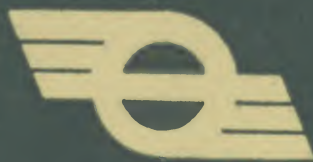


CÓRAS IOMPAIR ÉIREANN

SIXTH  
ANNUAL REPORT

*for the Year ended*

31st MARCH 1956



TWO SHILLINGS AND SIXPENCE

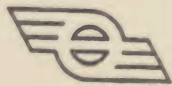


CÓRAS IOMPAIR ÉIREANN

SIXTH  
ANNUAL REPORT

*for the Year ended*

31st MARCH, 1956



KINGSBRIDGE STATION, DUBLIN

MEMBERS OF THE BOARD OF CÓRAS IOMPAIR ÉIREANN ON THE  
31ST MARCH, 1956.

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.

# SIXTH ANNUAL REPORT FOR THE YEAR ENDED 31ST MARCH 1956.

## I. INTRODUCTION.

1. C6ras Iompair 6ireann presents its Annual Report with Statement of Accounts and Statistics attached, for the year ended 31st March, 1956.

2. The terms of office of the members of the Board expired on the 31st May, 1955. All were re-appointed by the Government for a further period of five years from 1st June, 1955.

3. Mr. Leonard Ferris was appointed a member in place of Mr. John Bruton, whose death was recorded in the previous Annual Report.

## II. ADMINISTRATION AND ORGANISATION.

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

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

## III. SERVICES.

### RAIL :

6. The feature of the year was the introduction of the first diesel electric locomotives of the 1,200 h.p. class, 33 of which had been delivered at the close of the year. Three diesel mechanical locomotives of 214 h.p. were placed in service on the West Clare Section (narrow gauge), thus completing the dieselisation of this line.

7. There was an improvement in passenger numbers and receipts mainly due to the very fine Summer.

8. There was an increase of approximately 417,000 passengers on the Dublin and South Eastern Section, and 216,000 on the Waterford and Tramore Section.

9. There was a decline in first class passenger travel. The small decline in receipts indicates that the loss was confined to short-distance travellers who probably availed of private car transport to a greater degree.

10. Although there was a reduction in the number of Knock Pilgrimages operated as compared with the previous year (which, being Marian Year, was exceptional), excursion traffic on the whole showed an increase over the previous year.

11. The Radio Train retained its popularity for excursion traffic and also for pilgrimage traffic to Knock Shrine.



12. New rolling stock put into service during the year included 10 main line third class light-weight carriages and 15 suburban third class light-weight carriages. Thirty-six heating vans were provided for use with diesel electric locomotives for heating passenger trains ; these vans are fitted with automatic oil-fired boilers.

13. A Public Address installation was provided at Glanmire Station, Cork.

14. There was an overall increase in tonnage carried and in receipts in respect of merchandise traffic, due to an increase of approximately 60,000 tons of imported raw sugar.

15. There was a decrease of 14,000 tons in the carriage of millstuffs and cattle food due principally to diversion to traders' own transport.

16. Cement traffic increased by approximately 30,000 tons following the increase of cement manufacturing capacity at Limerick.

17. Carriage of beetroot declined by 100,000 tons compared with the previous year. The acreage under beetroot was less than in the previous year.

18. Revenue from the bulk carriage of tar and bitumen increased by approximately £20,000 compared with the previous year and the demand for bulk service continued to increase.

19. During the year, 28 rail tank cars of 1,200 gallon capacity each, were increased to 3,000 gallon capacity.

20. There was a substantial decline in the number of livestock (over 200,000) carried by rail services, which may be attributed to :—

(1) Stock held back because of uncertain prices.

(2) The livestock trade increased considerably in the autumn of 1954, following the decontrol of meat in Great Britain in July of that year. The subsequent export of cattle was abnormally high and the figures for the Autumn of 1955 were bound to suffer by comparison.

(3) There was a marked increase in the diversion of cattle to traders' own and licensed hauliers' vehicles.

21. A number of livestock auction marts was established, many of them adjacent to railway facilities, and the Board has co-operated fully with the promoters to maintain this traffic to rail services.

22. New freight rolling stock put into service included :—

Open goods wagons	..	..	..	..	200
Cattle wagons	..	..	..	..	100
Timber trucks	..	..	..	..	50
Goods brake vans	..	..	..	..	7
Flat trucks	..	..	..	..	25
					<hr/>
					382

23. General container traffic continued on much the same scale as in the previous year. To meet the demand for bulk transport of grain, 20 covered goods wagons were converted to hopper wagons and have been regularly employed.

24. As with livestock, the dressed meat traffic declined very considerably as compared with the previous year.

CANAL :

25. There was a slight increase under all headings in respect of traffic carried by canal, as compared with the previous year.

26. An Abandonment Order for the Blackwood Branch of the Grand Canal was issued by the Minister for Industry and Commerce during the year.

27. Two pairs of lock gates were made for the Royal Canal and six pairs and three single gates for the Grand Canal.

ROAD FREIGHT :

28. Tonnage carried for the year—3,251,588 tons—showed a decrease of 200,368 tons compared with the previous year. Revenue was £1,797,745, a decrease of £31,818.

29. Hire of vehicles to County Councils produced £256,978, a decrease of £50,579 compared with the previous year.

30. Revenue in respect of livestock traffic (excluding horses)—£100,766—showed a decrease of £31,000 compared with the previous year, due to a reduction in the number of live cattle exported to England and in the movement of livestock to meat factories. Competition from private hauliers continued to increase. Revenue in respect of dressed meat traffic—£41,347—showed a decrease of £40,462 compared with the previous year.

31. Receipts from general merchandise traffic (bulk lots) were £51,421, an increase of £8,913 over the previous year.

32. Revenue from grain traffic amounted to £19,431, an increase of £2,622. Of the gross amount, £12,262 was earned by bulk haulage work.

33. Transport of tar and bitumen in bulk earned £10,372, a decrease of £5,566 compared with the previous year, while the transport of tar in drums earned £3,932, a decrease of £2,361.

34. Carriage of ground limestone—389,342 tons—increased by 145,182 tons compared with the previous year, and revenue earned—£250,216—showed an increase of £77,731.

35. Heavy haulage traffic expanded during the year and revenue of £41,718 showed an increase of £5,585 compared with the previous year.

36. Tonnage of beet carried declined by 24,591 tons—58,162 tons as against 82,753 tons in the previous year—and the revenue of £34,660 was less by £13,597.

37. During the year, new units added to the fleet included :—

- 4 Scammell three-ton tractors,
- 16 Scammell semi-trailers,
- 15 Flat four-wheeled trailers,
- 25 Livestock containers.

38. In addition, three Matador lorries were converted to cater for the road delivery of cement in bulk from Limerick Cement Factory.

39. Twenty motor vehicles were introduced for the operation of the Dublin City Mails Services which the Board operates under contract for the Department of Posts and Telegraphs. This service had formerly been provided by horse vehicles.

#### ROAD PASSENGER :

40. There was an increase in the number of passengers carried on both Dublin City and Provincial Services. In the case of the former, 6,137,402 more were carried and an additional 1,637,656 miles run, and on the latter, 2,216,179 more were carried and an additional 201,629 miles run.

41. Revenue from Dublin City Services increased by £230,491 and on Provincial Services by £31,729.

42. In order to meet increased costs of operation, a revision of fare stages was made on the Dublin City Services on 31st October, 1955. Provincial omnibus fares were increased by 10% on the 14th November.

43. The progressive development of housing estates in Dublin and Cork created a demand for improved services, and in Dublin a new service—No. 56—was provided to Walkinstown, and four double-deck buses placed on the route.

44. Existing Dublin City Services were extended as follows and additional buses utilised :—

1. Whitehall/Rathfarnham (Routes Nos. 16 and 16a), from Santry and Beaumont on the north side, to Grange Road and Lower Rathfarnham on the south side.
2. Rialto/Glasnevin (Route 19) from Glasnevin to Tolka Estate.
3. Rialto/Glasnevin (Route No. 19a), from Glasnevin to Collins Avenue West.
4. Eden Quay/Malahide (Route No. 42) from Malahide along the Coast Road during the Summer to cater for week-end traffic.
5. Burgh Quay/Sandymount (Route No. 52), from Gilford Road to the junction of Wilfield Road and Sandymount Avenue.
6. D'Olier Street/Carrickmines (Route No. 63) from Carrickmines to Glenamuck.



45. Additional buses were put into service on the following routes :--

Nelson Pillar/Blackrock (Route No. 6),  
Nelson Pillar/Sallynoggin (Route No. 7a),  
Drimnagh/Cabra West (Route No. 22),  
Marino/Bulfin Road (Route No. 24),  
Eden Quay/Ballygall Road (Route No. 35),  
Eden Quay/Finglas (Route No. 40),  
Eden Quay/Malahide (Route No. 42),  
D'Olier Street/Dun Laoghaire (Route No. 46a),  
Aston Quay/Ballyfermot (Route No. 78).

46. In Cork City six services were re-routed and four additional buses placed in service.

47. At the close of the year the East Wall Service—No. 53—the diversion of which was referred to in the Fifth Annual Report, was still operating on the diverted route.

48. Over 111,000 passengers were carried on day tours which operated from Dublin, Cork, Limerick, Galway, Waterford, Tralee, Killarney, Youghal and Wicklow. This satisfactory result is despite the inclement weather which occurred in the early part of the year when the day tours and special fixtures organised for An Tostal received little support.

49. Period tours, both scheduled and special tours on a private hire basis, continued most successfully during the year.

50. Two hundred scheduled tours were operated and carried a total of 5,436 passengers, and 120 tours were arranged for special parties.

#### VESSEL SERVICE :

51. There was an increase in revenue in the year under review.

52. The fine Summer and favourable sea-going conditions encouraged passenger travel to the Aran Islands.

53. Merchandise traffic increased due to various works taking place on the Islands, (such as road surfacing at Inishmore and installation of water works system), and to the demand for increased quantities of foodstuffs and other merchandise as a result of a greater number of visitors to the Islands.

54. As in other branches of transport, there was a decline in livestock traffic and in receipts therefrom. This decline was due to traffic which would normally pass in May having passed in the previous March, and to a decrease in the livestock population of the Islands.

55. The "Dun Aengus" was withdrawn from service for survey on the 3rd March, 1956, and at the close of the year was still absent, being replaced in the meantime by the vessel "Nabro."

56. Improvements to the bar of the s.s. "Dun Aengus" were effected and a refrigerator installed.

#### RIVER SERVICES :

57. The Board introduced cruises on the River Shannon during the year.

58. A suitable twin-screw diesel engine vessel was purchased, with gross tonnage of 44.5 tons and covered accommodation for 150 passengers.

59. The vessel was named the " St. Brendan " ; it is fully licensed and is equipped for serving light refreshments.

60. Operations commenced on Monday, 27th June, and finished on Sunday, 25th September. In this period of thirteen weeks, a total of 7,400 passengers were carried—gross receipts (excluding catering) £2,410.

61. The most popular were the week-end trips. During the week, evening cruises operating from Carrick-on-Shannon, Killaloe, Portumna and Dromineer were best patronised.

62. Towards the end of August, owing to low water due to the abnormally dry Summer, the vessel had to be diverted from the Upper Shannon and could operate only between Killaloe and Athlone.

63. Three special charter trips were operated—total number of passengers, 379 ; in addition, during the season, two special trains and eight private hire buses were operated to Athlone to connect with ordinary scheduled launch services.

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

64. For the year ended 31st March, 1956, the gross receipts were £513,143 compared with £497,964 for the previous year. The profit was £28,892 compared with £26,578 last year.

65. Withdrawal of labour by the staffs servicing dining and buffet cars and refreshment rooms and buffets took place on the 22nd September, and the strike lasted until 21st November. The estimated loss in turnover as a result of the strike, was £27,000.

66. At Killarney Hotel five additional *en suite* bathrooms were provided, bringing the number of private bathrooms in this hotel to twenty-seven. Other improvements at the hotel included the ladies' powder room, staff quarters and kitchen service area and the provision of a mobile cocktail bar for use at functions, dances, etc. Twenty-two telephones were provided in guests' bed rooms.

67. At Galway Hotel the extension of central heating to cover the entire hotel has been effected and all bedrooms have now been provided with private telephones. Eleven *en suite* bathrooms were provided, bringing the number of private bathrooms in this hotel, to eighteen. Some of the *en suite* rooms have been constructed so as to make them convertible to sitting-rooms when required. Four bedrooms were divided to increase accommodation. Improved lighting facilities have been provided in a number of bedrooms.

68. At Sligo Hotel a new function room to seat 90 persons was provided, thus enabling the hotel to cater for private parties, dances, etc. All bedrooms have been provided with telephones. A Public Address system was installed and staff quarters were improved.



69. At Mulrany, Kenmare and Parknasilla Hotels, the usual seasonal re-decoration and re-furnishing took place, and two *en suite* bedrooms with bathrooms attached, were provided at Mulrany.

#### IV. TRAFFIC DEVELOPMENT.

70. Over 1,000 posters advertising special and routine services, with over 800,000 brochures, folders, leaflets and booklets, were produced and distributed. Once again, special editions of the more important brochures for distribution in the United States and Canada had charges shown in dollars.

71. Additional copies of the film—"Ireland—Land of Welcome"—were made and supplied to the Department of External Affairs for distribution to Irish Embassies and Missions abroad.

72. Three thousand three-dimensional cardboard window displays were produced and distributed to travel agents in Great Britain and the United States.

73. Co-ordinated advertising and publicity campaigns with tourist and other transport organisations were undertaken, and the Board co-operated in the educational tours scheme for travel agents.

74. The joint educational tours provided by Aer Lingus and the Board for school children were again well supported.

#### V. STAFF.

75. At the close of the year under review, the staff of the Board numbered 20,138, a decrease of 405 compared with the previous year.

76. The salaries and wages bill for the year was £9,052,696, an increase of £533,167 over the previous year. This is accounted for by—

- (a) Increases in salaries and wages awarded to all grades of employees during the year.
- (b) The effect of salary and wages increases granted in the previous year.
- (c) Increased number employed in the Road Passenger Section for additional bus services.

77. Increases in salaries and wages, and improvements in conditions of service throughout the year cost £332,355. The estimated additional cost for a full year is £749,488.

78. There were three official and five unofficial strikes during the year.

79. Public investigations of disputes were held by the Labour Court on thirteen occasions and on two occasions by the Joint Industrial Council. In addition, eleven Conciliation Conferences were held under the auspices of the Labour Court.

80. Good relations were maintained with the Trade Unions during the year, and recommendations issued by the Labour Court and the findings of the Joint Industrial Council were accepted by all parties.

81. During the early part of 1956, a training scheme for omnibus staff was established. Pre-appointment courses for bus inspectors, bus drivers and bus conductors were arranged.

82. One hundred and five bus drivers and 160 bus conductors passed through the training school.

83. As in previous years, special consideration was given to the problem of rehabilitation of members of the regular staff certified medically unfit for the full normal duties of their grades, and 28 such employees were found alternative employment suited to their condition.

84. Continuation Education Courses for youths in the Board's employment were continued during the year, and the report submitted by the school authorities indicates that the general progress was satisfactory.

## VI. EQUIPMENT AND FACILITIES.

85. In line with the general modernisation programme modifications to shops at Inchicore were carried out. Considerable alterations to Erecting Shops Nos. 1 and 2 were effected to provide for the efficient maintenance and overhaul of diesel locomotives.

86. To effect more economical working, a heavy duty lathe for wheel turning was installed.

87. Four new tractors and two fork lift trucks were put into use for the more efficient handling of materials within the Works.

88. Consequent on the yard re-laying programme carried out during the year under review, signalling renewals and alterations, including in some instances improved facilities, were concurrently carried out at a number of stations on the system, some of the more important being Waterford West, Abbey Junction, Buttevant, Albert Quay, Mullingar West, Amiens Street, Bray, Athlone East and Ballinamore.

89. The work of substituting electric lighting for oil lighting at stations, and for the improvement of lighting where electric lighting was already installed was continued during the year, and a further 20 stations were completed.

90. In pursuance of the Board's policy of providing telephones at level crossings, 15 further installations were made, which established communication with the block cabin on each side of the relevant crossing. The programme has now been completed.

91. Electric clocks were installed at Harcourt Street, Bray, Killarney and Athlone, and additional clocks were provided at Mullingar.

92. An 8-ton gantry was installed at Tralee and a 6-ton gantry at Castlebar.

93. The plant for the manufacture of pre-stressed concrete sleepers went into production during the year. Some 2,214 sleepers were manufactured and 2,000 were laid on the Galway line.

## VII. ENGINEERING ACTIVITIES.

94. The customary standards of track maintenance and safety precautions were maintained during the year.

95. The length of plain track in which the sleepers were renewed was 51½ miles as compared with 61¼ miles in the previous year.



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

New relaying	..	..	..	2 miles, 799 yards,
Secondhand relaying	..	..	7	„ 1,711 „
Re-sleepering	..	..	41	„ 249 „
TOTAL	..	..	..	51 miles, 999 yards.

97. Re-laying work was carried out at eight station yards, compared with eighteen in the previous year.

98. The Matisa Ballast Tamper completed a programme of 51 miles, with satisfactory results.

99. Thermit welding of rails was done on  $13\frac{3}{4}$  miles of track.

100. Some 27 miles of track were dismantled and removed during the year as follows :—

Cork/Macroom line	..	..	..	..	17 $\frac{1}{4}$ miles,
Tralee/Dingle line	..	..	..	..	9 $\frac{3}{4}$ „

101. Forty-three and a half miles of concrete posts and wire fencing were erected during the year.

102. Some 1,560 miles of track were sprayed with weed-killing material during the year, compared with 1,317 miles in the previous year. In addition, some 367 miles of track were sprayed a second time, and some railway yards were sprayed with hand-operated equipment.

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

104. The chief bridge work during the year was the renewal of the superstructure of Quagmire Bridge near Headford Junction on the Mallow/Tralee line. The old superstructure consisted of a pair of double-latticed wrought-iron girders, 189 feet long and continuous over three spans. The new superstructure consisted of steel plate girders with steel camber plate flooring. It was designed in such a way that it could be placed in position without disturbing the old latticed girders. The length of the new girders was 60 feet in each case. The total weight of the new steelwork in the bridge was 106 tons.

105. Work on the renewal of Parkview Bridge, Westland Row, Dublin, was completed during the year.

106. The renewal in steel of the decking of three small underbridges was completed. One underbridge was renewed in reinforced concrete and the decks of two overbridges were re-constructed in reinforced concrete.

107. The greater part of a new bridge over the railway line near Longford was erected for the Longford County Council during the year. The bridge was part of a road realignment scheme. The deck was made up of pre-stressed concrete units and the abutments were of mass concrete.

108. A contract was placed for the building of a new paint shop for buses at Spa Road, Inchicore. The greater part of the constructional work was completed during the year.

109. The platform at Ballybrophy Station was raised to give the standard height of 3 feet over rail level. The down platform at Farranfore was lengthened by 181 feet.

110. The programme of lifting old tram lines in Dublin City was continued during the year, and about  $4\frac{1}{2}$  miles of track were lifted, leaving about 16 miles of track still in the roadway.

## VIII. FINANCIAL RESULTS.

111. The Appendix to this Report contains the Statement of Accounts and Statistics for the year ended 31st March, 1956.

112. The basis of calculating the provision for depreciation in the Accounts is as follows:—

### *Railway Lines and Works :*

Depreciation is calculated on the present average annual cost of carrying out the programme of renewals necessary to maintain the running lines at the required standard over the period of eleven years from 1st April, 1954, to 31st March, 1965.

### *Railway Rolling Stock :*

The value of the steam locomotives in the Balance Sheet is being written off over a period of ten years from 31st March, 1952, less credits for the residual value of scrapping. Diesel locomotive units and rail cars are being depreciated on their original cost over the estimated lives of such vehicles. Depreciation of coaching stock and wagons is calculated on the present replacement cost of the number of vehicles necessary for future working.

### *Road Passenger Vehicles :*

The provision is calculated on present replacement cost based on a fifteen year life.

### *Road Freight Vehicles :*

Depreciation is based on the original cost spread over the period during which it is anticipated each class of vehicle or unit can be economically employed.

## OPERATING RESULTS :

113. A general increase in rates and fares became imperative by reason of the mounting level of operational costs due to factors outside the control of the Board. This was effected by the application of a 10% increase in rail passenger and rail freight charges and road and canal freight rates, from 1st February, 1956. The increase in Road Passenger fares is mentioned in paragraph No. 42 of this Report.

### 114. Railways :

Receipts from passenger train traffic were higher by over £90,000 than in the previous year, attributable to additional traffic attracted by the better travelling facilities offered to the public and additional seaside traffic during the good Summer of 1955.

Although receipts from merchandise traffic increased by over £75,000, goods train traffic, as a whole, showed a decline due to decreased carrying of livestock (200,000) and beet (100,000 tons). The net result was a decrease of £60,000 for the year.

Expenditure for the year increased by over £530,000 of which about £210,000 arose from increased wages and salaries following the Labour Court and Joint



Industrial Council awards. The cost of fuel was higher by over £180,000. Increases in price of stores and materials, cost of welfare and medical scheme, etc., added well over £100,000.

115. Road Passenger :

Receipts were greater than in the previous year by more than £260,000. Over £225,000 of this increase was in respect of Dublin City Services, and arose from additional passengers due to fine weather, additional services, and the increase in fares which operated from 31st October, 1955. Receipts from other City Services and Provincial Services increased by £48,000. Expenditure was higher by over £240,000, of which increased wages and salaries arising from Labour Court and Joint Industrial Council awards, amounted to over £128,500, and extra services £68,000. Fuel expenditure increased by about £49,000.

116. Road Freight :

The gross receipts were less than in the previous year by nearly £32,000. This was due almost entirely to a decrease in livestock carryings of £31,000. There were decreases in County Council and dead meat and beet traffic, but these were offset by increases in limestone, furniture removals, general merchandise (bulk lots) and cement traffics.

117. Vessels :

Receipts from the Galway/Aran Services increased by over £2,000 due to the fine weather. The receipts from the Shannon Services were close on £2,500. The extra expense of the inauguration of the Shannon Services, especially publicity, offset both these gains, with the result that the loss on working was the same as in the previous year.

118. Canal :

The loss in receipts experienced in the previous year owing to flooding has been more than recovered but expenses have increased owing to increased wages and salaries (£11,500) and additional work on canal and on repairs to barges.

119. Hotels, Refreshment Rooms and Restaurant Cars :

The use by the public of the Board's hotels, refreshment rooms and buffet cars, continues to increase, and the business done was greater than in the previous year despite a strike of catering staff. There was an increase in the net profit for the year.

120. Docks, Harbours and Wharves :

Although the receipts were less than in the previous year, the reduction was more than offset by less expenditure on maintenance and repairs, principally at Rosslare Harbour. The net result was nearly £3,000 better than it was last year.

121. The result of the year's working was a loss of £1,625,542, as compared with a loss of £866,535 in the previous year.

122. The loss for the year includes depreciation provisions of £1,338,000. This amount has been charged in the Working Accounts. Expenditure on renewals, which has been charged in the Capital Account, amounted for the year to £1,191,004.

123. The Board was again compelled to obtain under Section 30 of the Transport Act, 1950, advances out of the Central Fund to meet the payments of interest on Transport Stocks falling due during the year. Each of these advances becomes a debt due by the Board to the Government and the Board is required to pay

interest on the total amount advanced (£3,233,800 at the 31st March, 1956) at a rate fixed by the Department of Finance. The amount of the interest paid this year was £121,100—over £30,000 more than in the previous year.

124. The Board had to provide out of the year's receipts, Sinking Fund instalments of £78,000, which amount forms part of the working loss for the year.

#### STOCK ISSUE :

125. With the consent of the Minister for Industry and Commerce, given with the approval of the Minister for Finance, the Board created £4,500,000 4½% Transport Stock 1972/77 and offered the stock for public subscription on 20th April, 1955. The stock was guaranteed as to principal and interest by the Minister for Finance and was the first Transport Stock to be issued of which the interest was payable without deduction of income tax.

126. The terms of the issue provided *inter alia* for a discount of £3 10s. od. per cent. and that the Board should set aside each year 5½% of the total issue and after paying the interest at 4½%, carry the balance to a Sinking Fund. The discount and underwriting commission reduced the cash proceeds of the issue by over £200,000.

### IX. DEVELOPMENT.

127. In the year under review good progress was made in changing over to diesel traction and the economies which the change-over was estimated to bring are being achieved.

128. Unfortunately, rising costs more than offset these economies. Increases in rates and fares were introduced to meet the rising costs. Inevitably the introduction of these increases lagged behind the actual impact of additional expenditure.

129. In addition, interest charges increased because of the issue of Transport Stock, referred to earlier in this Report, necessary to finance the rehabilitation programme. These increases, together with the increase in interest payable on advances from the State to meet Transport Stock interest, amounted to over £220,000.

130. The endeavour to retain traffic to the Board's undertakings, even with improved services and better facilities, becomes increasingly difficult. The increase in rates and fares which the Board found it necessary to impose, had the effect of diverting traffic from the Board's rail services to private road transport.

131. Because of the continued withdrawal of traffic from the Board's services, it is now apparent that the economies which can be achieved by the change-over to diesel traction and otherwise, will not, of themselves, be sufficient to eliminate losses in the undertaking.

132. If the undertaking is to pay its way, steps must be taken to divert to the Board's rail services all the traffic—particularly the heavy long-distance traffic—which these rail services can carry. The Board has constantly asked that this be done. The alternative is State subsidies on an ever-growing scale.

T. C. COURTNEY.  
*Chairman.*

M. J. HAYES,  
*Secretary.*

A. MALCOLM,  
*Chief Accountant.*



Statement of Accounts  
and  
Statistics

*for the year ended*

31st March 1956

REVENUE ACCOUNTS FOR YEAR

RAILWAY

1955	EXPENDITURE	1956
£		£
1,058,428	Maintenance of Lines and Works ... ..	1,144,500
968,989	Maintenance of Rolling Stock ... ..	996,108
	Traffic Expenses :—	
1,280,711	Fuel ... ..	1,461,789
2,782,293	Other Expenses ... ..	2,950,213
4,063,004		4,412,002
477,637	Other Expenditure ... ..	550,022
861,100	Depreciation ... ..	858,000
£7,429,158		£7,960,632

ROAD PASSENGER

1955	EXPENDITURE	1956
£		£
12,451	Maintenance of Buildings ... ..	11,811
598,871	Maintenance of Vehicles and Equipment ... ..	644,036
	Traffic Expenses :—	
613,557	Fuel ... ..	662,002
203,718	Road Tax and Licences ... ..	222,953
2,309,697	Other Expenses ... ..	2,483,830
3,126,972		3,368,785
321,096	Other Expenditure ... ..	291,018
344,000	Depreciation ... ..	330,000
4,403,390		4,645,650
658,874	Balance to Profit and Loss Account ... ..	680,364
£5,062,264		£5,326,014

ROAD FREIGHT

1955	EXPENDITURE	1956
£		£
8,046	Maintenance of Buildings ... ..	8,469
383,544	Maintenance of Vehicles, and Equipment ... ..	387,690
	Traffic Expenses :—	
208,935	Fuel ... ..	207,381
34,735	Provender ... ..	32,452
78,151	Road Tax and Licences ... ..	76,904
767,542	Other Expenses ... ..	788,615
1,089,363		1,105,352
105,230	Other Expenditure ... ..	113,609
146,000	Depreciation ... ..	150,000
1,732,183		1,765,120
147,380	Balance to Profit and Loss Account ... ..	82,625
£1,879,563		£1,847,745

ENDED 31ST MARCH, 1956

WORKING

1955		RECEIPTS	1956	
£				£
2,541,949		Passenger Train Traffic ... ..		2,633,315
4,114,731		Goods Train Traffic ... ..		4,052,611
6,656,680				6,685,926
48,938		Miscellaneous ... ..		51,484
6,705,618				6,737,410
723,540		Balance to Profit and Loss Account ... ..		1,223,222
£7,429,158				£7,960,632

WORKING

1955		RECEIPTS	1956	
£				£
4,910,333		Passenger Services ... ..		5,172,553
151,931		Miscellaneous ... ..		153,461
£5,062,264				£5,326,014

WORKING

1955		RECEIPTS	1956	
£				£
1,821,173		Goods Services ... ..		1,788,922
8,390		Miscellaneous ... ..		8,823
50,000		From Railway, Loss on Collection and Delivery Service		50,000
£1,879,563				£1,847,745

REVENUE ACCOUNTS FOR YEAR

VESSEL

1955	EXPENDITURE	1956
£		£
4,629	Maintenance of Vessels and Equipment ... ..	3,915
	Traffic Expenses :—	
4,920	Fuel ... ..	5,017
6,545	Other Expenses ... ..	8,760
11,465		13,777
2,796	Other Expenditure ... ..	5,737
£18 890		£23 429

CANAL

1955	EXPENDITURE	1956
£		£
2,684	Maintenance of Buildings ... ..	3,065
48,502	Maintenance of Waterways and Works ... ..	52,373
	Traffic Expenses :—	
7,934	Fuel ... ..	8,008
126,176	Other Expenses ... ..	141,590
134,110		149,598
22,384	Other Expenditure ... ..	23,200
£207 680		£228 236

HOTELS, REFRESHMENT ROOMS

1955	EXPENDITURE	1956
£		£
19 597	Maintenance of Buildings ... ..	15,696
17,650	Maintenance of Cars and Equipment ... ..	25,551
	Working Expenses :—	
91,443	Salaries, Wages, Office Expenses, etc. ... ..	98 050
272 872	Provisions, Wines, etc. ... ..	272 717
44,118	Other Expenses ... ..	45 793
408,433		416,560
25,706	Other Expenditure ... ..	26,444
471,386		484 251
26,578	Balance to Profit and Loss Account ... ..	28,892
£497,964		£513,143

DOCKS, HARBOURS AND

1955	EXPENDITURE	1956
£		£
9,860	Maintenance of Docks, Harbours and Wharves and Equipment ... ..	5,706
6,330	Operating Expenses ... ..	7,630
8,900	Dredging ... ..	8,900
3,133	Other Expenditure ... ..	1,441
£28 273		£23,677



ENDED 31ST MARCH, 1956—continued

WORKING

1955		RECEIPTS	1956
£			£
4,403	Passenger ... ..		8,370
4,309	Goods ... ..		4,874
768	Miscellaneous ... ..		777
9,480			14,021
9,410	Balance to Profit and Loss Account ... ..		9,408
£18,890			£23,429

WORKING

1955		RECEIPTS	1956
£			£
129,273	Goods Traffic ... ..		135,670
7,189	Miscellaneous ... ..		7,346
19,379	Rents ... ..		20,098
155,841			163,114
51,839	Balance to Profit and Loss Account ... ..		65,122
£207,680			£228,236

AND RESTAURANT CARS WORKING

1955		RECEIPTS	1956
£			£
497,964	Receipts from Hotels, Refreshment Rooms and Restaurant Cars ... ..		513,143
£497,964			£513,143

WHARVES WORKING

1955		RECEIPTS	1956
£			£
1,223	Harbour, Light and Dock Dues ... ..		1,048
5,106	Wharf and Pier Dues ... ..		3,782
9,294	Craneage and Other Services ... ..		9,112
15,623			13,942
12,650	Balance to Profit and Loss Account ... ..		9,735
£28,273			£23,677

REVENUE ACCOUNTS FOR YEAR

PROFIT AND

1955	EXPENDITURE	1956
£		£
	Balances from :—	
723,540	Railway Working ... ..	1,223,222
9,410	Vessel Working ... ..	9,408
51,839	Canal Working ... ..	65,122
12,650	Docks, Harbours and Wharves Working ... ..	9,735
797,439		1,307,487
	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
—	4¼% Transport Stock, 1972/77 .. ..	153,563
602,106		755,669
37,500	5% Transport Stock, 1972/77—Sinking Fund ...	37,500
—	4¼% Transport Stock, 1972/77 Sinking Fund ..	40,500
37,500		78,000
43,514	Guaranteed Interest—Fishguard and Rosslare Railways and Harbours Company (in Ireland) ... ..	43,507
90,991	Interest on Advances under Section 18, Transport Act, 1944, and Section 30, Transport Act, 1950 ... ..	121,100
180,000	Pension Trust Fund ... ..	180,000
£1,751,550		£2,485,763

APPROPRIATION

1955	EXPENDITURE	1956
£		£
2,398,756	Balance from last year ... ..	4,094,291
829,000	Refund to the Department of Finance of moneys provided by the Oireachtas pursuant to the statement of the Minister for Finance in Dáil Éireann on 21st April, 1954 ... ..	—
866,535	Balance from Profit and Loss Account ... ..	1,025,542
€4,094,291		€5,719,833

ENDED 31st MARCH, 1956—(continued).

LOSS ACCOUNT

1955		RECEIPTS				1956	
£						£	
	Balances from :—						
658,874	Road Passenger Working	..	..	..	..	680,364	
147,380	Road Freight Working	...	...	...	...	82,625	
26,578	Hotels, Refreshment Working	...	...	...	...	28,892	
	Rooms and Restaurant Cars	...	...	...	...		
832,832						791,881	
10,323	Rents	...	...	...	...	7,258	
369	Transfer Fees	...	...	...	...	353	
41,491	Other Interest	....	....	....	....	60,729	
866,535	Balance to Appropriation Account	...	...	...	...	1,625,542	
£1,751,550						£2,485,763	

ACCOUNT

1955		RECEIPTS				1956	
£						£	
4,094,291	Balance to next Account	...	..	...	...	5,719,833	
£4,094,291						£5,719,833	

## BALANCE SHEET

1955		Amount of Stock at 1st April, 1955	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
—	4¼% Transport Stock, 1972/77	—	4,500,000	4,500,000
18,903,543		18,903,543	4,500,000	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 .. .. .			3,263,212
	<b>CURRENT LIABILITIES :</b>			
603,875	Amount due to Bankers (secured by investments) .. .. .		124,025	
1,020,302	Sundry Creditors .. .. .		1,392,013	
2,548,205	Advances under Section 18, Transport Act, 1944, and Section 30, Transport Act, 1950, with interest thereon .. .. .		3,263,256	
2,462,369	Advance in respect of Capital Expenditure under Transport and Marine Services Supplementary Vote of Dáil Éireann, 30th November, 1949 .. .. .		—	
882,075	Expenses accrued .. .. .		956,134	
97,153	Taxation .. .. .		158,676	
7,613,979				5,894,104
64,875	<b>SINKING FUND FOR REDEMPTION OF TRANSPORT STOCKS</b>			144,847
800,843	<b>RESERVE FUNDS :</b>			
	Renewal Fund .. .. .			—
£27,383,240				£32,705,706

## 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

The basis of depreciation is explained in Paragraph 112 of the Sixth Annual Report of

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,

5th September, 1956.



31st MARCH, 1956.

1955		Amount at 1st April, 1955	Additions during Year, New Assets and Renewals	Deductions during Year, Depreciation and Sales	TOTAL
£		£	£	£	£
	<b>FIXED ASSETS :</b>				
6,824,139	Railway Lines and Works	6,824,139	429,550	518,592	6,735,097
6,086,453	Railway Rolling Stock	6,086,453	3,369,195	409,306	9,046,342
1,888,700	Road Passenger Vehicles	1,888,700	416,878	331,454	1,974,124
629,248	Road Freight Vehicles and Equipment ..	629,248	134,799	182,514	581,533
—	Vessels .. ..	—	21,864	1,000	20,864
670,031	Canal .. ..	670,031	104	775	669,360
21,534	Canal Barges and Equip- ment .. ..	21,534	—	259	21,275
1,735,432	Land and Buildings ..	1,735,432	100,978	10,569	1,825,841
454,899	Plant and Machinery ..	454,899	86,587	2,951	538,535
223,655	Docks, Harbours and Wharves .. ..	223,655	267	597	223,325
416,924	Hotels, including Catering Equipment .. ..	416,924	28,734	117	445,541
<b>18,951,015</b>		<b>18,951,015</b>	<b>4,588,956</b>	<b>1,458,134</b>	<b>22,081,837</b>
	<b>CURRENT ASSETS :</b>				
1,784,636	Stock of Stores (less reserve) ... ..	...	...	2,101,292	...
221,491	Payments in advance ... ..	...	...	226,813	...
1,162,599	Sundry Debtors ... ..	...	...	1,137,842	...
2,583	Cash at Bank and in Hand ... ..	...	...	2,707	...
458,431	Investments at Cost (less reserve) (Market Value £422,761) ... ..	...	...	458,081	...
<b>3,629,740</b>					<b>3,926,735</b>
	<b>FISHGUARD AND ROSSLARE RAILWAYS AND HARBOURS COMPANY</b> ... ..				<b>571,072</b>
29,801	BARROW NAVIGATION ... ..	...	...	...	29,801
64,875	INVESTMENT ON SINKING FUND ACCOUNT ... ..	...	...	...	144,847
42,508	ISSUE OF TRANSPORT STOCKS - DISCOUNT AND EXPENSES (less amounts written off) ... ..	...	...	...	231,581
4,094,291	APPROPRIATION ACCOUNT (Balance transferred) ... ..	...	...	...	5,719,833
<b>£27 383 240</b>					<b>£32 705 706</b>

A. MALCOLM, *Chief Accountant.*

**REPORT.**

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

the Board.

and correct view of the state of the Board's affairs at 31st March, 1956, according to the the Board.

CRAIG, GARDNER & COMPANY,  
*Chartered Accountants.*

STATISTICAL RETURNS FOR THE YEAR ENDED 31st MARCH, 1956

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	15	287	19	293	15	2,379	49
	<i>1,803</i>	<i>79</i>	<i>287</i>	<i>60</i>	<i>292</i>	<i>32</i>	<i>2,384</i>	<i>11</i>
Lines jointly owned (Board's share of ownership) ...		08	08		05			21
		<i>08</i>	<i>08</i>		<i>05</i>			<i>21</i>
Lines leased or worked by the Board ... ..	118	72	5	16	11	03	135	11
	<i>118</i>	<i>72</i>	<i>5</i>	<i>16</i>	<i>11</i>	<i>03</i>	<i>135</i>	<i>11</i>
TOTAL ... ..	1,918	15	292	43	304	23	2,515	01
	<i>1,922</i>	<i>79</i>	<i>293</i>	<i>04</i>	<i>303</i>	<i>40</i>	<i>2,519</i>	<i>43</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>194</i>	<i>55</i>	<i>13</i>	<i>35</i>
Shannon Navigation ... ..	123	00	—	—
	<i>123</i>	<i>00</i>	—	—
Barrow Navigation ... ..	30	00	—	—
	<i>30</i>	<i>00</i>	—	—
ROYAL CANAL ... ..	95	31	—	—
	<i>95</i>	<i>43</i>	—	—
TOTAL ... ..	439	6	13	35
	<i>443</i>	<i>18</i>	<i>13</i>	<i>35</i>

LOCOMOTIVES

	1956	1955
	No.	No.
STEAM		
Tender Engines ... ..	273	311
Tank Engines ... ..	40	54
Diesel Electric Engines ... ..	40	7
Non-Standard Gauge—Steam ... ..	14	15
Diesel Mechanical .. ..	3	—
TOTAL ... ..	370	387
Tenders ... ..	330	333

Figures in italics are in respect of the year 1955.

STATISTICAL RETURNS FOR THE YEAR ENDED 31st MARCH, 1956—continued.

RAIL MOTOR VEHICLES

	No.	SEATS		TOTAL
		1st	3rd	
Diesel Rail Cars Standard Gauge	60	684	2,132	2,816
	<i>60</i>	<i>696</i>	<i>2,072</i>	<i>2,768</i>
Diesel Rail Cars Non-Standard Gauge	4	—	164	164
	<i>4</i>	<i>—</i>	<i>164</i>	<i>164</i>

COACHING VEHICLES

TYPE	SEATS				Number of Vehicles	
	First		Third		1956	1955
	1956	<i>1955</i>	1956	<i>1955</i>		
Carriages of Uniform Class	1,327	<i>1,749</i>	25,451	<i>27,042</i>	438	<i>486</i>
Composite Carriages ...	3,313	<i>3,664</i>	5,134	<i>5,741</i>	162	<i>187</i>
Restaurant Cars ...	—	—	1,005	<i>1,005</i>	30	<i>30</i>
TOTAL ...	4,640	<i>5,413</i>	31,590	<i>33,788</i>	630	<i>703</i>
Ambulance Coaches ...					3	<i>3</i>
Radio Van ...					1	<i>1</i>
Post Office Vans ...					18	<i>18</i>
Luggage, Parcel and Brake Vans ...					175	<i>147</i>
Carriage Trucks ...					41	<i>41</i>
Horse Boxes ...					170	<i>173</i>
Miscellaneous ...					63	<i>64</i>
TOTAL ...					1,101	<i>1,150</i>

RAIL SERVICE VEHICLES

	1956	<i>1955</i>
	No.	<i>No.</i>
Gasholder Trucks ...	31	<i>31</i>
Locomotive Coal Wagons ...	384	<i>436</i>
Ballast Trucks ...	437	<i>387</i>
Mess and Tool Vans ...	74	<i>70</i>
Breakdown Cranes ...	9	<i>10</i>
Travelling Cranes ...	7	<i>7</i>
Miscellaneous ...	151	<i>135</i>
Departmental Steam Locos ...	2	<i>2</i>
Departmental Petrol Rail Motors ...	5	<i>5</i>
TOTAL ...	1,100	<i>1,083</i>

Figures in italics are in respect of the year 1955.



## STATISTICAL RETURNS FOR THE YEAR ENDED 31st MARCH, 1956—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 ...	232	4,329	—	4,561	44,624	9.78
	<i>242</i>	<i>4,233</i>	—	<i>4,475</i>	<i>43,302</i>	<i>9.68</i>
Covered Wagons ...	600	4,583	2	5,185	49,732	9.59
	<i>692</i>	<i>4,674</i>	<i>3</i>	<i>5,369</i>	<i>51,217</i>	<i>9.54</i>
Special wagons for loads of exceptional dimensions and weight ...	...	...	...	40	600	15.00
				<i>27</i>	<i>594</i>	<i>22.00</i>
Cattle Trucks ...	...	...	...	2,265	19,692	8.69
				<i>2,265</i>	<i>19,116</i>	<i>8.44</i>
Rail and Timber Trucks (including twin trucks)				329	3,377	10.26
				<i>280</i>	<i>2,737</i>	<i>9.95</i>
Miscellaneous ...	...	...	...	137	1,815	13.25
				<i>137</i>	<i>1,912</i>	<i>13.96</i>
<b>TOTAL</b>	...	...	...	12,517	119,840	9.49
				<i>12,553</i>	<i>118,928</i>	<i>9.47</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 ...	...	...	...	75	300	4.00
				<i>75</i>	<i>300</i>	<i>4.00</i>
Milk ...	...	...	...	6	—	—
				<i>6</i>	—	—
<b>TOTAL</b>	...	...	...	240	710	2.96
				<i>240</i>	<i>710</i>	<i>2.96</i>
<b>BRAKE VANS</b>	...	...	...	284		
				<i>284</i>		

Figures in italics are in respect of the year 1955.

STATISTICAL RETURNS FOR THE YEAR ENDED 31st MARCH, 1956—*continued*

## ROAD VEHICLES

PASSENGER VEHICLES :						
	Number		Seating Capacity			
			Total		Average per Vehicle	
	1956	1955	1956	1955	1956	1955
Double-deck Buses ...	661	<i>598</i>	40,178	<i>36,020</i>	60.7	<i>60.2</i>
Single-deck Buses ...	415	<i>395</i>	16,065	<i>15,455</i>	38.7	<i>39.1</i>
Touring Coaches ...	60	<i>50</i>	1,920	<i>1,500</i>	32.0	<i>30.0</i>
Ambulances ...	6	<i>6</i>	Berths 36	Berths 36	Berths 6.0	Berths 6.0
TOTAL ...	1,142	<i>1,049</i>	58,199	<i>53,011</i>	51.0	<i>50.5</i>
GOODS AND PARCELS VEHICLES AND HORSEBOXES :						
	Under 6 tons capacity		6 tons capacity and over		TOTAL	
	1956	1955	1956	1955	1956	1955
Lorries ...	210	<i>285</i>	347	<i>351</i>	557	<i>636</i>
Vans ...	78	<i>55</i>	—	—	78	<i>55</i>
Tractors ...	4	—	57	<i>54</i>	61	<i>54</i>
Horseboxes ...	—	—	—	—	33	<i>33</i>
TRAILERS :					729	<i>778</i>
Special purposes ...					36	<i>30</i>
Articulated ...					162	<i>146</i>
Flat 4-wheel ...					133	<i>118</i>
HORSE DRAWN VEHICLES : Wagons and Carts ...					358	<i>362</i>
TOTAL ...					1,418	<i>1,434</i>
Horses for Road Vehicles ...					238	<i>274</i>
CONTAINERS :						
Furniture ...					105	<i>105</i>
Livestock ...					156	<i>132</i>
Grain ...					10	<i>10</i>
Tar and Bitumen ...					8	<i>8</i>
					279	<i>255</i>
STAFF CARS (including 4 Station Wagons) ...					69	<i>66</i>
SERVICE VEHICLES ...					38	<i>37</i>

Figures in italics are in respect of the year 1955.

STATISTICAL RETURNS FOR THE YEAR ENDED 31st MARCH, 1956—*continued.*

STATISTICS OF OPERATIONS

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

Originating on Board's System			1956	1955
Ale and Porter (including empties) ... ..			177,243	<i>179,273</i>
Bacon and Hams, Butter and Eggs ... ..			22,270	<i>27,251</i>
Beet ... ..			265,171	<i>366,093</i>
Flour and Bran Sharps and other Flour Mill Offal			67,551	<i>86,986</i>
Grain ... ..			232,355	<i>241,118</i>
Groceries (excluding bacon, hams and butter) ...			279,804	<i>204,078</i>
Manure ... ..			79,102	<i>80,116</i>
Oil Cake and Cattle Foods ... ..			16,738	<i>11,336</i>
Oil Cake and Cattle Foods, Beet Pulp ... ..			26,801	<i>34,551</i>
Potatoes ... ..			6,391	<i>6,878</i>
Timber ... ..			13,008	<i>14,057</i>
Turf ... ..			953	<i>2,342</i>
TOTAL ... ..			1,187,387	<i>1,254,079</i>

NUMBER OF LIVESTOCK CARRIED BY GOODS TRAIN

	1956	1955
Horses ... ..	11,706	<i>10,387</i>
Cattle ... ..	458,947	<i>628,844</i>
Calves ... ..	22,369	<i>29,673</i>
Sheep ... ..	140,047	<i>159,168</i>
Pigs ... ..	27,458	<i>33,421</i>
Other Animals ... ..	24	<i>202</i>
TOTAL ... ..	660,551	<i>861,695</i>

ENGINE MILEAGE

	Coaching	Goods	Other	Total
Steam Tender and Tank Engines	2,393,239	2,935,860	2,452,793	7,781,892
	<i>2,647,512</i>	<i>3,036,536</i>	<i>2,497,241</i>	<i>8,181,289</i>
Diesel Electric Engines ...	444,069	152,429	53,616	650,114
	<i>84,183</i>	<i>5,770</i>	<i>23,019</i>	<i>112,972</i>
Diesel Rail Cars ... ..	1,900,337	—	5,738	1,906,075
	<i>1,887,073</i>	—	<i>8,005</i>	<i>1,895,078</i>
Total Engine Miles ...	4,737,645	3,088,289	2,512,147	10,338,081
	<i>4,618,768</i>	<i>3,042,306</i>	<i>2,528,265</i>	<i>10,189,339</i>

Figures in italics are in respect of the year 1955.



STATISTICS OF RAIL OPERATIONS

	1956	1955
<b>TOTAL ENGINE HOURS PER TRAIN ENGINE HOUR :</b>		
<i>Steam</i>		
Coaching ... ..	1.49	1.47
Freight ... ..	2.19	2.20
<i>Diesel Rail Cars</i>		
Coaching ... ..	1.00	1.00
<i>Diesel Locomotives</i>		
Coaching ... ..	1.08	1.07
Freight (Shunters excluded) .. ..	1.26	—
<b>TRAIN MILES PER TRAIN ENGINE HOUR</b>		
<i>Coaching</i>		
Steam ... ..	16.66	16.95
Diesel Locomotives (Standard Gauge) .. ..	31.12	26.55
do. (Narrow Gauge) .. ..	24.01	—
Diesel Rail Cars (Standard Gauge) .. ..	31.76	31.61
do. (Narrow Gauge) .. ..	19.50	19.00
<i>Freight</i>		
Steam ... ..	10.81	10.93
Diesel Locomotives (Standard Gauge) .. ..	17.97	—
do. (Narrow Gauge) .. ..	12.03	—
Diesel Shunters ... ..	5.60	6.99
<b>TON MILES PER ENGINE HOUR</b>		
Per Train Engine Hour ... ..	695	685
Per Engine Shunting Hour ... ..	728	713
Per Total Engine Hour ... ..	356	349
<b>TON MILES PER TRAIN MILE</b>		
Train Load in tons ... ..	72	72
<b>WAGON MILES PER TRAIN MILE</b> (Number of Wagons per train)		
Loaded ... ..	19.50	19.96
Empty ... ..	6.64	7.22
Total ... ..	26.14	27.18
<b>WAGON MILES PER HOUR</b>		
Per Train Engine Hour ... ..	253.05	257.88
Per Engine Shunting Hour ... ..	265.05	268.53
Per Total Engine Hour ... ..	129.45	131.55
<b>AVERAGE WAGON LOAD</b> ... ..		
	Tons 3.69	Tons 3.62

Figures in italics are in respect of the year 1955.

## STATISTICS OF RECEIPTS

## RAIL PASSENGER TRAFFIC

Class of Passenger	Number	Receipts	Average Receipts per Journey	
		£	s.	d.
Ordinary :—				
1st Class ... ..	175,487	122,133	13	11·03
	<i>189,493</i>	<i>123,250</i>	13	<i>0·10</i>
3rd Class ... ..	6,696,830	1,714,101	5	1·43
	<i>5,977,801</i>	<i>1,629,728</i>	5	<i>5·43</i>
TOTAL ... ..	6,872,317	1,836,234	5	4·13
	<i>6,167,294</i>	<i>1,752,978</i>	5	<i>8·22</i>
Season :—				
1st Class ... ..	166,195	5,352		7·73
	<i>182,475</i>	<i>5,890</i>		<i>7·75</i>
3rd Class ... ..	1,881,451	45,739		5·83
	<i>1,838,106</i>	<i>44,588</i>		<i>5·82</i>
TOTAL ... ..	2,047,646	51,091		5·99
	<i>2,020,581</i>	<i>50,478</i>		<i>6·00</i>
		Total Units	Average Receipts per unit	
Passenger Miles ... ..		274,394,200	1·65d.	
		<i>263,626,900</i>	<i>1·64d.</i>	
Passenger Journeys ... ..		8,919,963	50·78d.	
		<i>8,187,875</i>	<i>52·86d.</i>	
Loaded Train Miles ... ..		4,636,150	8s. 2d.	
		<i>4,515,160</i>	<i>8s. 0d.</i>	
Miles of Road (First Track) ... ..		1,918	£984	
		<i>1,923</i>	<i>£938</i>	

Figures in italics are in respect of the year 1955.

## 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 ...	3,263,321	1,793,148	160,529,315	89.52	1	16	5 4.88
	<i>3,188,222</i>	<i>1,710,800</i>	<i>152,007,880</i>	<i>88.85</i>	<i>1</i>	<i>17</i>	<i>3 5.03</i>
Minerals ...	337,637	429,745	27,663,365	64.37	15	9	2.93
	<i>375,742</i>	<i>515,151</i>	<i>30,631,633</i>	<i>59.46</i>	<i>14</i>	<i>7</i>	<i>2.94</i>
Coal and Coke	93,184	94,057	7,976,947	84.81	19	10	2.80
	<i>89,528</i>	<i>97,735</i>	<i>7,131,041</i>	<i>72.96</i>	<i>18</i>	<i>4</i>	<i>3.01</i>
TOTAL ...	3,694,142	2,316,950	196,169,627	84.67	1	11	11 4.52
	<i>3,653,492</i>	<i>2,323,686</i>	<i>189,770,554</i>	<i>81.67</i>	<i>1</i>	<i>11</i>	<i>5 4.62</i>
Livestock ...	£ 358,469	No. 660,551	—	79.29			
	<i>461,239</i>	<i>861,695</i>	—	<i>77.83</i>			
				Total Units	Average Receipts per unit		
Loaded Train Miles ...	...	...	...	2,897,506	£1 8 0		
				<i>2,853,605</i>	<i>£1 8 10</i>		
Loaded Wagon Miles ...	...	...	...	60,233,199	16.15 pence		
				<i>60,713,391</i>	<i>16.27</i> ..		
Miles of Road (First Track) ...	...	...	...	1,918	£2,113		
				<i>1,923</i>	<i>£2,140</i>		

Figures in italics are in respect of the year 1955.



STATISTICS OF RECEIPTS

ROAD PASSENGER SERVICES

	Receipts	Passengers Carried	Vehicle Miles	Passenger Miles (Estimated)
	£			
Dublin City Services ...	3,433,981	248,660,656	29,034,390	482,926,280
	<i>3,205,529</i>	<i>242,558,792</i>	<i>27,400,776</i>	<i>461,346,822</i>
Other City Services ...	456,892	38,007,121	3,970,463	65,904,348
	<i>435,483</i>	<i>35,996,252</i>	<i>3,752,567</i>	<i>62,633,478</i>
Provincial Services ...	1,062,736	10,545,928	9,722,841	109,707,126
	<i>1,035,778</i>	<i>10,344,937</i>	<i>9,633,301</i>	<i>110,483,927</i>
Tours and Private Hire ...	218,944	935,643	1,272,385	—
	<i>233,543</i>	<i>895,786</i>	<i>1,374,150</i>	—
TOTAL ...	5,172,553	298,149,348	44,000,079	—
	<i>4,910,333</i>	<i>289,795,767</i>	<i>42,160,794</i>	—
	Per Journey	Per Mile	Per Passenger Mile	
Average Receipts :	d.	d.	d.	
Dublin City Services ...	3.31	28.38	1.71	
	<i>3.17</i>	<i>28.08</i>	<i>1.67</i>	
Other City Services ...	2.89	27.62	1.66	
	<i>2.90</i>	<i>27.85</i>	<i>1.67</i>	
Provincial Services ...	23.24	26.23	2.32	
	<i>24.03</i>	<i>25.80</i>	<i>2.25</i>	

Figures in italics are in respect of the year 1955.

STATISTICS OF RECEIPTS

ROAD FREIGHT SERVICES

Type	Vehicle Miles	Tonnage	Receipts	Average Rate per ton	
Scheduled Services ... ..	1,933,136	183,652	£ 254,556	s. 27	d. 8·7
	<i>1,991,738</i>	<i>191,129</i>	<i>256,035</i>	<i>26</i>	<i>9·5</i>
Railhead C. & D. Services	497,415	174,047	103,761	11	11·1
	<i>495,681</i>	<i>170,198</i>	<i>97,556</i>	<i>11</i>	<i>5·6</i>
Direct Road Services ... ..	9,451,470	2,515,343	1,015,815	8	0·9
	<i>9,126,394</i>	<i>2,675,580</i>	<i>1,014,172</i>	<i>7</i>	<i>7·0</i>
TOTAL ... ..	11,882,021	2,873,042	1,374,132	9	6·8
	<i>11,613,813</i>	<i>3,036,907</i>	<i>1,367,763</i>	<i>9</i>	<i>0·1</i>
Livestock ... ..		No.			
	1,421,629	220,094	156,555		
	<i>1,693,213</i>	<i>295,083</i>	<i>187,590</i>		

GRAND CANAL TRAFFIC

Classification	Tonnage Carried by C.I.E. Barges	Receipts	Average Rate per Ton	
Merchandise ... ..	80,369	£ 127,457	s. 31	d. 8·6
	<i>79,914</i>	<i>121,494</i>	<i>30</i>	<i>4·9</i>
Coal, Coke and Patent Fuel ... ..	229	305	26	7·7
	<i>193</i>	<i>215</i>	<i>22</i>	<i>3·4</i>
Other Minerals ... ..	9,042	7,908	17	5·9
	<i>8,484</i>	<i>7,564</i>	<i>17</i>	<i>10·0</i>
TOTAL ... ..	89,640	135,670	30	3·2
	<i>88,591</i>	<i>129,273</i>	<i>29</i>	<i>2·2</i>

Figures in italics are in respect of the year 1955.





