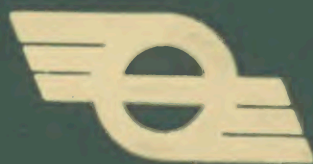


CÓRAS IOMPAIR ÉIREANN

SEVENTH
ANNUAL REPORT

for the Year ended

31st MARCH 1957



TWO SHILLINGS AND SIXPENCE

CÓRAS

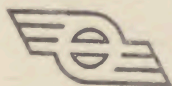
IOMPAIR

ÉIREANN

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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, Gortatlea/Castleisland, and Clara/Banagher branch railway lines. The Banteer/Newmarket and Gortatlea/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 1¼ 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
1,461,789	Traffic Expenses :—	
2,950,213	Fuel	£ 1,155,662
	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
662,002	Traffic Expenses :—	
222,953	Fuel	£ 703,111
2,483,830	Road Tax and Licences	226,542
	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
207,381	Traffic Expenses :—	
32,452	Fuel	£ 206,480
76,904	Provender	26,530
788,615	Road Tax and Licences	72,542
	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		Miscellaneous		6,711,073
51,484				50,575
6,737,410		Balance to Profit and Loss Account		6,761,648
1,223,222				1,013,667
<hr/>			<hr/>	
£7,960,632				£7,775,315

WORKING

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

WORKING

1956		RECEIPTS	1957	
£				£
1,788,922		Goods Services		1,649,323
8,823		Miscellaneous		8,454
50,000		From Railway, Loss on Collection and Delivery Service		50,000
<hr/>			<hr/>	
£1,847,745				£1,707,777

REVENUE ACCOUNTS FOR YEAR

VESSEL

1956		EXPENDITURE	1957
£			£
3,915	Maintenance of Vessels and Equipment	... ..	7,798
	Traffic Expenses :—		
5,017	Fuel	... .. 6,140	
8,760	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
	Traffic Expenses :—		
8,008	Fuel	... .. 8,407	
141,590	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
	Working Expenses :—		
98,050	Salaries, Wages, Office Expenses, etc.	113,766	
272,717	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	Craneage 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	4¼% Transport Stock, 1972/77	191,250
755,669		793,356
	Sinking Funds :—	
37,500	5% Transport Stock, 1972/77	37,500
40,500	4¼% 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	
£2,425,034						£2,433,330	

ACCOUNT

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

BALANCE SHEET

1956		Amount of Stock at 1st April, 1956	Amount received during year	TOTAL
£		£	£	£
	CAPITAL ISSUES :			
9,889,083	3% Transport Stock, 1955/60	9,889,083	—	9,889,083
3,000,000	2½% Transport Stock, 1965/75	3,000,000	—	3,000,000
3,514,460	3% Transport Stock, 1975/85	3,514,460	—	3,514,460
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
	CAPITAL RESERVE :			
	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				
	CURRENT LIABILITIES :			
	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	
	Expenses accrued		989,960	
956,134				
158,676	Taxation		102,327	
5,894,104				9,893,099
	SINKING FUND FOR REDEMPTION OF TRANSPORT STOCKS			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
£		£	£	£	£
	FIXED ASSETS :				
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
	Road Freight Vehicles and Equipment ..	581,533	66,343	160,274	487,602
581,533	Vessels	20,864	38,828	2,664	57,028
20,864	Canal	669,360	400	71	669,689
669,360	Canal Barges and Equip- ment	21,275	—	756	20,519
21,275	Land and Buildings ..	1,825,841	53,314	1,781	1,877,374
1,825,841	Plant and Machinery ..	538,535	66,843	3,775	601,603
538,535	Docks, Harbours and Wharves	223,325	—	—	223,325
223,325	Hotels, including Catering Equipment	445,541	8,369	231	453,679
445,541					
22,081,837		22,081,837	3,673,004	1,547,630	24,207,211
	CURRENT ASSETS :				
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	
	Investments at Cost (less reserve) (Market Value £429,159) ... ..	...	...
458,081		...	...	458,082	
13,926,735					4,100,278
	FISHGUARD AND ROSSLARE RAILWAYS AND HARBOURS COMPANY				571,426
571,072	BARROW NAVIGATION				29,801
29,801	INVESTMENT ON SINKING FUND ACCOUNT				256,204
144,847	ISSUE OF TRANSPORT STOCKS - DISCOUNT AND EXPENSES (less amounts written off)				202,242
231,581	APPROPRIATION ACCOUNT (Balance transferred)				7,443,042
5,719,833					
£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	732	2,260	2,992
	60	684	2,132	2,816
Diesel Rail Cars Non-Standard Gauge	4	—	164	164
	4	—	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.

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

RAIL MERCHANDISE AND MINERAL VEHICLES

	Under 8 tons	8 tons and up to 12 tons	Over 12 tons	Number	Tonnage Capacity	
					Total	Average per Vehicle
FREIGHT VEHICLES						
Open Wagons ...	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>
CONTAINERS						
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	<i>661</i>	41,878	<i>40,178</i>	61.6	<i>60.7</i>
Single-deck Buses ...	415	<i>415</i>	16,065	<i>16,065</i>	38.7	<i>38.7</i>
Touring Coaches ...	60	<i>60</i>	1,920	<i>1,920</i>	32.0	<i>32.0</i>
Ambulances ...	6	<i>6</i>	Berths 36	Berths <i>36</i>	Berths 6.0	Berths <i>6.0</i>
TOTAL	1,160	<i>1,142</i>	59,899	<i>58,199</i>	51.6	<i>51.0</i>

 GOODS AND PARCELS VEHICLES
AND HORSEBOXES :

	Under 6 tons capacity		6 tons capacity and over		TOTAL	
	1957	1956	1957	1956	1957	1956
Lorries	193	<i>210</i>	345	<i>347</i>	538	<i>557</i>
Vans	82	<i>78</i>	—	—	82	<i>78</i>
Tractors	4	<i>4</i>	62	<i>57</i>	66	<i>61</i>
Horseboxes	—	—	—	—	33	<i>33</i>
					719	<i>729</i>
TRAILERS :						
Special purposes					36	<i>36</i>
Articulated					163	<i>162</i>
Flat 4-wheel					143	<i>133</i>
HORSE DRAWN VEHICLES : Wagons and Carts					300	<i>358</i>
TOTAL					1,361	<i>1,418</i>
Horses for Road Vehicles					224	<i>238</i>
CONTAINERS :						
Furniture					105	<i>105</i>
Livestock					156	<i>156</i>
Grain					10	<i>10</i>
Meat					50	<i>50</i>
Tar and Bitumen					8	<i>8</i>
					329	<i>329</i>
STAFF CARS (including 5 Station Wagons)					69	<i>69</i>
SERVICE VEHICLES					36	<i>38</i>

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

NUMBER OF LIVESTOCK CARRIED BY GOODS TRAIN

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

ENGINE MILEAGE

	Coaching	Goods	Other	Total
Steam Tender and Tank Engines	831,206 <i>2,393,239</i>	1,386,805 <i>2,935,860</i>	2,003,770 <i>2,452,793</i>	4,221,781 <i>7,781,892</i>
Diesel Electric Engines ...	2,217,513 <i>444,069</i>	1,485,446 <i>152,429</i>	179,198 <i>53,616</i>	3,882,157 <i>650,114</i>
Diesel Rail Cars	1,679,768 <i>1,900,337</i>	— —	4,416 <i>5,738</i>	1,684,184 <i>1,906,075</i>
Total Engine Miles ...	4,728,487 <i>4,737,645</i>	2,872,251 <i>3,088,289</i>	2,187,384 <i>2,512,147</i>	9,788,122 <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
TOTAL ENGINE HOURS PER TRAIN ENGINE HOUR :		
<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
TRAIN MILES PER TRAIN ENGINE HOUR		
<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
TON MILES PER ENGINE HOUR		
Per Train Engine Hour	751	695
Per Engine Shunting Hour	641	728
Per Total Engine Hour	346	356
TON MILES PER TRAIN MILE		
Train Load in tons	66.66	72.00
WAGON MILES PER TRAIN MILE (Number of Wagons per train)		
Loaded	20.67	19.50
Empty	7.06	6.64
Total	27.73	26.14
WAGON MILES PER HOUR		
Per Train Engine Hour	312.50	253.05
Per Engine Shunting Hour	266.59	265.05
Per Total Engine Hour	143.86	129.45
AVERAGE WAGON LOAD	Tons 3.22	Tons 3.69

Figures in italics are in respect of the year 1956.

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

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>1,714,701</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.

