities for the servicing and overhaul of these locomotives was continued during the year.

127. The construction of a new paint shop for buses at Spa Road, Inchicore, was completed and the office accommodation and stores in the Body Shop were improved and extended.

128. The lifting of old tram lines in Dublin was continued during the year. About three-quarters of a mile of track were lifted, leaving about  $15\frac{1}{4}$  miles still in position.

129. The dredging of Rosslare Harbour was undertaken by contract; 162,200 cubic yards of material was dredged and dumped at sea.

#### VIII. FINANCIAL RESULTS.

130. The Appendix to this Report contains the Statement of Accounts and Statistics for the year ended 31st March, 1957.

#### Operating Results :

##### 131. *Railways.*

There was an increase of over £105,000 in the receipts from passengers, attributable to increased fares as the number of passengers carried actually decreased by over 7%. There was an increase in other passenger train receipts of nearly £57,000 also due mainly to increased charges. The receipts from merchandise train traffic were less by over £137,000 than in the previous year due to a reduction in general merchandise (over £250,000) and coal and coke (over £30,000) offset to the extent of over £90,000 by a very satisfactory increase in livestock traffic and by increases in beet and other traffics.

Expenditure was less by over £300,000 before providing for depreciation, due to the decreased cost of fuel consequent upon the introduction of more diesel locomotives. Maintenance of rolling stock was less by nearly £80,000 as a result of economies arising in the transitional stage of dieselisation and modernisation.

Reductions in staff offset the extra cost of increased rates of pay awarded by the Labour Court and Joint Industrial Council during the previous year.

There was an all-over reduction in the loss on railway working of more than £200,000 after making increased depreciation provisions for the additional diesel units in traffic.

##### 132. *Road Passenger.*

There was an increase in total receipts from Dublin City Services of more than £220,000 and a slight reduction in total receipts from Provincial Services. The net increase is attributable to the higher fares being in operation for a full year and to extra receipts from increased services and some extra traffic due to a period of fuel rationing. In addition to the extra expenditure necessary to operate additional services the prices of tyres and fuel were increased and the wages bill was more than £100,000 higher due to the awards during the previous



year being effective for a full year. These extra costs, together with many other increases outside the control of the Board, resulted in an over-all increase in expenditure of £300,000 and a resulting reduction in the profit on working of £80,000 compared with the previous year.

### 133. *Road Freight.*

Over £120,000 of the fall in the receipts was accounted for by reductions in the carryings of Ground Limestone and County Council traffics, which with the fall in General Merchandise receipts may be attributed mainly to the general trade depression and shortage of funds throughout the country. The foregoing figures include a reduction of £83,000 in County Council traffics partly due to the County Councils providing their own transport. Here also, as on the railway, the receipts from livestock were much better than in the previous year. The reduction in mileage run resulted in a corresponding reduction in expenditure and the fall of nearly £140,000 in gross receipts was offset, after absorbing the higher costs of wages and fuel, to a very considerable extent, the profit for the year being less by only £18,000 than in the previous year.

### 134. *Vessel.*

There was an over-all increase in the receipts from the Galway/Aran Service, the reduction in passenger receipts due to the unfavourable weather being more than offset by improved cargo receipts mainly due to increased charges. There were two boats on the Shannon Services compared with one boat the previous year, but the weather was unfavourable and, taking into consideration that this was a longer season the receipts were not as good as expected. The expenditure includes £3,200 for a special examination of the "Dun Aengus" required by Governmental regulations. Both the rail and road passenger services benefit somewhat from the operation of the Shannon Services as numbers of users are brought by train and bus.

### 135. *Canal.*

With the benefit of the increased charges in operation for a full year there was a net increase in receipts. Maintenance of barges; workmen's compensation and the maintenance of the Royal Canal were lower resulting in a net improvement of over £5,000 for the year compared with 1955/56.

### 136. *Hotels, Refreshment Rooms and Restaurant Cars.*

The increased receipts reflect the increased business during the year. Also, there was a strike of catering staff in the previous year. All items of expenditure were higher mainly due to increased business and higher wages. The net profit of the year is better by nearly £10,000.

### 137. *Docks, Harbours and Wharves.*

The general pattern of receipts and expenditure follows that of the previous year and the net result is somewhat similar but with a net improvement, the working loss being over £1,000 less.

138. Wages and salaries during the year would have been higher by over £400,000 due to the impact for a full year, of the Labour Court and Joint Industrial Council awards during the previous year. This was met largely by economies and reductions of personnel resulting in a net increased charge to Working Account of £28,000.

139. The Board was again compelled to obtain, under Section 30 of the Transport Act, 1950, advances to meet the payment of interest on Transport Stocks payable during the year. The amount due to the Government at 31st March, 1957, under this heading was £4,027,100 and the interest payable by the Board during the year on this debt to the Government was over £159,000.

140. During the year further capital moneys were required to meet contract payments for diesels and other rolling-stock and equipment authorised by the Government in the programme of reorganisation and modernisation of the undertaking. Owing to the National financial stringency of the year the consent and approval of the Government could not be given to the creation of Transport Stock for the purpose. At the instigation of the Government arrangements were entered into by the Board with some of our contractors, with whom we had heavy commitments, to postpone payment for supplies. The interest charges on these postponements, which were for about six months of the year under review, amounted to nearly £11,000. These arrangements considerably increased the amount of our Sundry Creditors.

141. The loss for the year includes £1,471,700 in provisions for depreciation. The Capital Account includes renewals and replacements for the year to an amount of £982,000.

142. The Board has to provide out of the year's receipts, Sinking Fund instalments amounting this year to £105,000, which forms part of the working loss for the year.

143. The result of the year's working was a loss of £1,723,209 compared with a loss in the previous year of £1,625,542.

144. It should be recorded that in the year ended 31st March, 1955, the loss was £866,000 and the increase in losses in succeeding years is due solely to the fact that it was not possible to recover by way of increased revenue the additional operating costs which arose.

145. Towards the end of 1955 increases in wages resulted in an additional annual cost of £825,000. A rise in coal prices meant an additional £198,000 per annum, and stores materials increased by £93,000—a grand total of over £1,000,000 per annum.

146. It was necessary to increase rates and fares in order to attempt to recover this additional impost but the Board considered that the increase should not be greater than 10%. A 10% increase was estimated, allowing for the anticipated reduction in traffic, to produce £800,000, leaving a gap of £400,000 which would be unrecovered and which it was hoped to bridge by achieving economies in operation.

147. In the event the economies were achieved but the anticipated increase in revenue did not materialise as traffic, for one reason or another, continued to dwindle away from the Board.

148. It is quite clear that saturation point has been reached on the present level of rates and charges and that any further increase will not produce additional revenue.

149. In other words, any additional costs, such as an increase in wage rates, which the Board may have to shoulder cannot be recovered by a corresponding increase in revenue and can only produce increased losses.

#### IX. DEVELOPMENT.

150. In the Annual Report for the year ended 31st March, 1956, it was stated that the economies which the Board could achieve by changing over to diesel traction and otherwise would not be sufficient of themselves to eliminate losses in the undertaking owing to the continued withdrawal of traffic from the Board's services, and it was pointed out that if the undertaking were to pay its way steps must be taken to divert to the Board's rail services all the traffic which these services can carry; the only alternative being State subsidies on an ever-growing scale.

151. In June, 1956, a memorandum was addressed to the Government reviewing the progress which had taken place since the Board first took up office in June, 1950, and the position with which the undertaking was confronted at that time.

152. This memorandum referred, *inter alia*, to the following matters :—

- (a) The steps taken by the Board to meet the obligations placed upon it by the Transport Act, 1950, including the implementation of a decision to change over to diesel traction and to modernise railway rolling-stock. This latter programme, which was approved by the Government in 1953, offered the hope that the economies arising therefrom when fully implemented would eliminate losses.
- (b) (i) The Government's decision, in anticipation of the Board becoming self-supporting in a few years' time, to withdraw subsidies to meet losses which would in future have to be met by temporary borrowing.  
(ii) The difficult financial position in which the Board found itself consequent upon that decision, coupled with its inability to raise moneys to finance capital expenditure owing to the decision of the Government not to sanction a public stock issue.
- (c) The gradual withdrawal of traffic from the Board's rail services and the extent of the development of private transport in the country.
- (d) The continued need for a public transport service in the country, whether such service included railways in its structure or not, and the fact that only the Government could take decisions which are necessary to prevent an early collapse of public transport.

153. It was respectfully suggested that the decisions to be taken would have to include the following :—

- (1) Is a Public Transport system to be maintained both for passengers and goods ?
- (2) Are railways to form part of that system—or can they be abandoned ?
- (3) If railways are to be part of the Public Transport system, will the steps which are necessary to make them self-supporting, be taken or will the State provide railway services and pay the necessary subsidy ?

- (4) If it is decided that railways must remain and must pay their way, what steps must be taken now to restore sufficient traffic to enable the railways to pay?

154. Arising from this memorandum the Government decided to set up a Committee of Inquiry into Internal Transport with the following terms of reference :—

“ to inquire into and review the developments in internal transport in recent years as they affect public transport undertakings ; to consider what measures are necessary, in the light of those developments, to ensure the provision of the transport requirements of the country on a basis which will best serve the public interests ; and to report thereon to the Minister for Industry and Commerce on or before 1st November, 1956.”

155. The Board was invited by the Committee to give its views on the terms of reference.

156. The Board made a comprehensive submission based largely on an examination of the situation on the lines of the four questions set out in the memorandum of June, 1956.

157. The Board also submitted oral evidence to the Committee over a number of days.

158. The report was not made to the Minister until May, 1957, i.e., after the financial year dealt with in this report.

159. At the time of writing this report the Board is awaiting Government decisions on policy on the future position of the undertaking in public transport.

T. C. COURTNEY,  
*Chairman.*

M. J. HAYES,  
*Secretary.*

A. MALCOLM,  
*Chief Accountant.*

# Statement of Accounts

and

# Statistics

*for the year ended*

31st March 1957

REVENUE ACCOUNTS FOR YEAR

RAILWAY

1956	EXPENDITURE	1957
£		£
1,144,500	Maintenance of Lines and Works ... ..	1,166,683
996,108	Maintenance of Rolling Stock ... ..	916,236
	Traffic Expenses:—	
		£
1,461,789	Fuel ... ..	1,155,662
2,950,213	Other Expenses ... ..	2,993,807
4,412,002		4,149,469
550,022	Other Expenditure ... ..	568,227
858,000	Depreciation ... ..	974,700
£7,960,632		£7,775,315

ROAD PASSENGER

1956	EXPENDITURE	1957
£		£
11,811	Maintenance of Buildings ... ..	10,769
644,036	Maintenance of Vehicles and Equipment ... ..	701,239
	Traffic Expenses:—	
		£
662,002	Fuel ... ..	703,111
222,953	Road Tax and Licences ... ..	226,542
2,483,830	Other Expenses ... ..	2,627,763
3,368,785		3,557,416
291,018	Other Expenditure ... ..	329,174
330,000	Depreciation ... ..	348,000
4,645,650		4,946,598
680,364	Balance to Profit and Loss Account ... ..	600,350
£5,326,014		£5,546,948

ROAD FREIGHT

1956	EXPENDITURE	1957
£		£
8,469	Maintenance of Buildings ... ..	9,811
387,690	Maintenance of Vehicles, and Equipment ... ..	314,517
	Traffic Expenses:—	
		£
207,381	Fuel ... ..	206,480
32,452	Provender ... ..	26,530
76,904	Road Tax and Licences ... ..	72,542
788,615	Other Expenses ... ..	748,292
1,105,352		1,053,844
113,609	Other Expenditure ... ..	116,574
150,000	Depreciation ... ..	149,000
1,765,120		1,643,746
82,625	Balance to Profit and Loss Account ... ..	64,031
£1,847,745		£1,707,777

ENDED 31st MARCH, 1957

WORKING

1956	RECEIPTS	1957
£		£
2,633,315	Passenger Train Traffic ... ..	2,795,631
4,052,611	Goods Train Traffic ... ..	3,915,442
6,685,926		6,711,073
51,484	Miscellaneous ... ..	50,575
6,737,410		6,761,648
1,223,222	Balance to Profit and Loss Account ... ..	1,013,667
£7,960,632		£7,775,315

WORKING

1956	RECEIPTS	1957
£		£
5,172,553	Passenger Services ... ..	5,397,674
153,461	Miscellaneous ... ..	149,274
£5,326,014		£5,546,948

WORKING

1956	RECEIPTS	1957
£		£
1,738,922	Goods Services ... ..	1,649,323
8,823	Miscellaneous ... ..	8,454
50,000	From Railway, Loss on Collection and Delivery Service	50,000
£1,847,745		£1,707,777

REVENUE ACCOUNTS FOR YEAR

VESSEL

1956	EXPENDITURE	1957
£ 3,915	Maintenance of Vessels and Equipment ... ..	£ 7,798
5,017	Traffic Expenses :—	
8,760	Fuel ... .. £ Other Expenses ... .. 10,682	
13,777		16,822
5,737	Other Expenditure ... ..	6,127
£23,429		£30,747

CANAL

1956	EXPENDITURE	1957
£ 3,065	Maintenance of Buildings ... ..	£ 1,571
52,373	Maintenance of Waterways and Works ... ..	51,214
8,008	Traffic Expenses :—	
141,590	Fuel ... .. £ Other Expenses ... .. 142,540	
149,598		150,947
23,200	Other Expenditure ... ..	19,205
£228,236		£222,937

HOTELS, REFRESHMENT ROOMS

1956	EXPENDITURE	1957
£ 15,696	Maintenance of Buildings and Cars ... ..	£ 20,264
25,551	Maintenance of Equipment ... ..	30,220
98,050	Working Expenses :—	
272,717	Salaries, Wages, Office Expenses, etc. £ Provisions, Wines, etc. ... .. 290,526	
45,793	Other Expenses ... .. 52,443	
416,560		456,735
26,444	Other Expenditure ... ..	28,538
484,251		535,757
28,892	Balance to Profit and Loss Account ... ..	38,288
£513,143		£574,045

DOCKS, HARBOURS AND

1956	EXPENDITURE	1957
£ 5,706	Maintenance of Docks, Harbours and Wharves and Equipment ... ..	£ 6,019
7,630	Operating Expenses ... ..	6,925
8,900	Dredging ... ..	8,750
1,441	Other Expenditure ... ..	1,594
£23,677		£23,288



ENDED 31st MARCH, 1957—continued

WORKING

1956		RECEIPTS	1957
£			£
8,370	Passenger	... ..	9,728
4,874	Goods	... ..	6,214
777	Miscellaneous	... ..	799
14,021			16,741
9,408	Balance to Profit and Loss Account	... ..	14,006
£23,429			£30,747

WORKING

1956		RECEIPTS	1957
£			£
135,670	Goods Traffic	... ..	136,942
7,346	Miscellaneous	... ..	4,845
20,098	Rents	... ..	21,525
163,114			163,312
65,122	Balance to Profit and Loss Account	... ..	59,625
£228,236			£222,937

AND RESTAURANT CARS WORKING

1956		RECEIPTS	1957
£			£
513,143	Receipts from Hotels, Refreshment Rooms and Restaurant Cars	... ..	574,045
£513,143			£574,045

WHARVES WORKING

1956		RECEIPTS	1957
			£
1,048	Harbour, Light and Dock Dues	... ..	983
3,782	Wharf and Pier Dues	... ..	5,509
9,112	Crannage and Other Services	... ..	8,240
13,942			14,732
9,735	Balance to Profit and Loss Account	... ..	8,556
£23,677			£23,288

REVENUE ACCOUNTS FOR YEAR

PROFIT AND

1956	EXPENDITURE	1957
£		£
	Balances from :—	
1,223,222	Railway Working ... ..	1,013,667
9,408	Vessel Working ... ..	14,006
65,122	Canal Working ... ..	59,625
9,735	Docks, Harbours and Wharves Working ... ..	8,556
1,307,487		1,095,854
	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
125,000	5% Transport Stock, 1972/77 ... ..	125,000
153,563	4½% Transport Stock, 1972/77 ... ..	191,250
755,669		793,356
	Sinking Funds :—	
37,500	5% Transport Stock, 1972/77 ... ..	37,500
40,500	4½% Transport Stock, 1972/77 ... ..	67,500
78,000		105,000
43,507	Guaranteed Interest—Fishguard and Rosslare Railways and Harbours Company (in Ireland) ... ..	43,514
121,100	Interest on Advances under Section 18, Transport Act, 1944, and Section 30, Transport Act, 1950 ... ..	159,484
Cr 60,729	Other Interest ... ..	56,122
180,000	Pension Trust Fund ... ..	180,000
£2,425,034		£2,433,330

APPROPRIATION

1956	EXPENDITURE	1957
£		£
4,094,291	Balance from last year ... ..	5,719,833
1,625,542	Balance from Profit and Loss Account ... ..	1,723,209
£5,719,833		£7,443,042

ENDED 31st MARCH, 1957—(continued).

LOSS ACCOUNT

1956	RECEIPTS	1957
£		£
	Balances from :—	
680,364	Road Passenger Working .. .. .	600,350
82,625	Road Freight Working ... .. .	64,031
28,892	Hotels, Refreshment Rooms and Restaurant Cars Working ... .. .	38,288
791,881		702,669
7,258	Rents ... .. .	7,111
353	Transfer Fees ... .. .	341
1,625,542	Balance to Appropriation Account ... .. .	1,723,209
<b>£2,425,034</b>		<b>£2,433,330</b>

ACCOUNT

1956	RECEIPTS	1957
£		£
5,719,833	Balance to next Account ... .. .	7,443,042
<b>£5,719,833</b>		<b>£7,443,042</b>

## BALANCE SHEET

1956		Amount of Stock at 1st April, 1956	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
4,500,000	4¼% Transport Stock, 1972/77	4,500,000	—	4,500,000
23,403,543		23,403,543	—	23,403,543
	<b>CAPITAL RESERVE :</b>			
	Being advance in respect of Capital Expenditure 30th November, 1949, now non-repayable by virtue of Section 6, Transport Act, 1955, and Balance on Renewal Fund .. .. .			3,257,358
3,263,212				
	<b>CURRENT LIABILITIES :</b>			
	Amount due to Bankers (secured by investments) .. .. .		154,754	
124,025				
1,392,013	Sundry Creditors ... .. .		2,046,588	
	Advances under Section 18, Transport Act, 1944, and Section 30, Transport Act, 1950, with interest thereon ... .. .		4,065,390	
3,263,256				
—	Repayable State advances for Capital Expenditure with interest thereon ... .. .		2,534,080	
956,134	Expenses accrued ... .. .		989,960	
158,676	Taxation ... .. .		102,327	
5,894,104				9,893,099
	<b>SINKING FUND FOR REDEMPTION OF TRANSPORT STOCKS</b>			256,204
144,847				
£32,705,706				£36,810,204

## 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 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 best of our information and the explanations given to us and as shown by the books of

DUBLIN,

9th August, 1957

31st MARCH, 1957.

1956		Amount at 1st April, 1956	Additions during Year, New Assets and Renewals	Deductions during Year, Depreci- ation and Sales	TOTAL
£		£	£	£	£
	<b>FIXED ASSETS :</b>				
6,735,097	Railway Lines and Works	6,735,097	308,528	503,157	6,540,468
9,046,342	Railway Rolling Stock	9,046,342	2,750,620	526,921	11,270,041
1,974,124	Road Passenger Vehicles	1,974,124	379,759	348,000	2,005,883
581,533	Road Freight Vehicles and Equipment ..	581,533	66,343	160,274	487,602
20,864	Vessels .. ..	20,864	38,828	2,664	57,028
669,360	Canal .. ..	669,360	400	71	669,689
21,275	Canal Barges and Equip- ment .. ..	21,275	—	756	20,519
1,825,841	Land and Buildings ..	1,825,841	53,314	1,781	1,877,374
538,535	Plant and Machinery ..	538,535	66,843	3,775	601,603
223,325	Docks, Harbours and Wharves .. ..	223,325	—	—	223,325
445,541	Hotels, including Catering Equipment .. ..	445,541	8,369	231	453,679
22,081,837		22,081,837	3,673,004	1,547,630	24,207,211
	<b>CURRENT ASSETS :</b>				
2,101,292	Stock of Stores (less reserve) ... ..			2,271,784	
226,813	Payments in advance ... ..			231,981	
1,137,842	Sundry Debtors ... ..			1,135,623	
2,707	Cash at Bank and in Hand ... ..			2,808	
458,081	Investments at Cost (less reserve) (Market Value £429,159) ... ..			458,082	
13,926,735					4,100,278
	<b>FISHGUARD AND ROSSLARE RAILWAYS AND HARBOURS COMPANY</b> ... ..				571,426
29,801	BARROW NAVIGATION ... ..				29,801
144,847	INVESTMENT ON SINKING FUND ACCOUNT ... ..				256,204
231,581	ISSUE OF TRANSPORT STOCKS - DISCOUNT AND EXPENSES (less amounts written off) ... ..				202,242
5,719,833	APPROPRIATION ACCOUNT (Balance transferred) ... ..				7,443,042
£32,705,706					£36,810,204

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.

and correct view of the state of the Board's affairs at 31st March, 1957, according to the the Board.

CRAIG, GARDNER & COMPANY,  
*Chartered Accountants.*

STATISTICAL RETURNS FOR THE YEAR ENDED 31st MARCH, 1957

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 ...	1,799	12	287	17	293	03	2,379	32
	<i>1,799</i>	<i>15</i>	<i>287</i>	<i>19</i>	<i>293</i>	<i>15</i>	<i>2,379</i>	<i>49</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	4	71	11	14	134	77
	<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 ... ..	1,918	12	292	16	304	22	2,514	50
	<i>1,918</i>	<i>15</i>	<i>292</i>	<i>43</i>	<i>304</i>	<i>23</i>	<i>2,515</i>	<i>01</i>

MILEAGE OF CANALS

	Open for Navigation		Supply Canals —not open for Navigation	
	M.	Ch.	M.	Ch.
GRAND CANAL :				
Main Line and Branches ... ..	190	55	13	35
	<i>190</i>	<i>55</i>	<i>13</i>	<i>35</i>
Shannon Navigation ... ..	123	0	—	—
	<i>123</i>	<i>0</i>	—	—
Barrow Navigation ... ..	30	00	—	—
	<i>30</i>	<i>00</i>	—	—
ROYAL CANAL ... ..	95	31	—	—
	<i>95</i>	<i>31</i>	—	—
TOTAL ... ..	439	06	13	35
	<i>439</i>	<i>06</i>	<i>13</i>	<i>35</i>

LOCOMOTIVES

	1957	1956
	No.	No.
STEAM		
Tender Engines ... ..	243	273
Tank Engines ... ..	38	40
Diesel Electric Engines ... ..	78	40
Non-Standard Gauge—Steam ... ..	11	14
Diesel Mechanical .. ..	3	3
Diesel Hydraulic ... ..	3	—
TOTAL ... ..	376	370
Tenders ... ..	318	330

Figures in italics are in respect of the year 1956.

## STATISTICAL RETURNS FOR THE YEAR ENDED 31st MARCH, 1957—continued.

## RAIL MOTOR VEHICLES

	No.	SEATS		TOTAL
		1st	2nd	
Diesel Rail Cars Standard Gauge	64 60	732 684	2,260 2,132	2,992 2,816
Diesel Rail Cars Non-Standard Gauge	4 4	— —	164 164	164 164

## COACHING VEHICLES

TYPE	SEATS				Number of Vehicles	
	First		Second		1957	1956
	1957	1956	1957	1956		
Carriages of Uniform Class	1,302	1,327	26,567	25,451	453	438
Composite Carriages ...	3,646	3,313	5,416	5,134	168	162
Restaurant Cars ...	—	—	1,161	1,005	34	30
TOTAL ...	4,948	4,640	33,144	31,590	655	630
Ambulance Coaches ...	...	...	...	...	4	3
Radio Van ...	...	...	...	...	4	1
Post Office Vans ...	...	...	...	...	18	18
Luggage, Parcel and Brake Vans ...	...	...	...	...	192	175
Carriage Trucks ...	...	...	...	...	39	41
Horse Boxes ...	...	...	...	...	166	170
Miscellaneous ...	...	...	...	...	59	63
TOTAL ...	...	...	...	...	1,137	1,101

## RAIL SERVICE VEHICLES

	1957	1956
	No.	No.
Gasholder Trucks ...	31	31
Locomotive Coal Wagons ...	337	384
Ballast Trucks ...	434	437
Mess and Tool Vans ...	75	74
Breakdown Cranes ...	9	9
Travelling Cranes ...	7	7
Miscellaneous ...	150	151
Departmental Steam Locos ...	1	2
Departmental Petrol Rail Motors ...	5	5
TOTAL ...	1,049	1,100

Figures in italics are in respect of the year 1956.

## 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 ...	220	4,337	—	4,557	45,113	9.90
	<i>232</i>	<i>4,329</i>	<i>—</i>	<i>4,561</i>	<i>44,624</i>	<i>9.78</i>
Covered Wagons ...	491	4,633	2	5,126	50,445	9.84
	<i>600</i>	<i>4,583</i>	<i>2</i>	<i>5,185</i>	<i>49,732</i>	<i>9.59</i>
Special wagons for loads of exceptional dimensions and weight ...	...	...	...	40	600	15.00
				<i>40</i>	<i>600</i>	<i>15.00</i>
Cattle Trucks ...	...	...	...	2,249	20,764	9.84
				<i>2,265</i>	<i>19,692</i>	<i>8.69</i>
Rail and Timber Trucks (including twin trucks)				323	3,327	10.29
				<i>329</i>	<i>3,377</i>	<i>10.26</i>
Miscellaneous ...	...	...	...	167	2,175	13.02
				<i>137</i>	<i>1,815</i>	<i>13.25</i>
TOTAL	...	...	...	12,462	122,424	9.82
				<i>12,517</i>	<i>119,840</i>	<i>9.49</i>
<b>CONTAINERS</b>						
Large Covered ...	...	...	...	29	110	3.79
				<i>29</i>	<i>110</i>	<i>3.79</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 ...	...	...	...	25	100	4.00
				<i>25</i>	<i>100</i>	<i>4.00</i>
Milk ...	...	...	...	6	—	—
				<i>6</i>	<i>—</i>	<i>—</i>
TOTAL	...	...	...	190	510	2.68
				<i>190</i>	<i>510</i>	<i>2.68</i>
BRAKE VANS ...	...	...	...	273		
				<i>284</i>		

Figures in italics are in respect of the year 1956.



## STATISTICAL RETURNS FOR THE YEAR ENDED 31st MARCH, 1957—continued.

## ROAD VEHICLES

## PASSENGER VEHICLES :

	Number		Seating Capacity			
			Total		Average per Vehicle	
	1957	1956	1957	1956	1957	1956
Double-deck Buses ...	679	661	41,878	40,178	61.6	60.7
Single-deck Buses ...	415	415	16,065	16,065	38.7	38.7
Touring Coaches ...	60	60	1,920	1,920	32.0	32.0
Ambulances ...	6	6	Berths 36	Berths 36	Berths 6.0	Berths 6.0
TOTAL ...	1,160	1,142	59,899	58,199	51.6	51.0

 GOODS AND PARCELS VEHICLES  
AND HORSEBOXES :

	Under 6 tons capacity		6 tons capacity and over		TOTAL	
	1957	1956	1957	1956	1957	1956
Lorries ...	193	210	345	347	538	557
Vans ...	82	78	—	—	82	78
Tractors ...	4	4	62	57	66	61
Horseboxes ...	—	—	—	—	33	33

## TRAILERS :

Special purposes ...	36	36
Articulated ...	163	162
Flat 4-wheel ...	143	133

## HORSE DRAWN VEHICLES : Wagons and Carts ...

...	300	358
-----	-----	-----

## TOTAL ..

...	1,361	1,418
-----	-------	-------

## Horses for Road Vehicles ...

...	224	238
-----	-----	-----

## CONTAINERS :

Furniture ...	105	105
Livestock ...	156	156
Grain ...	10	10
Meat ...	50	50
Tar and Bitumen ...	8	8

...	329	329
-----	-----	-----

## STAFF CARS (including 5 Station Wagons) ...

...	69	69
-----	----	----

## SERVICE VEHICLES ...

...	36	38
-----	----	----

Figures in italics are in respect of the year 1956.

STATISTICAL RETURNS FOR THE YEAR ENDED 31st MARCH, 1957—*continued.*

STATISTICS OF OPERATIONS

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

Originating on Board's System		
	1957	1956
Ale and Porter (including empties) ... ..	180,664	177,243
Bacon and Hams, Butter and Eggs ... ..	22,199	22,270
Beet ... ..	304,512	265,171
Flour and Bran Sharps and other Flour Mill Offal	57,145	67,551
Grain ... ..	173,849	232,355
Groceries (excluding bacon, hams and butter) ...	203,359	279,804
Manure ... ..	67,983	79,102
Oil Cake and Cattle Foods ... ..	15,720	16,738
Oil Cake and Cattle Foods, Beet Pulp ... ..	27,542	26,801
Potatoes ... ..	5,307	6,391
Timber ... ..	8,232	13,008
Turf ... ..	558	953
<b>TOTAL</b> ... ..	<b>1,067,070</b>	<b>1,187,387</b>

NUMBER OF LIVESTOCK CARRIED BY GOODS TRAIN

	1957	1956
Horses ... ..	10,758	11,706
Cattle ... ..	547,519	458,947
Calves ... ..	24,505	22,369
Sheep ... ..	119,462	140,047
Pigs ... ..	31,804	27,458
Other Animals ... ..	209	24
<b>TOTAL</b> ... ..	<b>734,257</b>	<b>660,551</b>

ENGINE MILEAGE

	Coaching	Goods	Other	Total
Steam Tender and Tank Engines	831,206	1,386,805	2,003,770	4,221,781
	<i>2,393,239</i>	<i>2,935,860</i>	<i>2,452,793</i>	<i>7,781,892</i>
Diesel Electric Engines ...	2,217,513	1,485,446	179,198	3,882,157
	<i>444,069</i>	<i>152,429</i>	<i>53,616</i>	<i>650,114</i>
Diesel Rail Cars ... ..	1,679,768	—	4,416	1,684,184
	<i>1,900,337</i>	—	<i>5,738</i>	<i>1,906,075</i>
Total Engine Miles ...	4,728,487	2,872,251	2,187,384	9,788,122
	<i>4,737,645</i>	<i>3,088,289</i>	<i>2,512,147</i>	<i>10,338,081</i>

Figures in italics are in respect of the year 1956.

STATISTICAL RETURNS FOR THE YEAR ENDED 31st MARCH, 1957—*continued*.

## STATISTICS OF RAIL OPERATIONS

	1957	1956
<b>TOTAL ENGINE HOURS PER TRAIN ENGINE HOUR :</b>		
<i>Steam</i>		
Coaching ... ..	1.82	1.49
Freight ... ..	2.95	2.19
<i>Diesel Rail Cars</i>		
Coaching ... ..	1.00	1.00
<i>Diesel Locomotives</i>		
Coaching ... ..	1.07	1.08
Freight (Shunters excluded) .. ..	1.45	1.26
<b>TRAIN MILES PER TRAIN ENGINE HOUR</b>		
<i>Coaching</i>		
Steam ... ..	12.44	16.66
Diesel Locomotives (Standard Gauge) .. ..	31.11	31.12
do. (Narrow Gauge) .. ..	20.73	24.01
Diesel Rail Cars (Standard Gauge) .. ..	27.60	31.76
do. (Narrow Gauge) .. ..	18.56	19.50
<i>Freight</i>		
Steam ... ..	10.17	10.81
Diesel Locomotives (Standard Gauge) .. ..	16.62	17.97
do. (Narrow Gauge) .. ..	12.56	12.03
Diesel Shunters ... ..	5.95	5.60
<b>TON MILES PER ENGINE HOUR</b>		
Per Train Engine Hour ... ..	751	695
Per Engine Shunting Hour ... ..	641	728
Per Total Engine Hour ... ..	346	356
<b>TON MILES PER TRAIN MILE</b>		
Train Load in tons ... ..	66.66	72.00
<b>WAGON MILES PER TRAIN MILE</b> (Number of Wagons per train)		
Loaded ... ..	20.67	19.50
Empty ... ..	7.06	6.64
Total ... ..	27.73	26.14
<b>WAGON MILES PER HOUR</b>		
Per Train Engine Hour ... ..	312.50	253.05
Per Engine Shunting Hour ... ..	266.59	265.05
Per Total Engine Hour ... ..	143.86	129.45
<b>AVERAGE WAGON LOAD</b>		
	Tons	Tons
	3.22	3.69

Figures in italics are in respect of the year 1956.

## STATISTICS OF RECEIPTS

## RAIL PASSENGER TRAFFIC

Class of Passenger	Number	Receipts	Average Receipts per Journey	
			£	s. d.
Ordinary :—				
1st Class ... ..	154,571	126,636	16	4·63
	<i>175,487</i>	<i>122,133</i>	<i>13</i>	<i>11·03</i>
2nd Class ... ..	5,958,502	1,810,153	6	0·91
	<i>6,696,830</i>	<i>1,714,101</i>	<i>5</i>	<i>1·43</i>
TOTAL ... ..	6,113,073	1,936,789	6	4·04
	<i>6,872,317</i>	<i>1,836,234</i>	<i>5</i>	<i>4·13</i>
Season :—				
1st Class ... ..	156,862	5,844		8·94
	<i>166,195</i>	<i>5,352</i>		<i>7·73</i>
2nd Class ... ..	2,002,134	50,167		6·01
	<i>1,881,451</i>	<i>45,739</i>		<i>5·83</i>
TOTAL ... ..	2,158,996	56,011		6·23
	<i>2,047,646</i>	<i>51,091</i>		<i>5·99</i>
		Total Units	Average Receipts per unit	
Passenger Miles ... ..		266,163,500	1·80d.	
		<i>274,394,200</i>	<i>1·65d.</i>	
Passenger Journeys ... ..		8,272,069	57·82d.	
		<i>8,919,963</i>	<i>50·78d.</i>	
Loaded Train Miles ... ..		4,637,656	8s. 7d.	
		<i>4,636,150</i>	<i>8s. 2d.</i>	
Miles of Road (First Track) ... ..		1,918	£1,039	
		<i>1,918</i>	<i>£984</i>	

Figures in italics are in respect of the year 1956.

## 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 ...	3,011,801	1,505,174	131,396,633	87.30	2 0 0	5.50
	<i>3,263,321</i>	<i>1,793,148</i>	<i>160,529,315</i>	<i>89.52</i>	<i>1 16 5</i>	<i>4.88</i>
Minerals ...	391,426	460,548	29,476,061	64.00	17 0	3.19
	<i>337,637</i>	<i>429,745</i>	<i>27,663,365</i>	<i>64.37</i>	<i>15 9</i>	<i>2.93</i>
Coal and Coke	62,927	81,198	5,180,571	63.80	15 6	2.92
	<i>93,184</i>	<i>94,057</i>	<i>7,976,947</i>	<i>84.81</i>	<i>19 10</i>	<i>2.80</i>
TOTAL ...	3,466,154	2,046,920	166,053,265	81.12	1 13 11	5.01
	<i>3,694,142</i>	<i>2,316,950</i>	<i>196,169,627</i>	<i>84.67</i>	<i>1 11 11</i>	<i>4.52</i>
Livestock ...	£	No.	—	81.69		
	449,288	734,257	—			
	<i>358,469</i>	<i>660,551</i>	—	<i>79.29</i>		
				Total Units	Average Receipts per unit	
Loaded Train Miles ...	...	...	...	2,706,390	£1 8 11	
				<i>2,897,506</i>	<i>£1 8 0</i>	
Loaded Wagon Miles ...	...	...	...	59,374,094	15.81 pence	
				<i>60,233,199</i>	<i>16.15</i> ..	
Miles of Road (First Track) ...	...	...	...	1,918	£2,040	
				<i>1,918</i>	<i>£2,113</i>	

Figures in italics are in respect of the year 1956.

STATISTICS OF RECEIPTS

ROAD PASSENGER SERVICES

		Receipts	Passengers Carried	Vehicle Miles	Passenger Miles (Estimated)
		£			
Dublin City Services	...	3,652,282	249,510,900	29,928,870	496,277,180
		<i>3,433,981</i>	<i>248,660,656</i>	<i>29,034,390</i>	<i>482,926,280</i>
Other City Services	...	460,238	38,610,000	3,882,480	66,254,760
		<i>456,892</i>	<i>38,007,121</i>	<i>3,970,463</i>	<i>65,904,348</i>
Provincial Services	... ..	1,046,997	10,187,650	9,617,750	100,531,730
		<i>1,062,736</i>	<i>10,545,928</i>	<i>9,722,841</i>	<i>109,707,126</i>
Tours and Private Hire	...	238,157	916,450	1,271,900	—
		<i>218,944</i>	<i>935,643</i>	<i>1,272,385</i>	—
TOTAL	... ..	5,397,674	299,225,000	44,701,000	—
		<i>5,172,553</i>	<i>298,149,348</i>	<i>44,000,079</i>	—
		Per Journey	Per Mile	Per Passenger Mile	
Average Receipts :		d.	d.	d.	
Dublin City Services	...	3·51	29·29	1·71	
		<i>3·31</i>	<i>28·38</i>	<i>1·71</i>	
Other City Services	...	2·86	28·45	1·67	
		<i>2·89</i>	<i>27·62</i>	<i>1·66</i>	
Provincial Services	...	24·67	26·13	2·50	
		<i>23·24</i>	<i>26·23</i>	<i>2·32</i>	

Figures in italics are in respect of the year 1956.

## STATISTICS OF RECEIPTS

## ROAD FREIGHT SERVICES

Type	Vehicle Miles	Tonnage	Receipts	Average Rate per ton	
				£	s. d.
Scheduled Services ... ..	1,822,110	168,817	250,098	29	7.5
	<i>1,933,136</i>	<i>183,652</i>	<i>254,556</i>	27	8.7
Railhead C. & D. Services	490,923	169,387	107,099	12	7.8
	<i>497,415</i>	<i>174,047</i>	<i>103,761</i>	11	11.1
Direct Road Services ...	7,867,080	1,820,080	870,046	9	6.7
	<i>9,451,470</i>	<i>2,515,343</i>	<i>1,015,815</i>	8	0.9
TOTAL ... ..	10,180,113	2,158,284	1,227,243	11	4.4
	<i>11,882,021</i>	<i>2,873,042</i>	<i>1,374,132</i>	9	6.8
Livestock ... ..		No.			
	1,507,639	245,530	183,961		
	<i>1,421,629</i>	<i>220,094</i>	<i>156,555</i>		

## GRAND CANAL TRAFFIC

Classification	Tonnage Carried by C.I.E. Barges	Receipts	Average Rate per Ton	
			£	s. d.
Merchandise ... ..	79,038	129,453	32	9.1
	<i>80,369</i>	<i>127,457</i>	31	8.6
Coal, Coke and Patent Fuel ... ..	232	338	29	1.7
	<i>229</i>	<i>305</i>	26	7.7
Other Minerals ... ..	7,231	7,151	19	9.3
	<i>9,042</i>	<i>7,908</i>	17	5.9
TOTAL ... ..	86,501	136,942	31	8.0
	<i>89,640</i>	<i>135,670</i>	30	3.2

Figures in italics are in respect of the year 1956.





CÓRAS IOMPAIR ÉIREANN

# EIGHTH ANNUAL REPORT

*for the Year ended*

**31st MARCH, 1958**



KINGSBRIDGE STATION DUBLIN

MEMBERS OF THE BOARD OF CÓRAS IOMPAIR ÉIREANN ON THE  
31ST MARCH, 1958.

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

MR. P. J. FLOYD,

MR. E. H. MURPHY,

MR. W. MURPHY,

MR. J. T. O'FARRELL,

MR. L. FERRIS,

MR. T. P. HOGAN.

EIGHTH ANNUAL REPORT FOR THE YEAR ENDED  
31ST MARCH, 1958

I. INTRODUCTION.

1. Coras Iompair Éireann presents its Annual Report with Statement of Accounts and Statistics attached, for the year ended 31st March, 1958.
2. The Board regrets to record the death on 28th June, 1957, of Mr. D. L. Daly, who had been a member of the Board since its appointment by the Government on the 31st May, 1950.
3. Mr. Daly rendered valuable and constant service to the undertaking during his period of office.
4. Mr. T. P. Hogan was appointed a member of the Board in place of Mr. Daly, as from 13th August, 1957.

II. ADMINISTRATION AND ORGANISATION.

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. The engineering departments of the Board were re-organised as from 1st January, 1958. From that date all the engineering activities were brought under the control of the Chief Engineer. Each of the three main divisions of the work—Civil, Mechanical and Road Rolling Stock—was placed under the control of a deputy Chief Engineer. The Signal and Electrical Department was merged in the Civil Engineering Section of the undertaking.

III. SERVICES.

Rail :

7. The decline in first class passenger traffic apparent for many years, continued. Some of the decline is probably due to a transfer of passengers to second class, either as a matter of personal economy or because of the improved standard of travel comfort provided in that class.
8. Of the increase of 131,000 in the number of second class passengers, 31,000 were carried on the Dublin suburban section and 39,000 on the Waterford and Tramore Section.
9. The continuing increase in the numbers of private cars and the steadily expanding self-drive car organisations affected not only established railway passenger traffic, but have absorbed much of the additional traffic which has developed in recent years with the growing public interest in travel.
10. Excursion traffic showed a decrease both in receipts and in the number of passengers carried, compared with the previous year.
11. A total of 116 trains, of which 56 were radio trains, were operated for pilgrimage traffic to Knock Shrine. Last year 126 trains were operated, 62 of which were radio trains.

12. There was a reduction in the carriage of goods, coal and livestock and an increase of 20% in the carriage of beet, which totalled 368,840 tons.

13. With regard to livestock, the principal decreases were in respect of cattle and sheep.

14. The decline of 62,276 in the number of cattle carried may be attributed to :—

(1) The fall in demand by Cross-Channel buyers in the latter part of the year.

(2) Diversion to private road transport, which has been facilitated by (a) buying stock on the land, and (b) the extensive development of livestock markets throughout the country.

15. The decline of 9,269 in the number of sheep carried is due to diversion to private road transport, which tendency has been apparent for a number of years.

16. Tonnage of coal traffic declined by 2,700 during the year, although there was an increase in receipts of over £31,000.

17. Substantial quantities of machinery and other materials for St. Patrick's Copper Mines at Avoca were carried on the Board's rail and road services.

18. A railway siding giving a connection to Limerick Cement Factory was opened on 1st October, 1957.

19. Fifty-one new diesel locomotives and 2 new railcars were put into service. By the end of the financial year all except three of the diesel locomotives which had been ordered had been handed over to the Traffic Department. The locomotives put into service during the year were :—

5 " B " class diesel electric locomotives of 960 h.p.

28 " C " class diesel electric locomotives of 550 h.p.

18 " E " class diesel hydraulic locomotives of 400 h.p.

20. Fifty-four non-bogie parcel and brake vans and ten non-bogie post office vans were also put into service during the year.

21. The output of new wagon stock during the year was :—

331 covered wagons,

805 open goods wagons,

20 flat trucks.

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1,156 total new wagon stock vehicles.

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22. Ten open goods wagons were converted to tar and bitumen tankers, bringing the total number of vehicles for this traffic to 90.

### Canal :

23. There was no significant change in traffic on the canal.

24. Beet traffic increased by 2,000 tons as a result of the increased acreage under cultivation, while the carryings of refined sugar increased by 4,000 tons.

25. Carriage of cement declined by 1,400 tons owing to the slump in the building trade.

26. Maize traffic decreased by 1,200 tons due to reduced imports, while malt traffic declined by 1,800 tons. The tonnage of imported wheat conveyed from Dublin to Mills in the Leinster Area showed a reduction of 1,000 tons.

27. Two pairs of lock gates were made for the Royal Canal and 5 pairs of lock gates for the Grand Canal. A new lock-house was built at the 20th Lock, Shannon Line, Grand Canal.

### Road Freight :

28. The gross tonnage carried for the year was 2,415,065, a decline of 51,875 tons compared with the previous year.

29. Excluding credit from the Rail Section, the gross receipts from the Board's vehicles were £1,641,411, an increase of £34,800.

30. Total net receipts of £47,756 show a decrease of £16,275.

31. Expenditure for the year was £1,694,131, an increase of £50,385. Fuel costs increased by £38,179 and traffic charges, principally wages, by £13,715.

32. The revenue earned on scheduled services was £238,253 and the tonnage carried 162,779—decreases of £11,845 and 6,038 tons respectively. Curtailment in services continued to be made where possible in order to achieve economy in operation and to offset loss of traffic. Mileage was reduced by 30,000.

33. Revenue in respect of collection and delivery services amounted to £115,105, an increase of £13,502. Tonnage at 175,571 was greater than in the previous year by 26,483.

34. Revenue in respect of hireage of vehicles was £40,894, an increase of £3,470 compared with last year.

35. Hireage of vehicles to County Councils showed a decrease. Revenue of £147,935 was lower than in the previous year by £26,246.

36. Total revenue in respect of cement traffic was £23,352, and tonnage 94,192, a decrease of £16,676 and 87,670 tons respectively. The opening of new rail siding at Limerick and consequent transfer of traffic from road services was responsible for the greater portion of this decrease and the recession in the building trade was responsible for the remainder.

37. Meat traffic again showed an increase; revenue earned—£62,854—being higher by £19,338.

38. Total earnings from ground limestone were £250,234, and the tonnage carried amounted to 410,894. These figures show an increase of £38,576 and 80,939 tons respectively.

39. Heavy haulage traffic earned £42,481, an increase of £13,861. The increase is due principally to consignments for the Whitegate Oil Refinery and Avoca Mines.

40. Artificial manure traffic produced revenue amounting to £12,780, an increase of £8,638 over the previous year. The increase was due to conveyance of manure for the Sugar Company from ship to factory during the last quarter of the year under review.

41. The Board's vehicles carried a total of 78,459 tons of beet and beet pulp and the revenue earned was £48,446. The figures are greater by 3,663 tons and £2,691 than in the previous year.

42. Livestock traffic, excluding horse traffic, earned £110,910, a decrease of £19,653 compared with the previous year. The decrease was due to a decline in cattle exports particularly during the latter half of the year, and to the widespread activities of private hauliers based in both the Republic and Northern Ireland.

43. Revenue from Horse Working was £185,419, a decrease of £1,535.

44. On 30th September, 1957, the cross-border railway line operated by the Sligo, Leitrim and Northern Counties Railway between Sligo and Enniskillen, was closed. Substitute lorry services were provided by the Board within the State.

45. The new Oil Refinery at Whitegate, Co. Cork, which commenced building during the year, offered the prospect of additional business for the Board. Site preparation, foundation work and the installation of machinery and pipe lines resulted in a big movement of materials between Cork and Whitegate, which was secured to the Board's road services.

46. During the year the following units were added to the fleet :—

- 17 Ford vans for Road Freight Inspectors,
- 9 New Leyland " Comet 90 " lorries,
- 2 Ford 15-cwt. vans,
- 2 Ford 25-cwt. vans,
- 1 26-ft. livestock container.

In addition to the foregoing :—

- 12 Ford horse boxes were converted from petrol to diesel engines,
- 6 Ford explosives vans were converted from petrol to diesel engines,
- 6 Matador chassis and bodies were extended,
- 12 Livestock containers were rebuilt and extended to 21 ft.

#### Road Passenger :

47. There was a decrease of 2,521,571 in the number of passengers carried on Dublin City Services, and of £67,609 in revenue.

48. Passengers on other City Services increased by 687,357 ; revenue increased by £9,072.

49. Passengers on long-distance omnibus services increased by 328,150, but revenue decreased by £3,347.

50. Improved and in some cases extended services, were provided on the following routes :—

- Grange Road/Santry (Route No. 16),
- College Street/Inchicore (Route No. 21),
- Eden Quay/Finglas (Route No. 40),
- Killester/Cherryfield Drive (Route No. 54).

51. In addition the following new services were inaugurated :—

- Aston Quay/Kinvara Park (Route No. 38),
- Eden Quay/Grove Road, Finglas (Route No. 35A),
- Aston Quay/Upper Ballyfermot (Route No. 78B).

52. Two hundred and forty-three extended tours were operated, on which a total of 5,788 passengers were carried.

53. A new Six-Day de luxe tour, staying three nights in Killarney Hotel, was initiated.

54. Seventeen inclusive tours were arranged for special parties.

55. Over 106,000 passengers were carried on day tours, which operated from, Dublin, Cork, Waterford, Killarney, Tralee, Galway and Limerick.

56. There was an increase of £4,120 in the revenue obtained from private hire operations—earnings were £122,271 as against £118,151 last year. Tours on a private hire basis were arranged for 230 parties, from which revenue was £24,926.

57. Special arrangements were also made for the British Association Conference, which was held in Dublin in September, 1957. A total of 118 buses were operated to take members on sight-seeing tours.

58. Minor route diversions for lengthy periods were made during the year to permit of road repairs.

59. During the year 70 new double-decked buses were put into service.

60. On the 30th September, 1957, the cross-border secondary railway line operated by the Sligo/Leitrim and Northern Counties Railway Company between Sligo and Enniskillen, was closed. Substitute bus services were provided by the Board.

#### Vessel Service :

61. There was an increase of £501 in passenger receipts on the Vessel Service due mainly to the operation of special excursions to the Islands.

62. There was a decrease of £696 in merchandise receipts due to the fact that a Waterworks Scheme for the Islands, which brought additional cargo to the service during the previous year, was completed.

#### River Services :

63. There was a decrease of 298 in the number of passengers carried, and of £86 in the receipts obtained in respect of River Services.

64. From 6th August, 1957, both vessels, the St. Brendan and the St. Ciaran, were confined to the lower Shannon between Athlone and Killaloe owing to repairs being carried out by the Electricity Supply Board, which lowered the level of the water just above Athlone. This made it impossible for either of the boats to travel from Athlone to Carrick-on-Shannon, and disorganised the schedules of cruises and combined bus/cruise tours.

65. Charter parties and organised tours produced almost 80% of the total revenue.

#### Hotels, Refreshment Rooms and Dining Cars :

66. Receipts for the year were £607,606 compare with £574,045 in the previous year, while the profit was £40,228 compared with £38,288.

67. At Killarney Hotel work was commenced on the building of a new wing of thirty-three en suite bedrooms. Two lounges and a number of bedrooms were re-decorated and a mobile cocktail bar provided.

68. Kenmare Hotel was connected to the main E.S.B. supply. Seven bedrooms were re-decorated and one en suite bedroom provided.

69. At Parknasilla Hotel reclamation work was commenced on seven acres of land. Reafforestation over a five year period was also initiated. Four en suite bedrooms were provided and seven bedrooms were decorated. Twelve telephones were installed in bedrooms. Two new eight-day air/coach tours were initiated to attract traffic to this hotel.

70. At Galway Hotel extensive internal alterations took place to give an increase of twelve beds. Seventeen additional en suite bedrooms were provided, bringing the total number of such rooms to thirty-three. Fourteen bedrooms were re-decorated.

71. At Mulrany Hotel the ladies' powder room was renovated. One additional en suite bedroom was provided.

72. At Sligo Hotel many improvements took place, which enabled the hotel to obtain Grade A star appointment. A new lounge, the "Yeats Lounge" was opened. A new car park and hotel entrance were made and improvements to the hotel grounds are proceeding.

73. An International Liquor Museum was completed at Harcourt Street Station for the City Coach Tour, which commenced to visit the museum at the end of March.

74. Twelve Buffet Cars were renovated and re-decorated.

75. Training of staff continued with exchanges in France, Spain and Germany.

#### IV. TRAFFIC DEVELOPMENT.

76. Travel facilities for tourists were widely publicised in Irish, British, United States and Canadian newspapers, periodicals and travel trade journals, while an augmented campaign was arranged to popularise still further the motor coach tours available from Shannon Duty Free Airport.

77. The reciprocal arrangement providing for the exchange of posters with European Railways was maintained.

78. Special window displays were devised and installed in the Dublin and Belfast offices of the Irish Tourist Association, the London and Manchester offices of Bord Failte Eireann, and also in the principal travel agencies in Dublin and London. In addition, 2,000 large three-dimensional displays were produced and distributed to travel agents in Great Britain and the United States.

79. To meet increased demands for the Board's film "Ireland—Land of Welcome" the number of copies in circulation was increased to 75. The film was shown extensively by travel agents in their promotional efforts and the film was televised 53 times in America to an estimated viewing audience of eighteen and a half millions.

80. Cinema advertising was also used to an increased extent, and the Board co-operated with "Gael Linn" in the production of a film dealing with River Shannon Services.

81. There was a considerable increase in the number of children who participated in the joint educational tours provided by Aer Lingus and the Board.

82. The Board co-operated with Bord Failte Eireann in planning itineraries and conducting representative parties from America and Britain, on familiarisation and educational tours.

#### V. STAFF.

83. At the 31st March, 1958, the number of staff in the Board's employment was 19,554, which was 216 less than the number employed in the previous year.

84. The salaries and wages bill for the year was £9,162,032, an increase of £81,113 over the previous year.

85. Improvements in rates of pay and conditions of service throughout the year cost £114,600. The additional cost in a full year is estimated to be £570,100.

86. During the year there was one unofficial strike.

87. Sixty-five meetings were held with representatives of the various trade unions catering for employees. Good relations were maintained with all the trade unions.



88. There were thirteen public investigations of disputes held by the Labour Court during the year, and two meetings of the C.I.E. Joint Industrial Council. In addition, eight Conciliation Conferences were held under the auspices of the Labour Court.

89. The recommendations issued by the Labour Court and the Joint Industrial Council were accepted by all the parties concerned.

90. As in previous years, in the filling of vacancies, special consideration was given to members of the regular staff certified medically unfit to perform the full duties of their grade. Thirty regular employees were found alternative employment suited to their physical condition.

91. Continuation Education Courses for youths in the Board's employment were conducted during the year, and the reports submitted by the school authorities indicate that the general programme was satisfactory. Forty juvenile employees are attending this course.

92. It was decided during the year to afford junior employees in the Hotels Department the benefits of the Apprenticeship Scheme. Five junior waiters were selected and sent for training to St. Mary's College, Cathal Brugha Street.

93. Fifty-one locomotive firemen were transferred from the Chief Engineer's (Mechanical Section) Department to alternative positions as porters in the Rail Traffic Department.

94. The total number of locomotive firemen transferred to alternative employment since the introduction of diesel electric locomotives, is 185.

95. Forty-three regular employees on the Ground Staff, who became redundant, were transferred to alternative employment.

96. The general trend of reduction in the number of employees required for the maintenance of track was continued during the year.

## VI. EQUIPMENT AND FACILITIES.

97. In conjunction with the yard relaying programme carried out during the year under review, extensive signalling renewals, including in some cases improved facilities, were carried out at a number of stations on the system.

98. Signalling alterations and improvements were carried out at Dun Laoghaire, Navan Junction, Limerick, Borris and Gorey.

99. Experimental non-token working was introduced in the Clonsilla/Leixlip Block Section.

100. In order to afford greater protection at public road level crossings, signalling alterations, mainly comprising the conversion of stop signals to distant signals interlocked with the gates were carried out at a number of crossings.

101. Further progress was made towards the implementation of the new telecommunications agreement with the Department of Posts and Telegraphs. Ten railway telegraph offices were closed, bringing the total number closed to thirty-five and alternative telephone facilities were temporarily provided pending the ultimate installation of selective ringing telephones.

102. Improved and in some cases additional lighting facilities were provided at Mullingar, Kiltimagh, Westport, Ballina and the new Up Platform at Dun Laoghaire.

103. A new 7½ ton electric travelling crane was erected and brought into service at Rosslare Harbour.

## VII. ENGINEERING ACTIVITIES.

104. The customary standards of track maintenance and safety precautions were maintained. The length of plain track in which the sleepers were renewed was  $49\frac{3}{4}$  miles as compared with 38 miles in the previous year.

105. The pattern of renewal of way during the year was :—

New relaying	... ..	1 mile,	1,436 yards,
Secondhand relaying	... ..	14 miles,	205 yards,
Re-sleepering	... ..	33 miles,	1,591 yards.
TOTAL		... ..	<u>49 miles, 1,472 yards.</u>

106. Relaying work was carried out at seven station yards as compared with eighteen in the previous year.

107. The Matisa Ballast Tamper completed a programme of  $57\frac{1}{2}$  miles and Thermit welding of rails was carried out on eight miles of track.

108. Seven miles of track were dismantled and removed on the closed branch railway line between Crossdoney and Killeshandra.

109. There were  $37\frac{1}{2}$  miles of concrete post and wire fencing erected during the year, as compared with  $5\frac{1}{2}$  miles in the previous year.

110. A total of 1,790 miles of track were sprayed with weed spraying material during the year, as compared with 1,685 miles during the previous year. In addition to the foregoing, 373 miles of track were sprayed a second time and a number of railway yards were sprayed with hand-operated equipment.

111. There was an increase in the volume of work in the upkeep of permanent way and buildings during 1957/1958 compared with 1956/1957.

112. At Mallow Viaduct carrying the line from Kingsbridge to Cork, four new piers, 37 ft. high by 28 ft. long, were built to encase steel trestles. This work was done to remedy defects which had developed at the expansion bearings on the main girders in this viaduct.

113. The construction of a prestressed concrete bridge in place of Overbridge No. 121 on the Limerick and Waterford line, was carried out during the year, and a new reinforced concrete footbridge was erected in connection with the doubling of the line at Dun Laoghaire.

114. Production of prestressed concrete sleepers on an experimental basis was continued during the year. 11,000 sleepers were manufactured at the Board's precast concrete sleeper works at Inchicore, and put into the track.

115. Work on the provision of additional passenger and operating facilities at Dun Laoghaire, which was commenced in the previous year, was completed and the new layout came into operation together with the new up platform in June, 1957.

116. The lifting of old tram lines in Dublin was continued during the year. About  $2\frac{3}{4}$  miles of track were lifted, including the remaining tracks on O'Connell Bridge, leaving about  $7\frac{3}{4}$  miles still in position.

117. Consequent on the introduction of diesel locomotives a number of engine turntables at various stations on the system became redundant and eleven of these were recovered during the year under review.

118. Eighteen "E" class diesel hydraulic locomotives were assembled at Inchicore Works with Maybach engines and Mekyll transmission gear.

119. Two new diesel railcars were constructed and completed a programme of six, all of which were built at Inchicore Works.

## VIII. FINANCIAL RESULTS.

120. The Appendix to this Report contains the Statement of Accounts and Statistics for the year ended 31st March, 1958.

### Operating Results :

#### 121. *Railways :*

It is disappointing that the loss on railway working was less than in the previous year by only £43,000. This is attributable mainly to a reduction in receipts of over £170,000 as expenditure decreased by nearly £277,000 before making provision for depreciation which was higher by £60,000. On the receipt's side there was little change in the passenger receipts—the improvement in the receipts from second class passenger traffic being set off by a reduction in first class passenger traffic.

Expenditure on fuel was less by £300,000 and although this reflected some slight reduction in price and in mileage run, it was mainly due to the introduction of more diesel power units. The total improvement in expenditure, before providing for depreciation, was £277,000.

#### 122. *Road Passenger :*

There was an overall reduction in the receipts from road passenger services. The Dublin City Services were less than last year by £65,000 and the number of passengers carried was fewer by 2,500,000. Provincial Services, Tours and Private Hire disimproved in receipts although somewhat better in the number of passengers carried. Receipts from Other City Services improved.

Expenditure exceeded that of the previous year by £176,000. Operating wages were higher by some £65,000 due mainly to increases in wages and to the cost of extra crews required for additional services. Maintenance of vehicles was higher by £37,000 due to increased costs of both wages and material and to additional vehicle miles run. Fuel also cost £40,000 more. Owing to higher replacement costs of road passenger vehicles the provision for depreciation had to be increased by £10,000. The working profit was lower than in the previous year by over £242,000.

#### 123. *Road Freight :*

There was an over-all increase of £34,000 from road merchandise. Receipts from the carriage of meat, grain, heavy machinery and ground limestone were higher, but from scheduled services, County Council traffics and livestock the receipts decreased substantially. There was an increase in the miles operated which had the effect of increasing expenditure on fuel and tyres. Increases in wages amounted to £15,000 during the last two months of the year. The result of the year's working was that the profit was reduced by over £16,000 compared with the previous year.

#### 124. *Vessel :*

The result for the year was better than in the previous year by £2,500. Non-recurring expenditure of £3,800 during the previous year was set off by the extra cost of maintaining the St. Brendan and St. Ciaran working on the Shannon Services. There were consequential profits to rail and road.

#### 125. *Canal :*

Increased expenditure amounting to almost £4,000 is attributable to increased fuel prices and to a wage increase of 10s. per week to employees which, with a reduction in receipts of £5,400, resulted in the loss being higher than last year by more than £9,000.

126. *Hotels, Refreshment Rooms and Restaurant Cars :*

A greater volume of business was transacted in the Hotels during the year but it was largely offset by consequential increased expenditure and increases in wages and salaries. The nett result is somewhat better than last year.

127. *Docks, Harbours and Wharves :*

The general falling off in trade resulted in a decrease in the volume of traffic handled at Spencer Dock and Rosslare Harbour. Maintenance charges were somewhat higher and the result was a worsening of the position compared with last year by nearly £2,000.

The Board again applied for advances under Section 30 of the Transport Act, 1950, to meet the payments of interest on Transport Stocks. At the end of the year the amount due to the Government was £4,820,400 which was liable to a charge for interest amounting to £205,300 which the Board was obliged to pay.

During the year the Board received from the Government a non-repayable grant of £3,250,000. This grant was to meet the working loss (excluding interest on Transport Stocks) of £1,467,588, the balance being to meet capital expenditure authorised by the Government in the programme of reorganisation and modernisation of the undertaking.

The loss for the year includes £1,532,000 for depreciation. The capital account includes renewals and replacements for the year to an amount of £1,316,000.

The Sinking Fund instalments amounted this year to £105,000 and forms part of the working loss.

The pension schemes for wages grade employees were amended to permit of increased pensions which resulted in an annual increase in the contribution to the Pension Trust Fund of £70,000. As there was retrospective application of the amendment for a full year, the total increase under this heading in the Accounts was £140,000.

The interest on repayable advances made to the Board by the Government which were in operation for the year to the 31st March, 1958, and the interest payable to contractors who agreed to defer payments for supplies, cost the Board an extra £127,000 as compared with the previous year. This is included under the heading "Other Interest" in the Profit and Loss Account.

## IX. DEVELOPMENT.

128. The Report of the Committee of Inquiry into Internal Transport was made to the Minister for Industry and Commerce and subsequently a statement on transport policy was made by the Minister in the Dail. The Transport Bill, 1958, was introduced and passed, which implemented the Government's decision outlined in November, 1957.

129. This Act provides for a fixed annual subvention to the Board to meet deficits in operation over a period of five years commencing on the 1st April, 1959; the year to 31st March, 1959, being regarded as a transitional one.

130. Subsequently a Bill was introduced and passed which provides for the transfer of the undertaking of the Great Northern Railway Board in the State to the Board, as from 1st October, 1958.

C. S. ANDREWS,  
*Chairman.*

M. J. HAYES,  
*Secretary.*

A. MALCOLM,  
*Chief Accountant.*

# Statement of Accounts

and

# Statistics

*for the year ended*

31st March 1958

REVENUE ACCOUNTS FOR YEAR

RAILWAY

1957	EXPENDITURE				1958
£					£
1,166,683	Maintenance of Lines and Works	...	...	...	1,155,728
916,236	Maintenance of Rolling Stock	...	...	...	1,007,276
	Traffic Expenses:—				
				£	
1,155,662	Fuel	...	...	...	854,957
2,993,807	Other Expenses	...	...	...	2,924,619
4,149,469					3,779,576
568,227	Other Expenditure	...	...	...	581,291
974,700	Depreciation	...	...	...	1,034,000
£7,775,315					£7,557,871

ROAD PASSENGER

1957	EXPENDITURE				1958
£					£
10,769	Maintenance of Buildings	...	...	...	9,550
701,239	Maintenance of Vehicles and Equipment	...	...	...	738,160
	Traffic Expenses:—				
				£	
703,111	Fuel	...	...	...	742,024
226,542	Road Tax and Licences	...	...	...	232,084
2,627,763	Other Expenses	...	...	...	2,704,802
3,557,416					3,678,910
329,174	Other Expenditure	...	...	...	338,520
348,000	Depreciation	...	...	...	358,000
4,946,598					5,123,140
600,350	Balance to Profit and Loss Account	...	...	...	357,834
£5,546,948					£5,480,974

ROAD FREIGHT

1957	EXPENDITURE				1958
£					£
9,811	Maintenance of Buildings	...	...	...	10,547
314,517	Maintenance of Vehicles, and Equipment	...	...	...	322,857
	Traffic Expenses:—				
				£	
206,480	Fuel	...	...	...	244,659
26,530	Provender	...	...	...	24,832
72,542	Road Tax and Licences	...	...	...	68,824
748,292	Other Expenses	...	...	...	766,137
1,053,844					1,104,452
116,574	Other Expenditure	...	...	...	116,275
149,000	Depreciation	...	...	...	140,000
1,643,746					1,694,131
64,031	Balance to Profit and Loss Account	...	...	...	47,756
£1,707,777					£1,741,887

ENDED 31st MARCH, 1958

WORKING

1957	RECEIPTS	1958
£		£
2,795,631	Passenger Train Traffic ... ..	2,798,174
3,915,442	Goods Train Traffic ... ..	3,739,050
6,711,073		6,537,224
50,575	Miscellaneous ... ..	50,462
6,761,648		6,587,686
1,013,667	Balance to Profit and Loss Account ... ..	970,185
£7,775,315		£7,557,871

WORKING

1957	RECEIPTS	1958
£		£
5,397,674	Passenger Services ... ..	5,329,978
149,274	Miscellaneous ... ..	150,996
£5,546,948		£5,480,974

WORKING

1957	RECEIPTS	1958
£		£
1,649,323	Goods Services ... ..	1,683,500
8,454	Miscellaneous ... ..	8,387
50,000	From Railway, Loss on Collection and Delivery Service	50,000
£1,707,777		£1,741,887

REVENUE ACCOUNTS FOR YEAR

VESSEL.

1957	EXPENDITURE	1958
£ 7,798	Maintenance of Vessels and Equipment ... ..	£ 5,212
6,140	Traffic Expenses :—	
10,682	Fuel ... .. £ Other Expenses ... .. 10,189	
16,822		16,852
6,127	Other Expenditure ... ..	5,915
£30,747		£27,979

CANAL.

1957	EXPENDITURE	1958
£ 1,571	Maintenance of Buildings ... ..	£ 2,131
51,214	Maintenance of Waterways and Works ... ..	49,804
8,407	Traffic Expenses :—	
142,540	Fuel ... .. £ Other Expenses ... .. 145,514	
150,947		155,532
19,205	Other Expenditure ... ..	19,438
£222,937		£226,905

HOTELS, REFRESHMENT ROOMS

1957	EXPENDITURE	1958
£ 20,264	Maintenance of Buildings and Cars ... ..	£ 17,822
30,220	Maintenance of Equipment ... ..	28,799
113,766	Working Expenses :—	
290,526	Salaries, Wages, Office Expenses, etc. ... .. £ Provisions, Wines, etc. ... .. 315,201	
52,443	Other Expenses ... .. 52,883	
456,735		491,189
28,538	Other Expenditure ... ..	29,568
535,757		567,378
38,288	Balance to Profit and Loss Account ... ..	40,228
£574,045		£607,606

DOCKS, HARBOURS AND

1957	EXPENDITURE	1958
£	Maintenance of Docks, Harbours and Wharves and	£
6,019	Equipment ... ..	7,696
6,925	Operating Expenses ... ..	6,309
8,750	Dredging ... ..	8,750
1,594	Other Expenditure ... ..	1,573
£23,288		£24,328



ENDED 31st MARCH, 1958—*continued*

WORKING

1957	RECEIPTS	1958
£		£
9,728	Passenger ... ..	10,143
6,214	Goods ... ..	5,518
799	Miscellaneous ... ..	810
16,741		16,471
14,006	Balance to Profit and Loss Account ... ..	11,508
£30,747		£27,979

WORKING

1957	RECEIPTS	1958
£		£
136,942	Goods Traffic ... ..	133,971
4,845	Miscellaneous ... ..	4,752
21,525	Rente ... ..	19,124
163,312		157,847
59,625	Balance to Profit and Loss Account ... ..	69,058
£222,937		£226,905

AND RESTAURANT CARS WORKING

1957	RECEIPTS	1958
£		£
574,045	Receipts from Hotels, Refreshment Rooms and Restaurant Cars ... ..	607,606
£574,045		£607,606

WHARVES WORKING

1957	RECEIPTS	1958
£		£
983	Harbour, Light and Dock Dues ... ..	450
5,509	Wharf and Pier Dues ... ..	5,475
8,240	Cranage and Other Services ... ..	7,932
14,732		13,857
8,556	Balance to Profit and Loss Account ... ..	10,471
£23,288		£24,328

REVENUE ACCOUNTS FOR YEAR

PROFIT AND

1957	EXPENDITURE	1958
£		£
	Balances from :—	
1,013,667	Railway Working ... ..	970,185
14,006	Vessel Working ... ..	11,508
59,625	Canal Working ... ..	69,058
8,556	Docks, Harbours and Wharves Working ... ..	10,471
1,095,854		1,061,222
	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
125,000	5% Transport Stock, 1972/77 ... ..	125,000
191,250	4½% Transport Stock, 1972/77 ... ..	191,250
793,356		793,356
	Sinking Funds :—	
37,500	5% Transport Stock, 1972/77 ... ..	37,500
67,500	4½% Transport Stock, 1972/77 ... ..	67,500
105,000		105,000
43,514	Guaranteed Interest—Fishguard and Rosslare Railways and Harbours Company (in Ireland) ... ..	43,529
159,484	Interest on Advances under Section 18, Transport Act, 1944, and Section 30, Transport Act, 1950 ... ..	205,301
56,122	Other Interest ... ..	183,636
180,000	Pension Trust Fund ... .. £250,000	320,000
	Do. —Arrears ... .. 70,000	
£2,433,330		£2,712,044

APPROPRIATION

1957	EXPENDITURE	1958
£		£
5,719,833	Balance from last year ... ..	7,443,042
1,723,209	Balance from Profit and Loss Account ... ..	2,260,944
£7,443,042		£9,703,986

ENDED 31st MARCH, 1958—(continued).

Loss Account

1957	RECEIPTS	1958
£	Balances from :—	£
600,350	Road Passenger Working ... ..	357,834
64,031	Road Freight Working ... ..	47,756
38,288	Hotels, Refreshment Rooms and Restaurant Cars Working ... ..	40,228
702,669		445,818
7,111	Rents ... ..	4,950
341	Transfer Fees ... ..	332
1,723,209	Balance to Appropriation Account ... ..	2,260,944
£2,433,330		£2,712,044

ACCOUNT

1957	RECEIPTS	1958
£	Non-repayable State Advances to meet Expenditure chargeable to Revenue :—	£
	1956/57 ... .. £ 700,000	
	1957/58 ... .. 1,467,588	2,167,588
7,443,042	Balance to next Account ... ..	7,536,398
£7,443,042		£9,703,986

**BALANCE SHEET**

1957		Amount of Stock at 1st April, 1957	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
4,500,000	4½% Transport Stock, 1972/77	4,500,000	—	4,500,000
<b>23,403,543</b>		<b>23,403,543</b>	<b>—</b>	<b>23,403,543</b>
	<b>CAPITAL RESERVE :</b>			
	Being advances in respect of Capital Expenditure and Balance on Renewal Fund			5,037,215
3,257,358				
	<b>CURRENT LIABILITIES :</b>			
	Amount due to Bankers (secured by investments)		113,651	
154,754	Sundry Creditors		2,004,108	
1,946,555	Sundry Balances		309,524	
348,192	Advances under Section 18, Transport Act, 1944, and Section 30, Transport Act, 1950		4,820,400	
4,065,390	Repayable State advances for Capital Expenditure		1,803,000	
2,534,080	Expenses accrued		652,228	
741,801	Taxation		104,778	
102,327				
<b>9,893,099</b>				<b>9,807,689</b>
	<b>SINKING FUND FOR REDEMPTION OF TRANSPORT STOCKS</b>			<b>372,784</b>
256,204				
<b>£36,810,204</b>				<b>£38,621,231</b>

**AUDITORS'**

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

The State Grant of £3½ Million received during the year has been credited to year (excluding interest on Transport Stocks) and the balance has been credited to of £700,000 received on the 29th March, 1957, and included in Repayable State Advances non-repayable.

There are unsettled claims for amounts due to the Board in connection with the Depreciation has been written off on the same basis as in the previous year (as set light of experience in the use of certain new types of Railway Rolling Stock the lives

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

DUBLIN,  
25th July, 1958.

31st MARCH, 1958.

1957		Amount at 1st April, 1957	Additions during Year, New Assets and Renewals	Deductions during Year, Deprec- iation and Sales	TOTAL
£		£	£	£	£
	<b>FIXED ASSETS :</b>				
6,540,468	Railway Lines and Works	6,540,468	370,737	490,325	6,420,880
11,270,041	Railway Rolling Stock	11,270,041	2,149,709	661,884	12,757,866
2,005,883	Road Passenger Vehicles	2,005,883	373,315	358,000	2,021,198
487,602	Road Freight Vehicles and Equipment ..	487,602	31,447	145,347	373,702
57,028	Vessels .. ..	57,028	101,171	2,680	155,519
669,689	Canal .. ..	669,689	400	859	669,230
20,519	Canal Barges and Equip- ment .. ..	20,519	—	282	20,237
1,877,374	Land and Buildings ..	1,877,374	32,638	2,607	1,907,405
601,603	Plant and Machinery ..	601,603	21,100	9,835	612,868
223,325	Docks, Harbours and Wharves .. ..	223,325	—	—	223,325
453,679	Hotels, including Catering Equipment .. ..	453,679	56,679	121	510,237
24,207,211		24,207,211	3,137,196	1,671,940	25,672,467
	<b>CURRENT ASSETS :</b>				
2,271,784	Stock of Stores (less reserve) ... ..	...	...	2,531,620	...
231,981	Payments in advance ... ..	...	...	230,300	...
1,026,849	Sundry Debtors ... ..	...	...	908,910	...
108,774	Sundry Balances ... ..	...	...	92,498	...
2,808	Cash at Bank and in Hand ... ..	...	...	3,055	...
—	Cash on Deposit ... ..	...	...	42,330	...
453,032	Investments at Cost (less reserve) (Market Value £433,109) ... ..	...	...	457,868	...
4,100,278					4,266,581
	<b>FISHGUARD AND ROSSLARE RAILWAYS AND HARBOURS COMPANY</b> ... ..				570,526
571,426	BARROW NAVIGATION ... ..				29,801
29,801	INVESTMENT ON SINKING FUND ACCOUNT ... ..				372,784
256,204	ISSUE OF TRANSPORT STOCKS - DISCOUNT AND EXPENSES (less amounts written off) ... ..				172,674
202,242	APPROPRIATION ACCOUNT (Balance transferred) ... ..				7,536,398
7,443,042					
£36,810,204					£ 38,621,231

A. MALCOLM, *Chief Accountant.*

**REPORT.**

1950, with the consent of the Minister for Industry and Commerce, we report that we and we have obtained all the information and explanations which we have required. Appropriation Account to the extent required to cancel the working loss for the Capital Reserve as representing a receipt towards Capital Expenditure. A State Grant at 31st March, 1957, has been transferred to credit of Appropriation Account being purchase of Diesel Locomotives. out in paragraph 112 of the Annual Report of the Board for the year 1956) but in the have been reduced. and correct view of the state of the Board's affairs at 31st March, 1958, according to the the Board.

CRAIG, GARDNER & COMPANY,  
*Chartered Accountants.*

STATISTICAL RETURNS FOR THE YEAR ENDED 31st MARCH, 1958

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 ....	1,791	73	286	32	293	76	2,372	21
	<i>1,799</i>	<i>12</i>	<i>287</i>	<i>17</i>	<i>293</i>	<i>03</i>	<i>2,379</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	4	71	11	14	134	77
	<i>118</i>	<i>72</i>	<i>4</i>	<i>71</i>	<i>11</i>	<i>14</i>	<i>134</i>	<i>77</i>
TOTAL .....	1,910	73	291	31	305	15	2,507	39
	<i>1,918</i>	<i>12</i>	<i>292</i>	<i>16</i>	<i>304</i>	<i>22</i>	<i>2,514</i>	<i>50</i>

MILEAGE OF CANALS

	Open for Navigation		Supply Canals —not open for Navigation	
	M.	Ch.	M.	Ch.
GRAND CANAL :				
Main Line and Branches ....	190	55	13	35
	<i>190</i>	<i>55</i>	<i>13</i>	<i>35</i>
Shannon Navigation ....	123	0		
	<i>123</i>	<i>0</i>		
Barrow Navigation ....	30	0		
	<i>30</i>	<i>0</i>		
ROYAL CANAL ....	95	31		
	<i>95</i>	<i>31</i>		
TOTAL .....	439	06	13	35
	<i>439</i>	<i>06</i>	<i>13</i>	<i>35</i>

LOCOMOTIVES

	1958	1957
	No.	No.
STEAM :		
Tender Engines ....	219	243
Tank Engines ....	34	38
Diesel Electric Engines ....	111	78
Non-Standard Gauge-Steam ....	11	11
Diesel Mechanical ....	3	3
Diesel Hydraulic ....	21	<del>21</del> 3
TOTAL .....	399	376
Tenders ....	296	318

Figures in italics are in respect of year 1957.

STATISTICAL RETURNS FOR THE YEAR ENDED 31st MARCH, 1958—*continued.*

RAIL MOTOR VEHICLES

	No.	SEATS		TOTAL
		1st	2nd	
Diesel Rail Cars Standard Gauge	65 <i>64</i>	624 <i>732</i>	2,716 <i>2,260</i>	3,340 <i>2,992</i>
Diesel Rail Cars Non-Standard Gauge	4 <i>4</i>	— <i>—</i>	164 <i>164</i>	164 <i>164</i>

COACHING VEHICLES

TYPE	SEATS				Number of Vehicles	
	First		Second		1958	1957
	1958	<i>1957</i>	1958	<i>1957</i>		
Carriages of Uniform Class	1,000	<i>1,302</i>	24,583	<i>26,567</i>	408	<i>453</i>
Composite Carriages ...	3,479	<i>3,646</i>	5,258	<i>5,416</i>	161	<i>168</i>
Restaurant Cars ...	—	<i>—</i>	1,074	<i>1,161</i>	31	<i>34</i>
TOTAL ...	4,479	<i>4,948</i>	30,915	<i>33,144</i>	600	<i>655</i>
Ambulance Coaches ...	...	...	...	...	4	<i>4</i>
Radio Van ...	...	...	...	...	4	<i>4</i>
Post Office Vans ...	...	...	...	...	19	<i>18</i>
Luggage, Parcel and Brake Vans ...	...	...	...	...	223	<i>192</i>
Carriage Trucks and Flat Trucks ...	...	...	...	...	64	<i>39</i>
Horse Boxes ...	...	...	...	...	159	<i>166</i>
Miscellaneous ...	...	...	...	...	50	<i>59</i>
TOTAL ...	...	...	...	...	1,123	<i>1,137</i>

RAIL SERVICE VEHICLES

	1958	<i>1957</i>
	No.	<i>No.</i>
Gasholder Trucks ...	31	<i>31</i>
Locomotive Coal Wagons ...	264	<i>337</i>
Ballast Trucks ...	430	<i>434</i>
Mess and Tool Vans ...	77	<i>75</i>
Breakdown Cranes ...	9	<i>9</i>
Travelling Cranes ...	7	<i>7</i>
Miscellaneous ...	150	<i>150</i>
Departmental Steam Locos ...	1	<i>1</i>
Departmental Petrol Rail Motors ...	5	<i>5</i>
TOTAL ...	974	<i>1,049</i>

Figures in italics are in respect of the year 1957.

## STATISTICAL RETURNS FOR THE YEAR ENDED 31st MARCH, 1958—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 ....	211	4,690	—	4,901	50,363	10.28
	<i>220</i>	<i>4,337</i>	—	<i>4,557</i>	<i>45,113</i>	<i>9.90</i>
Covered Wagons ....	381	4,454	2	4,837	49,317	10.20
	<i>491</i>	<i>4,633</i>	<i>2</i>	<i>5,126</i>	<i>50,445</i>	<i>9.84</i>
Special wagons for loads of exceptional dimensions and weight ....				40	600	15.00
				<i>40</i>	<i>600</i>	<i>15.00</i>
Cattle Trucks ....				2,000	19,209	9.60
				<i>2,249</i>	<i>20,764</i>	<i>9.84</i>
Rail and Timber Trucks (including twin trucks)				314	3,237	10.31
				<i>323</i>	<i>3,327</i>	<i>10.29</i>
Miscellaneous ....				171	2,206	12.90
				<i>167</i>	<i>2,175</i>	<i>13.02</i>
<b>TOTAL</b> ....				12,263	124,932	10.19
				<i>12,462</i>	<i>122,424</i>	<i>9.82</i>
<b>CONTAINERS</b>						
Large Covered ....				29	110	3.79
				<i>29</i>	<i>110</i>	<i>3.79</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 ....				25	100	4.00
				<i>25</i>	<i>100</i>	<i>4.00</i>
Small Wheeled ....				6	6	1.00
				—	—	—
Milk ....				6	—	—
				<i>6</i>	—	—
<b>TOTAL</b> ....				196	516	2.63
				<i>190</i>	<i>510</i>	<i>2.68</i>
<b>BRAKE VANS</b> ....				258		
				<i>273</i>		

Figures in italics are in respect of year 1957.



STATISTICAL RETURNS FOR THE YEAR ENDED 31st MARCH, 1958—*continued.*

## ROAD VEHICLES

## PASSENGER VEHICLES :

	Number		Seating Capacity			
			Total		Average per Vehicle	
	1958	1957	1958	1957	1958	1957
Double-deck Buses ...	674	679	42,393	41,878	62.8	61.6
Single-deck Buses ...	415	415	16,164	16,065	38.9	38.7
Touring Coaches ...	60	60	1,920	1,920	32.0	32.0
Ambulances ...	4	6	Berths 32	Berths 36	Berths 8.0	Berths 6.0
<b>TOTAL</b> ...	<b>1,153</b>	<b>1,160</b>	<b>60,509</b>	<b>59,899</b>	<b>52.4</b>	<b>51.6</b>

 GOODS AND PARCELS VEHICLES  
AND HORSEBOXES :

	Under 6 tons capacity		6 tons capacity and over		TOTAL	
	1958	1957	1958	1957	1958	1957
Lorries ...	193	193	344	345	537	538
Vans ...	64	82	—	—	64	82
Tractors ...	4	4	62	62	66	66
Horseboxes ...	—	—	—	—	33	33
					700	719
<b>TRAILERS :</b>						
Special purposes ...					36	36
Articulated ...					163	163
Flat 4-wheel ...					143	143
<b>HORSE DRAWN VEHICLES : Wagons and Carts</b> ...					300	300
<b>TOTAL</b> ..					1,342	1,361
<b>Horses for Road Vehicles</b> ...					218	224
<b>CONTAINERS :</b>						
Furniture ...					104	105
Livestock ...					156	156
Grain ...					10	10
Meat ...					50	50
Tar and Bitumen ...					8	8
					328	329
<b>STAFF CARS (including 5 Station Wagons)</b> ...					87	69
<b>SERVICE VEHICLES</b> ...					36	36

Figures in italics are in respect of the year 1957.

STATISTICAL RETURNS FOR THE YEAR ENDED 31st MARCH, 1958—*continued.*

STATISTICS OF OPERATIONS

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

Originating on Board's System			1958	1957
Ale and Porter (including empties) ... ..			165,210	<i>180,664</i>
Bacon and Hams, Butter and Eggs ... ..			24,774	<i>22,199</i>
Beet ... ..			368,841	<i>304,512</i>
Flour and Bran Sharps and other Flour Mill Offal			52,105	<i>57,145</i>
Grain ... ..			154,483	<i>173,849</i>
Groceries (excluding bacon, hams and butter) ...			191,249	<i>203,359</i>
Manure ... ..			84,022	<i>67,983</i>
Oil Cake and Cattle Foods ... ..			8,107	<i>15,720</i>
Oil Cake and Cattle Foods, Beet Pulp ... ..			35,179	<i>27,542</i>
Potatoes ... ..			5,388	<i>5,307</i>
Timber ... ..			9,483	<i>8,232</i>
Turf ... ..			474	<i>558</i>
<b>TOTAL</b> ... ..			<b>1,099,315</b>	<b><i>1,067,070</i></b>

NUMBER OF LIVESTOCK CARRIED BY GOODS TRAIN

	1958	1957
Horses ... ..	8,482	<i>10,758</i>
Cattle ... ..	485,243	<i>547,519</i>
Calves ... ..	30,803	<i>24,505</i>
Sheep ... ..	110,193	<i>119,462</i>
Pigs ... ..	31,428	<i>31,804</i>
Other Animals ... ..	310	<i>209</i>
<b>TOTAL</b> ... ..	<b>666,459</b>	<b><i>734,257</i></b>

ENGINE MILEAGE

	Coaching	Goods	Other	Total
Steam Tender and Tank Engines	419,530	635,802	1,444,854	2,500,186
	<i>831,206</i>	<i>1,386,805</i>	<i>2,003,770</i>	<i>4,221,781</i>
Diesel Electric Engines ...	2,658,371	2,212,970	356,865	5,228,206
	<i>2,217,513</i>	<i>1,485,446</i>	<i>179,198</i>	<i>3,882,157</i>
Diesel Rail Cars ... ..	1,711,644	—	4,479	1,716,123
	<i>1,679,768</i>	—	<i>4,416</i>	<i>1,684,184</i>
Total Engine Miles ...	4,789,545	2,848,772	1,806,198	9,444,515
	<i>4,728,487</i>	<i>2,872,251</i>	<i>2,187,384</i>	<i>9,788,122</i>

Figures in italics are in respect of the year 1957.

STATISTICS OF RAIL OPERATIONS

	1958	1957
<b>TOTAL ENGINE HOURS PER TRAIN ENGINE HOUR :</b>		
<i>Steam</i>		
Coaching ... ..	1.94	<i>1.82</i>
Freight ... ..	3.66	<i>2.95</i>
<i>Diesel Rail Cars</i>		
Coaching ... ..	1.00	<i>1.00</i>
<i>Diesel Locomotives</i>		
Coaching ... ..	1.20	<i>1.07</i>
Freight (Shunters excluded) .. ..	1.76	<i>1.45</i>
<b>TRAIN MILES PER TRAIN ENGINE HOUR</b>		
<i>Coaching</i>		
Steam ... ..	11.55	<i>12.44</i>
Diesel Locomotives (Standard Gauge) .. ..	29.43	<i>31.11</i>
do. (Narrow Gauge) .. ..	21.78	<i>20.73</i>
Diesel Rail Cars (Standard Gauge) .. ..	27.41	<i>27.60</i>
do. (Narrow Gauge) .. ..	18.76	<i>18.56</i>
<i>Freight</i>		
Steam ... ..	9.33	<i>10.17</i>
Diesel Locomotives (Standard Gauge) .. ..	15.51	<i>16.62</i>
do. (Narrow Gauge) .. ..	12.96	<i>12.56</i>
Diesel Shunters ... ..	7.21	<i>5.95</i>
<b>TON MILES PER ENGINE HOUR</b>		
Per Train Engine Hour ... ..	781	<i>751</i>
Per Engine Shunting Hour ... ..	636	<i>641</i>
Per Total Engine Hour ... ..	<b>344</b>	<i>346</i>
<b>TON MILES PER TRAIN MILE</b>		
Train Load in tons ... ..	65.83	<i>66.66</i>
<b>WAGON MILES PER TRAIN MILE</b> (Number of Wagons per train)		
Loaded ... ..	20.09	<i>20.67</i>
Empty ... ..	7.05	<i>7.06</i>
Total ... ..	27.14	<i>27.73</i>
<b>WAGON MILES PER HOUR</b>		
Per Train Engine Hour ... ..	321.72	<i>312.50</i>
Per Engine Shunting Hour ... ..	262.18	<i>266.59</i>
Per Total Engine Hour ... ..	144.46	<i>143.86</i>
<b>AVERAGE WAGON LOAD</b> ... ..		
	Tons	<i>Tons</i>
	3.28	<i>3.22</i>

Figures in italics are in respect of the year 1957.

STATISTICAL RETURNS FOR THE YEAR ENDED 31st MARCH, 1958—continued.

STATISTICS OF RECEIPTS

RAIL PASSENGER TRAFFIC

Class of Passenger	Number	Receipts	Average Receipts per Journey	
		£	s.	d.
Ordinary :—				
1st Class ... ..	146,044 <i>154,571</i>	119,901 <i>126,636</i>	16 <i>16</i>	5·04 <i>4·63</i>
2nd Class ... ..	6,106,886 <i>5,958,502</i>	1,819,931 <i>1,810,153</i>	5 <i>6</i>	11·52 <i>0·91</i>
TOTAL .. ..	6,252,930 <i>6,113,073</i>	1,939,832 <i>1,936,789</i>	6 <i>6</i>	2·45 <i>4·04</i>
Season :—				
1st Class ... ..	149,192 <i>156,862</i>	5,821 <i>5,844</i>		9·36 <i>8·94</i>
2nd Class ... ..	1,985,329 <i>2,002,134</i>	50,075 <i>50,167</i>		6·05 <i>6·01</i>
TOTAL ... ..	2,134,521 <i>2,158,996</i>	55,896 <i>56,011</i>		6·28 <i>6·23</i>
		Total Units	Average Receipts per unit	
Passenger Miles ... ..		261,045,700 <i>266,163,500</i>	1·83d. <i>1·80d.</i>	
Passenger Journeys ... ..		8,387,451 <i>8,272,069</i>	57·11d. <i>57·82d.</i>	
Loaded Train Miles ... ..		4,704,094 <i>4,637,656</i>	8s. 6d. <i>8s. 7d.</i>	
Miles of Road (First Track) ... ..		1,911 <i>1,918</i>	£1,044 <i>£1,039</i>	

Figures in italics are in respect of the year 1957.

## STATISTICS OF RECEIPTS

## FREIGHT TRAIN TRAFFIC

Classification	Receipts	Tons Carried	Ton Miles	Average length of haul in miles	Average Receipts	
					per ton	per ton mile
	£				£ s. d.	Pence
Merchandise ...	2,839,913	1,399,677	124,024,792	88.61	2 0 7	5.50
	<i>3,011,801</i>	<i>1,505,174</i>	<i>131,396,633</i>	<i>87.30</i>	<i>2 0 0</i>	<i>5.50</i>
Minerals ...	411,487	482,107	31,220,845	64.76	17 1	3.16
	<i>391,426</i>	<i>460,548</i>	<i>29,476,061</i>	<i>64.00</i>	<i>17 0</i>	<i>3.19</i>
Coal and Coke	94,629	78,473	7,394,412	94.23	1 4 1	3.07
	<i>62,927</i>	<i>81,198</i>	<i>5,180,571</i>	<i>63.80</i>	<i>15 6</i>	<i>2.92</i>
TOTAL ...	3,346,029	1,960,257	162,640,049	82.97	1 14 2	4.94
	<i>3,466,154</i>	<i>2,046,920</i>	<i>166,053,265</i>	<i>81.12</i>	<i>1 13 11</i>	<i>5.01</i>
Livestock ...	£	No.	—	82.48		
	393,021	666,459	—			
	449,288	734,257	—	81.69		
				Total Units	Average Receipts per unit	
Loaded Train Miles ... ..				2,692,635	£1 7 9	
				<i>2,711,337</i>	<i>£1 8 11</i>	
Loaded Wagon Miles ... ..				57,228,269	15.68 pence	
				<i>59,374,094</i>	<i>15.81 ..</i>	
Miles of Road (First Track) ... ..				1,911	£1,957	
				<i>1,918</i>	<i>£2,040</i>	

Figures in italics are in respect of the year 1957.

## STATISTICS OF RECEIPTS

## ROAD PASSENGER SERVICES

	Receipts	Passengers Carried	Vehicle Miles	Passenger Miles (Estimated)
	£			
Dublin City Services ...	3,587,010	247,009,300	30,445,400	488,485,592
	<i>3,652,282</i>	<i>249,510,900</i>	<i>29,928,870</i>	<i>496,277,180</i>
Other City Services ...	469,310	39,297,400	3,926,400	67,670,122
	<i>460,238</i>	<i>38,610,000</i>	<i>3,882,480</i>	<i>66,254,760</i>
Provincial Services ...	1,043,650	10,515,800	9,680,500	100,194,542
	<i>1,046,997</i>	<i>10,187,650</i>	<i>9,617,750</i>	<i>100,531,730</i>
Tours and Private Hire ...	230,008	942,500	1,308,700	—
	<i>238,157</i>	<i>916,450</i>	<i>1,271,900</i>	—
<b>TOTAL</b> ...	5,329,978	297,765,000	45,361,000	—
	<i>5,397,674</i>	<i>299,225,000</i>	<i>44,701,000</i>	—
	<b>Per Journey</b>	<b>Per Mile</b>	<b>Per Passenger Mile</b>	
<b>Average Receipts :</b>	<b>d.</b>	<b>d.</b>	<b>d.</b>	
Dublin City Services ...	3.49	28.28	1.76	
	<i>3.51</i>	<i>29.29</i>	<i>1.77</i>	
Other City Services ...	2.87	28.69	1.66	
	<i>2.86</i>	<i>28.45</i>	<i>1.67</i>	
Provincial Services ...	23.82	25.87	2.50	
	<i>24.67</i>	<i>26.13</i>	<i>2.50</i>	

Figures in italics are in respect of the year 1957.

STATISTICS OF RECEIPTS

ROAD FREIGHT SERVICES

Type	Vehicle Miles	Tonnage	Receipts	Average Rate per ton	
Scheduled Services ... ..	1,792,388	162,779	£ 238,253	s. 29	d. 3.3
	<i>1,822,110</i>	<i>163,817</i>	<i>250,098</i>	<i>29</i>	<i>7.5</i>
Railhead C. & D. Services	537,103	194,452	119,989	12	4.1
	<i>490,923</i>	<i>169,337</i>	<i>107,099</i>	<i>12</i>	<i>7.8</i>
Direct Road Services ... ..	8,120,488	1,767,023	925,865	10	5.8
	<i>7,867,080</i>	<i>1,820,080</i>	<i>870,046</i>	<i>9</i>	<i>6.7</i>
TOTAL ... ..	10,449,979	2,124,254	1,284,107	12	1.1
	<i>10,180,113</i>	<i>2,153,284</i>	<i>1,227,243</i>	<i>11</i>	<i>4.4</i>
Livestock ... ..		No.			
	1,364,716	226,266	163,497		
	<i>1,507,639</i>	<i>245,530</i>	<i>183,961</i>		

GRAND CANAL TRAFFIC

Classification	Tonnage Carried by C.I.E. Barges	Receipts	Average Rate per Ton	
Merchandise ... ..	80,803	£ 129,170	s. 31	d. 11.7
	<i>79,038</i>	<i>129,453</i>	<i>32</i>	<i>9.1</i>
Coal, Coke and Patent Fuel ... ..	91	133	29	2.8
	<i>232</i>	<i>338</i>	<i>29</i>	<i>1.7</i>
Other Minerals ... ..	5,060	4,668	18	5.4
	<i>7,231</i>	<i>7,151</i>	<i>19</i>	<i>9.3</i>
TOTAL ... ..	85,954	133,971	31	2.1
	<i>86,501</i>	<i>136,942</i>	<i>31</i>	<i>8.0</i>

Figures in italics are in respect of the year 1957.





CÓRAS

IOMPAIR

ÉIREANN

# NINTH ANNUAL REPORT

*for the Year ended*

**31st MARCH, 1959**



KINGSBRIDGE STATION, DUBLIN

THE UNIVERSITY OF CHICAGO PRESS  
CHICAGO, ILLINOIS

1963

MEMBERS OF THE BOARD OF CÓRAS IOMPAIR ÉIREANN ON THE  
31ST MARCH, 1959.

DR. C. S. ANDREWS (*Chairman—Full-time*),

MR. T. C. COURTNEY,

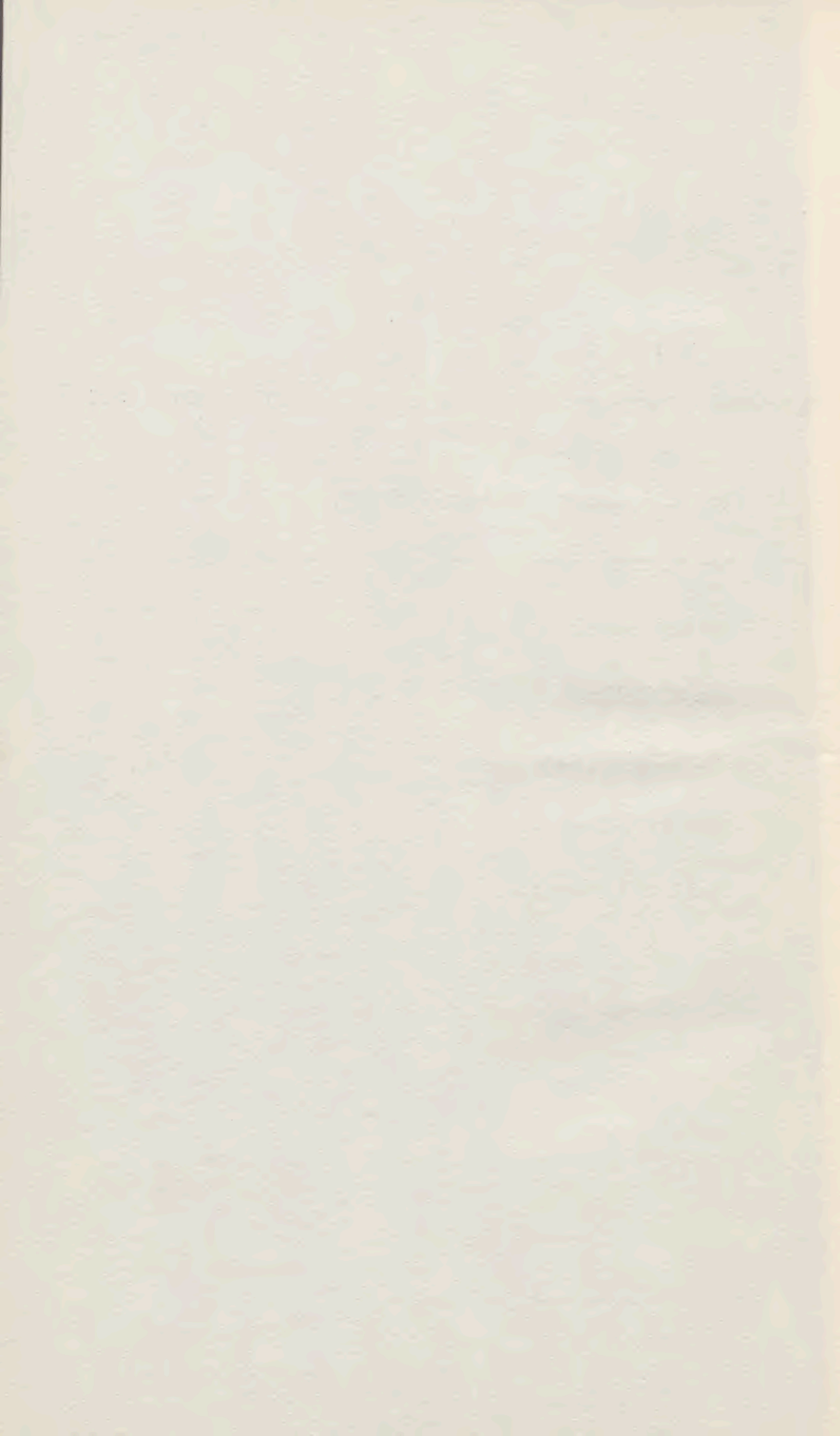
MR. L. FERRIS,

MR. T. P. HOGAN,

MR. W. McMULLEN,

MR. M. F. MOLONY,

MR. J. T. O'FARRELL.



## NINTH ANNUAL REPORT FOR THE YEAR ENDED

31ST MARCH, 1959.

Coras Iompair Eireann presents its Annual Report with Statement of Accounts and Statistics attached for the year ended 31st March, 1959.

### TRANSPORT ACT, 1958.

During the year the Transport Act, 1958, became effective. The purpose of this Act is to reorganise the undertaking to enable it to pay its way. To facilitate reorganisation, provision was made for a fixed subvention during a transition period of five years. The capital liability was reduced and the values of certain fixed assets were written down. Provision was made for the removal of common carrier and other obligations which restricted the commercial adaptability of the concern. The Act laid on the Board the obligation to work within the fixed subvention until March 31st 1964 and thereafter to pay its way.

Five months of the financial year had elapsed before the new Board, reconstituted to give effect to the provisions of the Act, took up duty on September 1st.

### THE NEW BOARD.

Dr. C. S. Andrews was appointed Chairman of the Board.

His predecessor, Mr. T. C. Courtney, resigned as Chairman but continued as a member of the Board.

The membership of the Board was also altered by the appointments of Mr. W. McMullen and Mr. M. F. Molony, who were Directors of the Great Northern Railway Board, and by the resignations of Mr. P. J. Floyd, Mr. E. H. Murphy and Mr. William Murphy.

### C.I.E.—G.N.R. MERGER.

The Great Northern Railway Act became operative on 1st October, 1958, when the G.N.R. road services and that part of its railway system within the State were amalgamated with C.I.E.

The cross-border rail service was worked in co-ordination between Coras Iompair Eireann and the Ulster Transport Authority. Railway rolling stock was

divided between the two undertakings. The former Great Northern Hotel at Bundoran was added to the number of Great Southern Hotels.

The workshops at Dundalk were vested in the Industrial Engineering Company, Limited. All employees of the Great Northern Railway Board working within the State at October 1st, except those employed in the Dundalk Works, became employees of Coras Iompair Eireann.

The road and rail services were fully integrated into the Board's services by the close of the financial year. The garage at Abercorn Road, Dublin, was closed and the staff and vehicles transferred to Broadstone, Summerhill or Clontarf garages.

*N.B.—The dissolution of the G.N.R. Board has presented a special problem in compiling the statistics for the year. It should be borne in mind that, where appropriate, the figures listed include former G.N.R. assets—and the receipts derived from them—which were taken over on 1st October, 1958 ; on the other hand, comparative figures for traffic and receipts for the six months ended 31st March, 1958, were not always available in suitable form and in some instances are estimates.*

#### NEW POLICY.

On appointment the Board made an assessment of the position with a view to giving effect to the obligations imposed by the Transport Act, 1958. The early months of the new undertaking were devoted to this task and to the acquisition of the assets and services of the Great Northern Railway Board. By December a new policy had been developed ready to go into effect from January, 1959.

The new policy may be summarised as follows :—

- (1) All services to be examined and where found to be uneconomic appropriate steps to be taken to remedy the situation. The first step in this direction was taken on January 1st when the rail services on the Harcourt Street/Bray line were discontinued and substitute road passenger services provided.
- (2) The new commercial freedom of the undertaking to be exploited. In this connection a number of salesmen were appointed and an advertising campaign was undertaken. The "Package Deal" campaign which offered specially negotiated contracts for the carriage of a firm's traffic was launched in January.
- (3) To keep the public informed of the Board's policy and of the reasons for the various courses of action adopted.
- (4) To improve the appearance, particularly the cleanliness, of rolling stock and buildings.

- (5) To improve the morale and general effectiveness of the staff. A system of joint consultation was put in train. The acquisition of premises at Amiens Street enabled the Administrative staff of the Traffic Department to be housed in one building in offices which were altered and redecorated to provide good working conditions.
- (6) To eliminate wasteful methods in all Departments. For this purpose a firm of consultants was engaged to assist the Board's officers. Work study at Inchicore Works was extended.
- (7) To review Management methods and organisation and to strengthen the management team to deal with the problems arising from new policies. A new organisation structure was planned and the initial steps taken to introduce it.

### FINANCIAL RESULTS.

The new policy launched in January could not have a significant effect on the results for the year to March 31st, 1959, with which this report and the attached accounts deal ; it will take considerable time before these and other contemplated measures can be expected to show effective results. The loss of £2,588,074 in the year 1957/58 was reduced to £1,798,917 in the year under review. This loss again includes a sinking fund provision of £105,000 and also depreciation provisions amounting to £1,594,000. No provision has been made for depreciation of fixed assets of the Great Northern Railway Board acquired at no cost to the Board. Renewals and replacements of £1,290,544 have been charged in the capital account. The Government granted the Board a sum of £701,483 towards meeting this expenditure to the extent that it was not covered by the moneys available from the working account.

The Government paid, in the form of a free grant, the amount (£719,188) required to meet the interest payable during the year on the Transport Stocks.

The expenditure for the year on capital additions was over £1,200,000 and to meet this the Government made a non-repayable advance to the Board of £1,190,000.

All payments by the Board to superannuation funds, pensions, etc., have been brought under one heading in the Profit and Loss Account. The 1958 figure includes non-recurring expenditure of £70,000 (arrears on the Pension Trust Fund) so that there is an increase this year of over £27,000 due largely to increased pensions paid to pensioners over 70 years of age.

The Transport Act, 1958, provided *inter-alia* that the State should take over from the Board on 31st March 1959, the liability for the principal and the interest on the 3% Transport Stock 1955/60 which falls due for repayment in 1960. The

Act provided also that the Board shall not be liable to repay any advances made up to 31st March, 1958, nor to pay interest thereon for the current year. These provisions of the Transport Act, 1958, required consequential amendments of the values of the Board's assets and liabilities and an explanatory schedule has been added to the accounts (*see* page 25) so that these changes can be followed.

The Great Northern Railway Act, 1958, also enacted during the year under review, provided that the Board take over from the 1st October, 1958, that portion of the Great Northern Railway Board in the Republic. Such fixed assets as were taken over under the provisions of the Act were acquired at no cost and no value for these assets has been included in the Balance Sheet.

## SERVICES.

### Rail Passenger:

Passenger Receipts for the year increased from £2,982,574 in 1957/58 to £3,112,175 in 1958/59. This was partly due to the increased fares introduced in May and partly due to the fact that there were two Easters in the period covered by the present accounts. The exceptionally bad weather adversely affected excursion traffic and had a marked effect on seaside traffic on the Dublin Suburban and Waterford/Tramore lines.

The number of first class passengers declined by 18,500—a trend that has been in evidence for many years.

### Rail Freight:

There was a serious decrease in the number of livestock carried and receipts fell from £400,365 in 1957/58 to £300,639 in 1958/59. This fall in traffic is partly attributable to a fall in cattle exports, and partly to the growth of private transport, including the continued and extensive development of operators from Northern Ireland.

Beet traffic increased during the year ; 397,757 tons were carried, or 18,243 more than the previous year. Coal, however, was down. Receipts at £61,826 showed a drop of £43,016 and the tonnage carried, 57,260, was down by 33,343. This serious decline was due to three causes :

Arigna coal, much of which formerly went by rail, is now burned locally at the new power station.

The demand from the Continent for anthracite coal dropped.

Many industrial and domestic consumers turned from coal to oil.

The carriage of tar and bitumen in bulk amounted to 51,340 tons, or an increase of 4,957 on the previous year's figures. This rise was due to the increasing



number of County Councils which are taking delivery of road dressing materials in bulk. For this traffic Coras Iompair Eireann operates a fleet of 90 special bulk tar tankers.

### **Rail Working:**

During the year the policy of maintaining and improving passenger facilities was continued. Twenty-one main line bogie second class coaches were completed and put into service in replacement of obsolete vehicles. The programme of dieselisation which has been steadily contributing to better running times and more economical working was extended by commissioning two "C" class 550 h.p. diesel electric locomotives, and one "E" class 400 h.p. diesel hydraulic locomotive.

As a further inducement to increased railway travel work was commenced on the conversion of six coaches to holiday camping coaches.

The net result of railway working for the year was a loss of £1,169,000. This is nearly £149,000 more than the previous year. Expenditure was higher by £209,000 and receipts were better by £60,000. In expenditure the wages bill was higher by £274,000 of which £268,000 was due to increases recommended by the Joint Industrial Council and the Labour Court. Depreciation is higher because of additional stock in traffic and higher replacement costs. There were increases in expenditure on stores and materials of over £137,000. Fuel economies amounted to over £270,000 and reductions in staff and other economies helped to offset these increases.

### **Canal:**

The net working loss for the year was £14,781 greater than 1957/58. Wage increases added £9,500 to the expenditure but this was partly offset by staff reductions, £3,000, and other savings mainly in fuel costs amounting to £4,000.

Canal traffic dropped by approximately seven thousand tons, the principal decrease being sugar, fertilizers and malt. The fall in revenue amounted to £10,000.

### **Road Freight:**

Both gross receipts and expenditure were down on the previous year's figures : expenditure declined by £94,782, reflecting a fall of £44,590 in fuel costs and £40,511 in maintenance charges due to reduced mileage.

Excluding credit from the Rail Section for collection and delivery of railborne traffic, the gross receipts were £1,675,577, compared with £1,758,887 during the previous year. Net receipts from hauliers employed as sub-contractors also fell by £8,339 to £42,710.

The decline in gross receipts and in the net revenue from sub-contractors was mainly due to the sharp fall in the carriage of ground limestone. Gross receipts

from this traffic at £166,714 were £88,232 less than the previous year. The reduction of 4/-d. a ton in the subsidy from June 1st affected the business adversely. There was some recovery in February 1959. The wet weather during 1958 also contributed to the fall in demand for limestone.

There was a decline in the hire of vehicles to County Councils and revenue from this source fell by £19,448 to £128,487.

Livestock receipts fell by £17,828 to £155,005.

Heavy haulage earned a record revenue of £84,081, an increase of £41,600.

There was also an increase in beet traffic which improved by £9,084 to turnover £57,531 for the year.

Costs of tyres and fuel were lower due to reduced mileage and there was a further economy in fuel due to the import of fuel in bulk. The net working profit for the year, £81,000, was £3,000 better than the result for 1957/58.

### **Road Passenger:**

In Road Passenger working expenditure was increased by higher wages and additional services, but this was offset by a reduction in maintenance costs due to the reduced average age of the fleet; there was also a reduction in fuel costs due to importation in bulk.

Fares on the City and Provincial services were increased in May, 1958. A minimum fare of 3d. was introduced on all City omnibus routes, resulting in an increase in revenue of £321,923.

Other City services revenue increased by £45,555. Long-distance bus passenger revenue was up by £34,259.

Two new 'bus services were introduced during the year in Dublin; one to Artane and the other to replace the Harcourt Street/Bray rail line.

The continuous expansion of Dublin's residential suburbs was reflected in the extended 'bus services which it was found necessary to provide on four suburban routes.

A new service was provided to Mayorstone Park in Limerick and the itineraries of services in Cork were revised on eight routes.

### **Coach Tours:**

The bad Summer weather did not have any apparent effect on extended coach tours. The returns showed a steady improvement; 299 extended tours were operated and carried 6,623 passengers, an increase of 835 passengers on the previous year.

Two experimental tours were introduced ; the inclusive air-coach tours in June from London to Parknasilla and Killarney were continued in modified form but the night tour of Dublin was discontinued for lack of public interest.

A specialised but profitable branch of tour business is the inclusive tour for special parties. Sixteen of these were operated during the year and carried a total of 516 passengers.

In spite of the weather, our Day tours continued to thrive ; in all they carried over 105,000 passengers during the year. Dublin was the busiest centre, but they operated also from Dun Laoghaire, Cork, Youghal, Waterford, Killarney, Tralee, Galway and Limerick.

Private hire operations also expanded. Revenue was £183,782 compared with £142,630 in the previous year. Tours were operated on a private hire basis for 305 parties and the return was £35,988.

### **Aran Steamer Service:**

Receipts for the Galway/Aran steamer service were up by £2,051 during the year. This increase was due to two reasons ; the new vessel, " Naomh Eanna ", which carries more passengers in greater comfort, was put into service on 7th May, 1958 ; in addition, afternoon trips every Thursday between Galway and Kiltonan were operated during the Summer.

### **Shannon Cruises:**

The number of passengers on the River Shannon cruises decreased by 1,867 and receipts by £287. This was due to the very wet Summer ; the river services, of their nature, are particularly dependent on good weather.

Revenue from charter parties dropped by £855, although it had in the past usually accounted for well over 50 per cent of the total receipts from Shannon services.

There was, however, an increase of £568 in revenue from ordinary scheduled trips ; this was mainly due to increased support from the local people and, in particular, from local school parties.

### **Hotels and Catering:**

The gross hotel and catering receipts for the year were higher by nearly £88,000 with a consequential increase in stock and provisions. Increased rates of pay amounted to £9,000 and maintenance of buildings and equipment was higher by £12,000. Many overseas tourists who visited this country on their way to or from the Lourdes Centenary celebrations and the Brussels Fair contributed to the increased business.

Improvements were carried out at all the hotels. New bedrooms and bathrooms were constructed, bedroom-telephones installed, dining rooms and bars refurnished and, at Killarney, the Hotel was enhanced by the addition of Waterford chandeliers and Donegal carpets in the main lounge.

On the dissolution of the Great Northern Railway Board the Bundoran Hotel came into the chain of Great Southern Hotels. The total number of these hotels has now been increased to seven. They now provide a total of 879 beds, 164 private bathrooms with *en suite* accommodation for 320 people.

### PUBLICITY CAMPAIGN.

Advertising, publicity and public relations campaigns were directed at the home and foreign markets. In co-operation with Irish and British tourist organisations, "briefing" tours were arranged for visiting travel agents and journalists. Apart from the routine advertising at home of passenger services, tourist transport facilities were publicised widely in the Irish newspapers and in a number of British, U.S. and Canadian journals. Experimental advertising was also carried out in France, Germany, South Africa and Australia. As far as possible advertising abroad was arranged to tie in with that of Bord Failte and Aer Lingus.

Advertising filmlets were shown in an additional number of cinemas and a short film on tourist amenities at Killarney was made in co-operation with Gael Linn. The colour film, "Ireland—Land of Welcome", which publicises the Board's services was shown 25 times on television networks, and, including other showings, the estimated viewing audience during the year amounted to more than 20 millions.

### NEW EQUIPMENT.

The Telecord Dictaphone was installed at Amiens Street. The first of its kind in this country, the system makes it possible to dictate directly by internal telephone on to one of a battery of dictaphones in the Typing Bureau.

During the year on a site leased from Dublin Port and Docks Board at Alexandra Road, North Wall, a new oil storage depot was completed. It holds 10,000 tons of fuel oil in two tanks and has rail and road loading points. By facilitating the import of oil in bulk this installation makes possible substantial savings in the cost of fuel.

At Conyngham Road garage nine new pits with sunken workshops were constructed and put into use and new staff offices were being built at the end of the year.

The programme, undertaken with the agreement of the Minister for Posts and Telegraphs, to substitute telephones for telegraphs together with the provision of a network of selective ringing telephones radiating from the principal centres, was nearly complete by March 31st.

## ENGINEERING.

Extensive repairs to portion of the loop line Liffey Viaduct were undertaken by the Board's staff and successfully carried through.

The bridge carrying the main Belfast line over the North Wall branch was renewed. The first railway bridge of this type in the country, it has a span of 32 ft. with three all-welded main girders.

The railway bridge over the Lough Ree canal at Athlone which has a 35 ft. span was replaced by a deck-type structure. This was fabricated at Inchicore and was erected during a single week-end.

Apart from these and other special construction tasks, the routine work of track maintenance and safety precautions was continued during the year. Sleepers, for instance, were renewed on 61 miles of track, compared with 49½ miles in the previous year, and 1,943 miles were sprayed with weed-killer.

## STAFF.

The number of C.I.E. employees on 31st March, 1959, was 22,109 and the salaries and wages bill for the year was £10,014,242. Pay increases and better conditions of service granted during the year cost £40,740.

Work study was introduced in June 1958, into the railway workshops at Inchicore with the assistance of a firm of industrial consultants. Members of the staff were trained so that they could undertake a substantial portion of the task.

Although the unions and the men, on the whole, co-operated in the introduction of this new technique, an unofficial strike of fitters took place when work study was applied in the Diesel Locomotive Overhaul Shop. This dispute ended after 12 weeks but not before causing a considerable disruption of the maintenance programme. On the resumption of work, work study was re-started in the Locomotive Overhaul Shop.

Six disputes were investigated publicly by the Labour Court and there were two meetings of the Joint Industrial Council. In addition, ten Conciliation conferences were held under the auspices of the Labour Court. In all instances, the Court's recommendations and those of the Joint Industrial Council were accepted by both parties.

A total of 21 locomotive firemen were transferred during the year to the Traffic Rail Department as a result of the progress of the dieselisation programme. This brought the number of firemen thus transferred to alternative employment to 206.

The system of staff training was continued and extended during the year.

The Board wishes to pay tribute to its staff for their loyal service and co-operation in what is essentially a transition period.

C. S. ANDREWS,  
*Chairman.*

M. J. HAYES,  
*Secretary.*

R. G. WATT,  
*Chief Accountant.*

# Statement of Accounts

and

# Statistics

*for the year ended*

31st March 1959

REVENUE ACCOUNTS FOR YEAR

RAILWAY

1958	EXPENDITURE	1959
£		£
1,261,509	Maintenance of Lines and Works ... ..	1,413,950
1,120,552	Maintenance of Rolling Stock ... ..	1,374,096
	Traffic Expenses:—	
961,411	Fuel ... ..	689,192
3,160,668	Other Expenses ... ..	3,196,463
4,122,079		3,885,655
470,018	Other Expenditure ... ..	467,832
1,064,346	Depreciation ... ..	1,106,000
£8,038,504		£8,247,533

ROAD PASSENGER

1958	EXPENDITURE	1959
£		£
11,333	Maintenance of Buildings ... ..	17,450
805,080	Maintenance of Vehicles and Equipment ... ..	779,662
	Traffic Expenses:—	
776,264	Fuel ... ..	698,621
246,773	Road Tax and Licences ... ..	249,103
2,805,013	Other Expenses ... ..	2,975,449
3,828,050		3,923,173
295,448	Other Expenditure ... ..	324,341
358,000	Depreciation ... ..	363,000
5,297,911		5,407,626
389,517	Balance to Profit and Loss Account ... ..	743,412
£5,687,428		£6,151,038

ROAD FREIGHT

1958	EXPENDITURE	1959
£		£
10,876	Maintenance of Buildings ... ..	10,930
343,800	Maintenance of Vehicles, and Equipment ... ..	303,235
	Traffic Expenses:—	
258,244	Fuel ... ..	213,654
25,909	Provender ... ..	24,672
77,829	Road Tax and Licences ... ..	73,738
814,706	Other Expenses ... ..	826,470
1,176,688		1,138,534
110,221	Other Expenditure ... ..	109,104
140,000	Depreciation ... ..	125,000
1,781,585		1,686,803
78,232	Balance to Profit and Loss Account ... ..	81,484
£1,859,817		£1,768,287



ENDED 31st MARCH, 1959

WORKING

1958		RECEIPTS	1959
£			£
2,982,574	Passenger Train Traffic	... ..	3,112,175
3,977,000	Goods Train Traffic	... ..	3,904,192
6,959,774			7,016,367
58,512	Miscellaneous	... ..	62,101
7,018,086			7,078,468
1,020,418	Balance to Profit and Loss Account	... ..	1,169,065
£8,038,504			£8,247,533

WORKING

1958		RECEIPTS	1959
£			£
5,522,911	Passenger Services	... ..	5,983,203
164,517	Miscellaneous	... ..	167,835
£5,687,428			£6,151,038

WORKING

1958		RECEIPTS	1959
£			£
1,798,622	Goods Services	... ..	1,710,382
11,195	Miscellaneous	... ..	7,905
50,000	From Railway, Loss on Collection and Delivery Service		50,000
£1,859,817			£1,768,287

REVENUE ACCOUNTS FOR YEAR

VESSEL

1958	EXPENDITURE	1959
£ 5,212	Maintenance of Vessels and Equipment ... ..	£ 7,953
6,663	Traffic Expenses :—	
10,189	Fuel ... ..	2,281
	Other Expenses ... ..	13,326
16,852		15,607
5,915	Other Expenditure ... ..	10,463
£27,979		£34,023

CANAL

1958	EXPENDITURE	1959
£ 2,131	Maintenance of Buildings ... ..	£ 1,892
49,804	Maintenance of Waterways and Works ... ..	51,615
	Traffic Expenses :—	
10,018	Fuel ... ..	7,724
145,514	Other Expenses ... ..	151,021
155,532		158,745
14,670	Other Expenditure ... ..	14,600
£222,137		£226,852

HOTELS, REFRESHMENT ROOMS

1958	EXPENDITURE	1959
£ 18,417	Maintenance of Buildings and Cars ... ..	£ 28,987
28,799	Maintenance of Equipment ... ..	30,128
	Working Expenses :—	
129,679	Salaries, Wages, Office Expenses, etc.	145,109
330,799	Provisions, Wines, etc. ... ..	373,874
54,247	Other Expenses ... ..	60,135
514,725		579,118
27,787	Other Expenditure ... ..	34,766
589,728		672,999
39,574	Balance to Profit and Loss Account ... ..	44,173
£629,302		£717,172

DOCKS, HARBOURS AND

1958	EXPENDITURE	1959
£ 7,696	Maintenance of Docks, Harbours and Wharves and Equipment ... ..	£ 7,954
6,309	Operating Expenses ... ..	6,591
8,750	Dredging ... ..	8,750
1,573	Other Expenditure ... ..	3,283
£24,328		£26,578

ENDED 31st MARCH, 1959—(continued)

WORKING

1958		RECEIPTS						1959
£							£	
10,143	Passenger	...	...	...	...	...	11,906	
5,518	Goods	...	...	...	...	...	6,025	
810	Miscellaneous	...	...	...	...	...	1,252	
16,471							19,183	
11,508	Balance to Profit and Loss Account	...	...	...	...	...	14,840	
£27,979							£34,023	

WORKING

1958		RECEIPTS						1959
£							£	
133,971	Goods Traffic	...	...	...	...	...	124,024	
4,752	Miscellaneous	...	...	...	...	...	3,732	
19,124	Rents	...	...	...	...	...	20,025	
157,847							147,781	
64,290	Balance to Profit and Loss Account	...	...	...	...	...	79,071	
£222,137							£226,852	

AND RESTAURANT CARS WORKING

1958		RECEIPTS						1959
£							£	
629,302	Receipts from Hotels, Refreshment Rooms and Restaurant Cars	...	...	...	...	...	717,172	
£629,302							£717,172	

WHARVES WORKING

1958		RECEIPTS						1959
£							£	
450	Harbour, Light and Dock Dues	...	...	...	...	...	419	
5,475	Wharf and Pier Dues	...	...	...	...	...	5,701	
7,932	Cranage and Other Services	...	...	...	...	...	7,382	
13,857							13,502	
10,471	Balance to Profit and Loss Account	...	...	...	...	...	13,076	
£24,328							£26,578	

REVENUE ACCOUNTS FOR YEAR

PROFIT AND

1958	EXPENDITURE	1959
£		£
	Balances from :—	
1,020,418	Railway Working ... ..	1,169,065
11,508	Vessel Working ... ..	14,840
64,290	Canal Working ... ..	79,071
10,471	Docks, Harbours and Wharves Working ... ..	13,076
1,106,687		1,276,052
	Interest on Transport Stocks :—	
296,672	3% Transport Stock, 1955/60 ... ..	222,504
75,000	2½% Transport Stock, 1965/75 ... ..	75,000
105,434	3% Transport Stock, 1975/85 ... ..	105,434
125,000	5% Transport Stock, 1972/77 ... ..	125,000
191,250	4½% Transport Stock, 1972/77 ... ..	191,250
793,356		719,188
	Sinking Funds :—	
37,500	5% Transport Stock, 1972/77 ... ..	37,500
67,500	4½% Transport Stock, 1972/77 ... ..	67,500
105,000		105,000
43,529	Guaranteed Interest—Fishguard and Rosslare Railways and Harbours Company (in Ireland) .. ..	43,503
6,534	Joint Lines, County Donegal Railways Joint Committee .. ..	3,754
205,301	Interest on Advances under Section 18, Transport Act, 1944, and Section 30 Transport Act, 1950 .. ..	—
545,646	Board's Contributions to Superannuation Funds, Pensions, etc. .. ..	502,838
295,778	Interest .. ..	27,785
£3,101,831		£2,678,120

APPROPRIATION

1958	EXPENDITURE	1959
£		£
7,443,042	Balance from last year ... ..	7,536,398
2,588,074	Balance from Profit and Loss Account ... ..	1,798,917
£10,031,116		£9,335,315

The foregoing Revenue Accounts include the operating results of that section of the comparative purposes the 1957/58 figures have been adjusted (estimated as necessary) March, 1958.

ENDED 31st MARCH, 1959—(continued).

Loss ACCOUNT

1958		RECEIPTS						1959	
£								£	
	Balances from:—								
389,517	Road Passenger Working	..	..	..	..	..	..	743,412	
78,232	Road Freight Working	...	...	...	...	...	...	81,484	
39,574	Hotels, Refreshment Working	...	...	...	...	...	...	44,173	
507,323								869,069	
6,102	Rents	...	...	...	...	...	...	9,804	
332	Transfer Fees	...	...	...	...	...	...	330	
2,588,074	Balance to Appropriation Account	...	...	...	...	...	...	1,798,917	
£3,101,831								£2,678,120	

ACCOUNT

1958		RECEIPTS						1959	
£								£	
2,167,588	Non-repayable State Advances to meet Expenditure chargeable to Revenue	..	..	..	..	..	..	1,420,671	
327,130	Estimated deficit of the Great Northern Railway Board for the half-year ended 31st March, 1958, included for comparative purposes	..	..	..	..	..	..	—	
—	Balance written off to Capital Reserve	..	..	..	..	..	..	7,914,644	
7,536,398	Balance to next Account	..	..	..	..	..	..	—	
£10,031,116								£9,335,315	

Great Northern Railway system taken over by the Board from 1st October, 1958. For to include the corresponding Great Northern Railway figures for the six months to 31st

## BALANCE SHEET

1958		Amount of Stock at 1st April, 1958	Written Off as per Notes on page 25	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
4,500,000	4½% Transport Stock, 1972/77	4,500,000	—	4,500,000
<b>23,403,543</b>		<b>23,403,543</b>	<b>9,889,083</b>	<b>13,514,460</b>
	<b>CURRENT LIABILITIES :</b>			
113,651	Amount due to Bankers (secured by investments) .. .. .		—	
2,965,860	Sundry Creditors and Accrued Charges .. .. .		2,908,555	
4,820,400	Advances under Section 18, Transport Act, 1944, and Section 30, Transport Act, 1950 .. .. .		—	
1,803,000	Repayable State advances for Capital Expenditure .. .. .		—	
104,778	Taxation .. .. .		70,490	
<b>9,807,689</b>				<b>2,979,045</b>
<b>372,784</b>	<b>SINKING FUND FOR REDEMPTION OF TRANSPORT STOCKS</b>			<b>497,124</b>
<b>33,584,016</b>				<b>16,990,629</b>

31st MARCH, 1959.

1958		Amount at 1st April, 1958	Addi- tions During Year, New Assets and Re- newals	Deductions during Year		Total
				Depre- ciation and Sales	Written Off as per Notes on page 25	
£		£	£	£	£	£
	<b>FIXED ASSETS :</b>					
6,420,880	Railway Lines and Works	6,420,880	525,098	492,661	6,453,317	—
12,757,866	Railway Rolling Stock	12,757,866	1,205,707	682,412	954,613	12,326,548
2,021,198	Road Passenger Vehicles	2,021,198	442,446	363,000	357,151	1,743,493
373,702	Road Freight Vehicles and Equipment .. ..	373,702	58,743	126,022	102,254	204,169
155,519	Vessels .. ..	155,519	31,119	6,710	—	179,928
669,230	Canal .. ..	669,230	—	3,584	665,646	—
20,237	Canal Barges and Equip- ment .. ..	20,237	—	228	20,009	—
1,907,405	Land and Buildings ..	1,907,405	16,933	5,063	1,411,105	508,170
612,868	Plant and Machinery ..	612,868	157,801	6,425	292,610	471,634
223,325	Docks, Harbours and Wharves .. ..	223,325	—	—	175,305	48,020
510,237	Hotels, including Catering Equipment .. ..	510,237	54,672	97	342,270	222,542
25,672,467		25,672,467	2,492,519	1,686,202	10,774,280	15,704,504
5,037,215	Less : Capital Reserve					3,423,064
20,635,252						12,281,440
	<b>CURRENT ASSETS :</b>					
2,531,620	Stock of Stores (less reserve) ... ..				1,852,136	
1,231,708	Sundry Debtors and Payments in Advance ..				1,542,266	
3,055	Cash at Bank and in Hand ... ..				296,820	
42,330	Cash on Deposit .. ..				—	
457,868	Investments at Cost (less reserve) (Market Value £499,255) .. ..				520,843	
4,266,581						4,212,065
	<b>FISHGUARD AND ROSSLARE RAILWAYS AND HARBOURS COMPANY</b> .. ..					—
29,801	<b>BARROW NAVIGATION</b> .. ..					—
372,784	<b>INVESTMENT ON SINKING FUND ACCOUNT</b> .. ..					497,124
172,674	<b>ISSUE OF TRANSPORT STOCKS - DISCOUNT AND EXPENSES (less amounts written off)</b> .. ..					—
7,536,398	<b>APPROPRIATION ACCOUNT (Balance transferred)</b> .. ..					—
33,584,016						16,990,629

R. G. WATT, Chief Accountant.

## AUDITORS' REPORT.

As Auditors appointed by the Board under Section 34 (2) of the Transport Act, 1950, with the consent of the Minister for Industry and Commerce, we report that we have examined the foregoing Balance Sheet together with the notes thereon and the Revenue Accounts connected therewith, and we have obtained all the information and explanations which we have required.

Depreciation has been written off on the same basis as in the previous year (as set out in paragraph 12 of the Annual Report of the Board for the year 1956).

Nothing is included in the Balance Sheet in respect of Fixed Assets acquired at no cost from the Great Northern Railway Board under the Great Northern Railway Act, 1958, and no depreciation has been charged in respect of such assets.

The Income Tax position of the Great Northern Railway Board has not yet been determined but as far as it is possible to ascertain full liability has been provided for.

In our opinion the above Balance Sheet is properly drawn up so as to exhibit a true and correct view of the state of the Board's affairs at 31st March, 1959, according to the best of our information and the explanations given to us and as shown by the books of the Board.

DUBLIN,  
30th July, 1959.

CRAIG, GARDNER & COMPANY,  
*Chartered Accountants.*



NOTES ON THE BOARD'S BALANCE SHEET AS AT 31st MARCH, 1959.

PARTICULARS OF THE AMENDMENTS ARISING FROM AND CONSEQUENT UPON THE FINANCIAL PROVISIONS OF THE TRANSPORT ACT, 1958.		£
Transfer to the Minister of Finance of the liability for the due payment of the principal and the interest thereon of the Board's 3% Transport Stock, 1955/60 ... .. (Transport Act, 1958, Part III, Section 11.)		9,889,083
Release of the Board from the liability to repay State advances to meet the interest on Transport Stocks ... .. (Transport Act, 1958, Part III, Section 12.)		4,820,400
Release of the Board from the liability to repay State advances for Capital expenditure ... .. (Transport Act, 1958, Part III, Sections 12 and 13.)		1,803,000
Total amount of liability from which the Board has been released, as above, and now transferred to Capital Reserve ... ..		16,512,483
ADD :	£	
State advances during year to 31/3/59 to meet Capital expenditure ... ..	1,190,000	
Miscellaneous balances (net) ... ..	551,909	
Capital reserve at 31st March, 1958 ... ..	5,037,215	
		6,779,124
		£23,291,607
DEDUCT :		
Appropriation Account—debit balance at 31st March, 1959, written off		7,914,644
		£15,376,963
The amount of this capital reserve has been reduced by the following :		
Capital Expenditure on fixed assets incurred prior to the 1st June, 1950, —balance written off ... ..		7,175,206
Capital Expenditure, 1st June, 1950—31st March, 1959—balance written off :		
On Railway Lines and Works ... ..	£ 3,470,144	
On sundry capital works now unproductive ... ..	128,930	
		3,599,074
		£10,774,280
Holding in Fishguard and Rosslare Railways and Harbours Company in Ireland now written down ... ..		499,999
Barrow Navigation now written off ... ..		29,801
Stores and Materials—Provision for obsolescence owing to change-over from steam to diesel traction ... ..		500,000
Discount and expenses on Transport Stocks issued prior to 31st March, 1959,—balance written off ... ..		149,819
		£11,953,899
LEAVING BALANCE ON CAPITAL RESERVE AT 31st MARCH, 1959		£3,423,064

STATISTICAL RETURNS FOR THE YEAR ENDED 31st MARCH, 1959

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 ....	1,987	21	351	25	337	13	2,675	59
	<i>2,005</i>	<i>60</i>	<i>355</i>	<i>23</i>	<i>339</i>	<i>70</i>	<i>2,700</i>	<i>73</i>
Lines jointly owned (Board's share of ownership) ....	33	24	39		3	31	37	14
	<i>33</i>	<i>24</i>	<i>39</i>		<i>3</i>	<i>31</i>	<i>37</i>	<i>14</i>
Lines leased or worked by the Board ....	128	40	4	75	11	77	145	32
	<i>128</i>	<i>40</i>	<i>4</i>	<i>75</i>	<i>11</i>	<i>77</i>	<i>145</i>	<i>32</i>
TOTAL ....	2,149	5	356	59	352	41	2,858	25
	<i>2,167</i>	<i>44</i>	<i>360</i>	<i>57</i>	<i>355</i>	<i>18</i>	<i>2,883</i>	<i>39</i>

MILEAGE OF CANALS

	Open for Navigation		Supply Canals not open for Navigation	
	M.	Ch.	M.	Ch.
GRAND CANAL :				
Main Line and Branches ....	190	55	13	35
	<i>190</i>	<i>55</i>	<i>13</i>	<i>35</i>
Shannon Navigation ....	123	0		
	<i>123</i>	<i>0</i>		
Barrow Navigation ....	30	0		
	<i>30</i>	<i>0</i>		
ROYAL CANAL ....	95	31		
	<i>95</i>	<i>31</i>		
TOTAL ....	439	06	13	35
	<i>439</i>	<i>06</i>	<i>13</i>	<i>35</i>

LOCOMOTIVES

	1959	1958
	No.	No.
STEAM :		
Tender Engines ....	288	288
Tank Engines ....	48	48
Diesel Electric Engines ....	113	111
Non-Standard Gauge Steam ....	11	11
Diesel Mechanical ....	3	3
Diesel Hydraulic ....	23	22
TOTAL ....	486	483
Tenders ....	339	368

Figures in italics are in respect of year 1958 and include Great Northern Railway Board assets acquired on the 1st October, 1958.

## STATISTICAL RETURNS FOR THE YEAR ENDED 31st MARCH, 1959—continued.

## RAIL MOTOR VEHICLES

	No.	SEATS		TOTAL
		1st	2nd	
Diesel Rail Cars Standard Gauge	90	897	3,863	4,760
	<i>89</i>	<i>897</i>	<i>3,804</i>	<i>4,701</i>
Diesel Rail Cars Non-Standard Gauge	4	—	164	164
	<i>4</i>	<i>—</i>	<i>164</i>	<i>164</i>
Petrol Rail Car Standard Gauge	1	—	28	28
	<i>1</i>	<i>—</i>	<i>28</i>	<i>28</i>

## COACHING VEHICLES

TYPE	SEATS				Number of Vehicles	
	First		Second		1959	1958
	1959	1958	1959	1958		
Carriages of Uniform Class	1,042	<i>1,162</i>	30,256	<i>30,641</i>	477	<i>497</i>
Composite Carriages ...	3,508	<i>3,965</i>	5,780	<i>6,375</i>	170	<i>191</i>
Restaurant Cars ...	—	—	1,299	<i>1,355</i>	38	<i>39</i>
TOTAL ...	4,550	<i>5,127</i>	37,335	<i>38,371</i>	685	<i>727</i>
Ambulance Coaches ...					4	<i>4</i>
Radio Vans ...					4	<i>4</i>
Holiday Camping Coaches ...					1	—
Post Office Vans ...					23	<i>19</i>
Luggage, Parcel and Brake Vans ...					237	<i>241</i>
Carriage Trucks and Flat Trucks ...					66	<i>66</i>
Horse Boxes ...					135	<i>165</i>
Miscellaneous ...					79	<i>85</i>
TOTAL ...					1,234	<i>1,311</i>

## RAIL SERVICE VEHICLES

	1959	1958
	No.	No.
Gasholder Trucks ...	31	<i>31</i>
Locomotive Coal Wagons ...	275	<i>332</i>
Ballast Trucks ...	494	<i>496</i>
Mess and Tool Vans ...	92	<i>92</i>
Breakdown Cranes ...	10	<i>10</i>
Travelling Cranes ...	14	<i>14</i>
Miscellaneous ...	176	<i>177</i>
Departmental Steam Locos ...	1	<i>1</i>
Departmental Petrol Rail Motors ...	7	<i>7</i>
TOTAL ...	1,100	<i>1,160</i>

Figures in italics are in respect of the year 1958 and include Great Northern Railway Board assets acquired on the 1st October, 1958.

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 ....	201	5,629	—	5,830	60,439	10.37
	<i>211</i>	<i>5,534</i>	<i>—</i>	<i>5,795</i>	<i>59,313</i>	<i>10.24</i>
Covered Wagons ....	318	5,542	158	6,018	62,197	10.34
	<i>389</i>	<i>5,688</i>	<i>158</i>	<i>6,235</i>	<i>63,621</i>	<i>10.20</i>
Special wagons for loads of exceptional dimensions and weight ....				47	842	17.91
				<i>47</i>	<i>842</i>	<i>17.91</i>
Cattle Trucks ....				2,163	20,456	9.46
				<i>2,202</i>	<i>20,421</i>	<i>9.27</i>
Rail and Timber Trucks (including twin trucks)				472	4,887	10.35
				<i>416</i>	<i>4,201</i>	<i>10.10</i>
Miscellaneous ....				181	2,363	13.05
				<i>181</i>	<i>2,363</i>	<i>13.06</i>
<b>TOTAL</b> ....				14,711	151,184	10.28
				<i>14,876</i>	<i>150,761</i>	<i>10.12</i>
<b>CONTAINERS</b>						
Large Covered ....				29	110	3.79
				<i>29</i>	<i>110</i>	<i>3.79</i>
Small Covered ....				42	111	2.64
				<i>42</i>	<i>111</i>	<i>2.64</i>
Open Bulk ....				115	259	2.25
				<i>115</i>	<i>259</i>	<i>2.25</i>
Insulated ...				25	100	4.00
				<i>25</i>	<i>100</i>	<i>4.00</i>
Mobile Milk Tanks ....				6	—	—
				<i>6</i>	<i>—</i>	<i>—</i>
Small Wheeled ....				6	6	1.00
				<i>6</i>	<i>6</i>	<i>1.00</i>
Bicycle Containers ....				3	12	4.00
				<i>3</i>	<i>12</i>	<i>4.00</i>
Furniture Vans ..				1	1	1.00
				<i>1</i>	<i>1</i>	<i>1.00</i>
<b>TOTAL</b> ....				227	599	2.64
				<i>227</i>	<i>599</i>	<i>2.64</i>
<b>BRAKE VANS</b> ....				282		
				<i>302</i>		

Figures in italics are in respect of the year 1958 and include Great Northern Railway Board assets acquired on the 1st October, 1958.

STATISTICAL RETURNS FOR THE YEAR ENDED 31st MARCH, 1959—*continued*.

## ROAD VEHICLES

## PASSENGER VEHICLES :

	Number		Seating Capacity			
			Total		Average per Vehicle	
	1959	1958	1959	1958	1959	1958
Double-deck Buses ...	723	<i>710</i>	46,393	<i>44,509</i>	64.1	<i>62.7</i>
Single-deck Buses ...	537	<i>537</i>	20,754	<i>20,804</i>	38.6	<i>38.7</i>
Touring Coaches ...	60	<i>60</i>	1,912	<i>1,920</i>	31.8	<i>32.0</i>
Ambulances ...	4	<i>4</i>	Berths 32	Berths 32	Berths 8.0	Berths <i>8.0</i>
<b>TOTAL</b> ...	<b>1,324</b>	<b><i>1,311</i></b>	<b>69,091</b>	<b><i>67,265</i></b>	<b>52.1</b>	<b><i>51.3</i></b>

 GOODS AND PARCELS VEHICLES  
AND HORSEBOXES :

	Under 6 tons capacity		6 tons capacity and over		TOTAL	
	1959	1958	1959	1958	1959	1958
Lorries ...	260	<i>260</i>	376	<i>380</i>	636	<i>640</i>
Vans ...	69	<i>67</i>	—	—	69	<i>67</i>
Tractors ...	5	<i>5</i>	84	<i>84</i>	89	<i>89</i>
Horseboxes ...	—	—	—	—	34	<i>34</i>
					828	<i>830</i>

## TRAILERS :

Special purposes ...	46	<i>46</i>
Articulated ...	196	<i>196</i>
Flat 4-wheel ...	162	<i>162</i>

## HORSE DRAWN VEHICLES :

	339	<i>339</i>
<b>TOTAL</b> ..	<b>1,571</b>	<b><i>1,573</i></b>

## HORSES FOR ROAD VEHICLES

	241	<i>239</i>
--	-----	------------

## CONTAINERS :

Cement ..	15	<i>15</i>
Furniture ..	116	<i>116</i>
Livestock ..	174	<i>174</i>
Grain ..	10	<i>10</i>
Meat ..	57	<i>56</i>
Tar and Oil ..	24	<i>24</i>
	396	<i>395</i>

## STAFF CARS (including 6 Station Wagons)

	96	<i>101</i>
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## SERVICE VEHICLES

	44	<i>45</i>
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Figures in italics are in respect of the year 1958 and include Great Northern Railway Board assets acquired on the 1st October, 1958.

STATISTICAL RETURNS FOR THE YEAR ENDED 31st MARCH, 1959—continued.

STATISTICS OF OPERATIONS

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

Originating on Board's System			1959	1958
Ale and Porter (including empties) ... ..			159,777	<i>169,678</i>
Bacon and Hams, Butter and Eggs ... ..			23,597	<i>28,403</i>
Beet ... ..			397,757	<i>379,514</i>
Flour and Bran Sharps and other Flour Mill Offal			49,856	<i>55,797</i>
Grain ... ..			168,118	<i>167,647</i>
Groceries (excluding bacon, hams and butter) ...			205,704	<i>193,059</i>
Manure ... ..			112,887	<i>89,030</i>
Oil Cake and Cattle Foods ... ..			10,603	<i>10,397</i>
Oil Cake and Cattle Foods, Beet Pulp ... ..			46,788	<i>35,179</i>
Potatoes ... ..			5,975	<i>5,666</i>
Timber ... ..			9,919	<i>10,888</i>
Turf ... ..			1,778	<i>474</i>
<b>TOTAL</b> ... ..			<b>1,192,759</b>	<b><i>1,145,732</i></b>

NUMBER OF LIVESTOCK CARRIED BY GOODS TRAIN

	1959	1958
Horses ... ..	7,830	<i>8,917</i>
Cattle ... ..	367,689	<i>505,927</i>
Calves ... ..	21,770	<i>31,328</i>
Sheep ... ..	91,802	<i>110,743</i>
Pigs ... ..	28,367	<i>31,475</i>
Other Animals ... ..	300	<i>310</i>
<b>TOTAL</b> ... ..	<b>517,758</b>	<b><i>688,700</i></b>

ENGINE MILEAGE

	Coaching	Goods	Other	Total
Steam Tender and Tank Engines	453,483 <i>675,971</i>	587,871 <i>804,847</i>	1,095,082 <i>1,654,716</i>	2,136,436 <i>3,135,534</i>
Diesel Electric Engines ...	2,999,554 <i>2,658,371</i>	2,253,544 <i>2,217,579</i>	557,344 <i>360,605</i>	5,810,442 <i>5,236,555</i>
Diesel Rail Cars ... ..	1,828,120 <i>2,038,814</i>	— —	4,123 <i>6,460</i>	1,832,243 <i>2,045,274</i>
<b>Total Engine Miles</b> ...	<b>5,281,157</b> <b><i>5,373,156</i></b>	<b>2,841,415</b> <b><i>3,022,426</i></b>	<b>1,656,549</b> <b><i>2,021,781</i></b>	<b>9,779,121</b> <b><i>10,417,363</i></b>

Figures in italics are in respect of year 1958 and include for comparative purposes the corresponding Great Northern Railway Board figures for the six months to 31st March, 1958.

STATISTICAL RETURNS FOR THE YEAR ENDED 31st MARCH, 1959—*continued.*

STATISTICS OF RAIL OPERATIONS

	1959	1958
<b>TOTAL ENGINE HOURS PER TRAIN ENGINE HOUR :</b>		
<i>Steam</i>		
Coaching ... ..	1.86	<i>1.80</i>
Freight ... ..	3.07	<i>3.55</i>
<i>Diesel Rail Cars</i>		
Coaching ... ..	1.00	<i>1.00</i>
<i>Diesel Locomotives</i>		
Coaching ... ..	1.22	<i>1.20</i>
Freight (Shunters excluded) .. ..	1.88	<i>1.76</i>
<i>Diesel Shunters</i>		
Coaching .. ..	66.54	—
Freight .. ..	20.20	—
<b>TRAIN MILES PER TRAIN ENGINE HOUR</b>		
<i>Coaching</i>		
Steam ... ..	13.50	<i>13.15</i>
Diesel Locomotives (Standard Gauge) .. ..	29.86	<i>29.43</i>
do. (Narrow Gauge) .. ..	20.85	<i>21.73</i>
Diesel Rail Cars (Standard Gauge) .. ..	27.32	<i>27.01</i>
do. (Narrow Gauge) .. ..	18.12	<i>18.76</i>
Diesel Shunters .. ..	10.23	—
<i>Freight</i>		
Steam ... ..	9.50	<i>9.76</i>
Diesel Locomotives (Standard Gauge) .. ..	16.00	<i>15.50</i>
do. (Narrow Gauge) .. ..	13.13	<i>12.96</i>
Diesel Shunters ... ..	7.59	<i>7.21</i>
<b>TON MILES PER ENGINE HOUR</b>		
Per Train Engine Hour ... ..	862	<i>784</i>
Per Engine Shunting Hour ... ..	639	<i>629</i>
Per Total Engine Hour ... ..	367	<i>349</i>
<b>TON MILES PER TRAIN MILE</b>		
Train Load in tons ... ..	69.69	<i>66.30</i>
<b>WAGON MILES PER TRAIN MILE (Number of Wagons per train)</b>		
Loaded ... ..	20.42	<i>20.18</i>
Empty ... ..	7.39	<i>7.08</i>
Total ... ..	27.81	<i>27.26</i>
<b>WAGON MILES PER HOUR</b>		
Per Train Engine Hour ... ..	343.94	<i>322.36</i>
Per Engine Shunting Hour ... ..	255.00	<i>253.44</i>
Per Total Engine Hour ... ..	146.43	<i>143.44</i>
<b>AVERAGE WAGON LOAD</b>		
	Tons 3.41	Tons <i>3.29</i>

Figures in italics are in respect of year 1958 and include for comparative purposes the corresponding Great Northern Railway Board figures for the six months to 31st March, 1958.

## STATISTICS OF RECEIPTS

## RAIL PASSENGER TRAFFIC

Class of Passenger	Number	Receipts	Average Receipts per Journey	
			£	s. d.
Ordinary :—				
1st Class ... ..	152,404 <i>171,064</i>	130,667 <i>127,237</i>	17 14	1-77 10-51
2nd Class ... ..	6,697,139 <i>6,715,208</i>	2,034,273 <i>1,921,946</i>	6 5	0-90 8-69
TOTAL .. ..	6,849,543 <i>6,886,272</i>	2,164,940 <i>2,049,183</i>	6 5	3-86 11-42
Season :—				
1st Class ... ..	202,534 <i>208,592</i>	8,203 <i>7,351</i>		9-72 8-46
2nd Class ... ..	2,700,462 <i>2,583,379</i>	69,974 <i>64,166</i>		6-22 5-96
TOTAL ... ..	2,902,996 <i>2,791,971</i>	78,177 <i>71,517</i>		6-46 6-15
		Total Units	Average Receipts per unit	
Passenger Miles ... ..		289,372,600 <i>281,445,700</i>	1-86d. 1-81d.	
Passenger Journeys ... ..		9,752,539 <i>9,678,243</i>	55-20d. 52-59d.	
Loaded Train Miles ... ..		5,135,282 <i>5,175,634</i>	8s. 9d. 8s. 2d.	
Miles of Road (First Track) ... ..		2,149 <i>2,168</i>	£1,044 £978	

Figures in italics are in respect of year 1958 and include for comparative purposes the corresponding Great Northern Railway Board figures for the six months to 31st March, 1958.



## 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 ...	3,096,160	1,542,316	137,092,236	88.89	2 0 2	5.42
	<i>3,062,359</i>	<i>1,587,014</i>	<i>133,241,121</i>	<i>83.96</i>	<i>1 18 7</i>	<i>5.52</i>
Minerals ...	445,567	518,714	33,501,988	64.59	17 2	3.19
	<i>419,714</i>	<i>501,424</i>	<i>31,944,182</i>	<i>63.71</i>	<i>16 9</i>	<i>3.15</i>
Coal and Coke	61,826	57,260	5,274,929	92.12	1 1 7	2.81
	<i>104,842</i>	<i>90,603</i>	<i>8,124,295</i>	<i>89.67</i>	<i>1 3 2</i>	<i>3.10</i>
TOTAL ...	3,603,553	2,118,290	175,869,153	83.02	1 14 0	4.92
	<i>3,586,915</i>	<i>2,179,041</i>	<i>173,309,598</i>	<i>79.53</i>	<i>1 12 11</i>	<i>4.97</i>
Livestock ...	£ 300,639	No. 517,758	—	81.65		
	<i>400,365</i>	<i>688,700</i>	—	<i>80.78</i>		
					Total Units	Average Receipts per unit
Loaded Train Miles ...					2,730,984	£1 8 7
					<i>2,850,692</i>	<i>£1 8 0</i>
Loaded Wagon Miles ...					58,136,866	16.12 pence
					<i>60,970,614</i>	<i>15.70 „</i>
Miles of Road (First Track) ...					2,149	£1,817
					<i>2,168</i>	<i>£1,839</i>

Figures in italics are in respect of year 1958 and include for comparative purposes the corresponding Great Northern Railway Board figures for the six months to 31st March, 1958.

## STATISTICS OF RECEIPTS

## ROAD PASSENGER SERVICES

	Receipts	Passengers Carried	Vehicle Miles	Passenger Miles (Estimated)
	£			
Dublin City Services ...	3,958,242	235,975,498	31,105,229	586,509,142
	<i>3,636,319</i>	<i>249,499,970</i>	<i>30,899,397</i>	<i>543,255,024</i>
Other City Services ...	514,865	36,166,330	3,944,873	61,391,258
	<i>469,310</i>	<i>39,297,378</i>	<i>3,926,410</i>	<i>63,592,413</i>
Provincial Services ...	1,211,173	12,816,267	11,140,230	111,223,772
	<i>1,176,914</i>	<i>13,345,982</i>	<i>11,045,474</i>	<i>112,986,942</i>
Tours and Private Hire ...	298,923	1,280,502	1,599,481	—
	<i>240,368</i>	<i>984,195</i>	<i>1,341,858</i>	—
TOTAL ...	5,983,203	286,238,597	47,789,813	—
	<i>5,522,911</i>	<i>303,127,525</i>	<i>47,213,139</i>	—
	Per Journey	Per Mile	Per Passenger Mile	
Average Receipts :	d.	d.	d.	
Dublin City Services ...	4.03	30.54	1.62	
	<i>3.50</i>	<i>28.24</i>	<i>1.61</i>	
Other City Services ...	3.42	31.32	2.01	
	<i>2.87</i>	<i>28.69</i>	<i>1.77</i>	
Provincial Services ...	22.68	26.09	2.61	
	<i>21.16</i>	<i>25.57</i>	<i>2.50</i>	

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## STATISTICS OF RECEIPTS

## ROAD FREIGHT SERVICES

Type	Vehicle Miles	Tonnage	Receipts	Average Rate per ton	
				s.	d.
Scheduled Services ... ..	1,808,629	163,557	£ 241,803	29	6.8
	<i>1,792,388</i>	<i>162,779</i>	<i>238,253</i>	<i>29</i>	<i>3.3</i>
Railhead C. & D. Services	653,888	229,035	140,695	12	3.4
	<i>622,164</i>	<i>217,153</i>	<i>135,772</i>	<i>12</i>	<i>6.6</i>
Direct Road Services ... ..	7,388,083	1,577,724	938,288	11	10.7
	<i>8,640,033</i>	<i>1,834,753</i>	<i>1,007,716</i>	<i>10</i>	<i>8.3</i>
TOTAL ... ..	9,850,600	1,970,316	1,320,786	13	4.9
	<i>11,054,585</i>	<i>2,264,685</i>	<i>1,381,741</i>	<i>12</i>	<i>2.4</i>
Livestock ... ..		No.			
	1,307,101	203,903	155,005		
	<i>1,448,533</i>	<i>240,030</i>	<i>172,833</i>		

## GRAND CANAL TRAFFIC

Classification	Tonnage Carried by C.I.E. Barges	Receipts	Average Rate per Ton	
			s.	d.
Merchandise ... ..	74,782	£ 121,122	32	4.7
	<i>80,803</i>	<i>129,170</i>	<i>31</i>	<i>11.7</i>
Coal, Coke and Patent Fuel ... ..	143	211	29	6.1
	<i>91</i>	<i>133</i>	<i>29</i>	<i>2.8</i>
Other Minerals ... ..	3,940	2,691	13	7.9
	<i>5,060</i>	<i>4,668</i>	<i>18</i>	<i>5.4</i>
TOTAL ... ..	78,865	124,024	31	5.4
	<i>85,954</i>	<i>133,971</i>	<i>31</i>	<i>2.1</i>

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