

CÓRAS

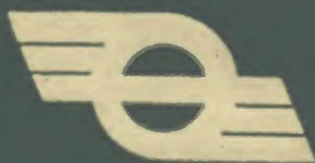
IOMPAIR

ÉIREANN

EIGHTH
ANNUAL REPORT

for the Year ended

31st MARCH 1958



TWO SHILLINGS AND SIXPENCE



CÓRAS IOMPAIR ÉIREANN

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ANNUAL REPORT

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KINGSBRIDGE STATION DUBLIN

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

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

MR. P. J. FLOYD,

MR. E. H. MURPHY,

MR. W. MURPHY,

MR. J. T. O'FARRELL,

MR. L. FERRIS,

MR. T. P. HOGAN.

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

I. INTRODUCTION.

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

II. ADMINISTRATION AND ORGANISATION.

5. The close relations with the Minister for Industry and Commerce on matters for which he is responsible, and on general development policy, and with the Officers of his Department, continued, and their co-operation in dealing with matters on which they were consulted is appreciated.
6. The engineering departments of the Board were re-organised as from 1st January, 1958. From that date all the engineering activities were brought under the control of the Chief Engineer. Each of the three main divisions of the work—Civil, Mechanical and Road Rolling Stock—was placed under the control of a deputy Chief Engineer. The Signal and Electrical Department was merged in the Civil Engineering Section of the undertaking.

III. SERVICES.

Rail :

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

331 covered wagons,

805 open goods wagons,

20 flat trucks.

1,156 total new wagon stock vehicles.

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

Canal :

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

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

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

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

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

Road Freight :

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

In addition to the foregoing :—

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

Road Passenger :

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

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

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

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

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

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

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

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

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

54. Seventeen inclusive tours were arranged for special parties.

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

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

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

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

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

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

Vessel Service :

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

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

River Services :

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

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

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

Hotels, Refreshment Rooms and Dining Cars :

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

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

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

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

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

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

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

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

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

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

IV. TRAFFIC DEVELOPMENT.

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

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

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

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

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

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

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

V. STAFF.

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

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

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

86. During the year there was one unofficial strike.

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

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

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

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

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

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

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

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

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

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

VI. EQUIPMENT AND FACILITIES.

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

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

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

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

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

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

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

VII. ENGINEERING ACTIVITIES.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

VIII. FINANCIAL RESULTS.

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

Operating Results :

121. *Railways :*

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

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

122. *Road Passenger :*

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

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

123. *Road Freight :*

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

124. *Vessel :*

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

125. *Canal :*

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

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

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

127. *Docks, Harbours and Wharves :*

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

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

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

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

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

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

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

IX. DEVELOPMENT.

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

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

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

C. S. ANDREWS,
Chairman.

M. J. HAYES,
Secretary.

A. MALCOLM,
Chief Accountant.

Statement of Accounts

and

Statistics

for the year ended

31st March 1958

REVENUE ACCOUNTS FOR YEAR

RAILWAY

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

ROAD PASSENGER

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

ROAD FREIGHT

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

ENDED 31st MARCH, 1958

WORKING

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

WORKING

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

WORKING

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

REVENUE ACCOUNTS FOR YEAR

VESSEL

1957	EXPENDITURE		1958
£ 7,798	Maintenance of Vessels and Equipment	... ..	£ 5,212
6,140	Traffic Expenses :—	£	
10,682	Fuel	6,663	
	Other Expenses	10,189	
16,822			16,852
6,127	Other Expenditure	... ..	5,915
£30,747			£27,979

CANA

1957	EXPENDITURE		1958
£ 1,571	Maintenance of Buildings	... ..	£ 2,131
51,214	Maintenance of Waterways and Works	... ..	49,804
8,407	Traffic Expenses :—	£	
142,540	Fuel	10,018	
	Other Expenses	145,514	
150,947			155,532
19,205	Other Expenditure	... ..	19,438
£222,937			£226,905

HOTELS, REFRESHMENT ROOMS

1957	EXPENDITURE		1958
£ 20,264	Maintenance of Buildings and Cars	... ..	£ 17,822
30,220	Maintenance of Equipment	... ..	28,799
113,766	Working Expenses :—	£	
290,526	Salaries, Wages, Office Expenses, etc.	123,105	
52,443	Provisions, Wines, etc.	315,201	
	Other Expenses	52,883	
456,735			491,189
28,538	Other Expenditure	... ..	29,568
535,757			567,378
38,288	Balance to Profit and Loss Account	... ..	40,228
£574,045			£607,606

DOCKS, HARBOURS AND

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

ENDED 31st MARCH, 1958—continued

WORKING

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

WORKING

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

AND RESTAURANT CARS WORKING

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

WHARVES WORKING

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

REVENUE ACCOUNTS FOR YEAR

PROFIT AND

1957	EXPENDITURE	1958
£		£
	Balances from :—	
1,013,667	Railway Working	970,185
14,006	Vessel Working	11,508
59,625	Canal Working	69,058
8,556	Docks, Harbours and Wharves Working	10,471
1,095,854		1,061,222
	Interest on Transport Stocks :—	
296,672	3% Transport Stock, 1955/60	296,672
75,000	2½% Transport Stock, 1965/75	75,000
105,434	3% Transport Stock, 1975/85	105,434
125,000	5% Transport Stock, 1972/77	125,000
191,250	4½% Transport Stock, 1972/77	191,250
793,356		793,356
	Sinking Funds :—	
37,500	5% Transport Stock, 1972/77	37,500
67,500	4½% Transport Stock, 1972/77	67,500
105,000		105,000
43,514	Guaranteed Interest—Fishguard and Rosslare Railways and Harbours Company (in Ireland)	43,529
159,484	Interest on Advances under Section 18, Transport Act, 1944, and Section 30, Transport Act, 1950	205,301
56,122	Other Interest	183,636
180,000	Pension Trust Fund £250,000	320,000
	Do. —Arrears 70,000	
£2,433,330		£2,712,044

APPROPRIATION

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

ENDED 31st MARCH, 1958—(continued).

Loss Account

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

ACCOUNT

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

BALANCE SHEET

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

AUDITORS'

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

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

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

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

DUBLIN,
25th July, 1958.

31st MARCH, 1958.

1957		Amount at 1st April, 1957	Additions during Year, New Assets and Renewals	Deductions during Year, Depreci- ation and Sales	TOTAL
£		£	£	£	£
	FIXED ASSETS :				
6,540,468	Railway Lines and Works	6,540,468	370,737	490,325	6,420,880
11,270,041	Railway Rolling Stock	11,270,041	2,149,709	661,884	12,757,866
2,005,883	Road Passenger Vehicles	2,005,883	373,315	358,000	2,021,198
487,602	Road Freight Vehicles				
57,028	and Equipment ..	487,602	31,447	145,347	373,702
669,689	Vessels	57,028	101,171	2,680	155,519
20,519	Canal	669,689	400	859	669,230
1,877,374	Canal Barges and Equip- ment	20,519	—	282	20,237
601,603	Land and Buildings ..	1,877,374	32,638	2,607	1,907,405
223,325	Plant and Machinery ..	601,603	21,100	9,835	612,868
453,679	Docks, Harbours and Wharves	223,325	—	—	223,325
	Hotels, including Catering Equipment	453,679	56,679	121	510,237
24,207,211		24,207,211	3,137,196	1,671,940	25,672,467
	CURRENT ASSETS :				
2,271,784	Stock of Stores (less reserve)			2,531,620	
231,981	Payments in advance			230,300	
1,026,849	Sundry Debtors			908,910	
108,774	Sundry Balances			92,498	
2,808	Cash at Bank and in Hand			3,055	
—	Cash on Deposit			42,330	
458,082	Investments at Cost (less reserve) (Market Value £433,109)			457,868	
4,100,278					4,266,581
	FISHGUARD AND ROSSLARE RAILWAYS AND HARBOURS COMPANY				570,526
29,801	BARROW NAVIGATION				29,801
256,204	INVESTMENT ON SINKING FUND ACCOUNT				372,784
202,242	ISSUE OF TRANSPORT STOCKS - DISCOUNT AND EXPENSES (less amounts written off)				172,674
7,443,042	APPROPRIATION ACCOUNT (Balance transferred)				7,536,398
£36,810,204					£38,621,231

A. MALCOLM, *Chief Accountant.*

REPORT.

1950, with the consent of the Minister for Industry and Commerce, we report that we and we have obtained all the information and explanations which we have required. Appropriation Account to the extent required to cancel the working loss for the Capital Reserve as representing a receipt towards Capital Expenditure. A State Grant at 31st March, 1957, has been transferred to credit of Appropriation Account being purchase of Diesel Locomotives.

out in paragraph 112 of the Annual Report of the Board for the year 1956) but in the have been reduced.

and correct view of the state of the Board's affairs at 31st March, 1958, according to the the Board.

CRAIG, GARDNER & COMPANY,
Chartered Accountants.

STATISTICAL RETURNS FOR THE YEAR ENDED 31st MARCH, 1958

STATISTICS OF ASSETS

MILEAGE OF RAILWAY LINES

	First Track		Other Track		Sidings		TOTAL	
	M.	Ch.	M.	Ch.	M.	Ch.	M.	Ch.
Lines owned by Board	1,791	73	286	32	293	76	2,372	21
	<i>1,799</i>	<i>12</i>	<i>287</i>	<i>17</i>	<i>293</i>	<i>03</i>	<i>2,379</i>	<i>32</i>
Lines jointly owned (Board's share of ownership)		08		08		05		21
		<i>08</i>		<i>08</i>		<i>05</i>		<i>21</i>
Lines leased or worked by the Board	118	72	4	71	11	14	134	77
	<i>118</i>	<i>72</i>	<i>4</i>	<i>71</i>	<i>11</i>	<i>14</i>	<i>134</i>	<i>77</i>
TOTAL	1,910	73	291	31	305	15	2,507	39
	<i>1,918</i>	<i>12</i>	<i>292</i>	<i>16</i>	<i>304</i>	<i>22</i>	<i>2,514</i>	<i>50</i>

MILEAGE OF CANALS

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

LOCOMOTIVES

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

Figures in italics are in respect of year 1957.

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

RAIL MOTOR VEHICLES

	No.	SEATS		TOTAL
		1st	2nd	
Diesel Rail Cars Standard Gauge	65	624	2,716	3,340
	<i>64</i>	<i>732</i>	<i>2,260</i>	<i>2,992</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		Second		1958	1957
	1958	<i>1957</i>	1958	<i>1957</i>		
Carriages of Uniform Class	1,000	<i>1,302</i>	24,583	<i>26,567</i>	408	<i>453</i>
Composite Carriages ...	3,479	<i>3,646</i>	5,258	<i>5,416</i>	161	<i>168</i>
Restaurant Cars ...	—	—	1,074	<i>1,161</i>	31	<i>34</i>
TOTAL ...	4,479	<i>4,948</i>	30,915	<i>33,144</i>	600	<i>655</i>
Ambulance Coaches ...					4	<i>4</i>
Radio Van ...					4	<i>4</i>
Post Office Vans ...					19	<i>18</i>
Luggage, Parcel and Brake Vans ...					223	<i>192</i>
Carriage Trucks and Flat Trucks ...					64	<i>39</i>
Horse Boxes ...					159	<i>166</i>
Miscellaneous ...					50	<i>59</i>
TOTAL ...					1,123	<i>1,137</i>

RAIL SERVICE VEHICLES

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

Figures in italics are in respect of the year 1957.

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

RAIL MERCHANDISE AND MINERAL VEHICLES

	Under 8 tons	8 tons and up to 12 tons	Over 12 tons	Number	Tonnage	Capacity
					Total	Average per Vehicle
FREIGHT VEHICLES						
Open Wagons	211	4,690	—	4,901	50,363	10.28
	<i>220</i>	<i>4,337</i>	<i>—</i>	<i>4,557</i>	<i>45,113</i>	<i>9.90</i>
Covered Wagons	381	4,454	2	4,837	49,317	10.20
	<i>491</i>	<i>4,633</i>	<i>2</i>	<i>5,126</i>	<i>50,445</i>	<i>9.84</i>
Special wagons for loads of exceptional dimensions and weight				40	600	15.00
				<i>40</i>	<i>600</i>	<i>15.00</i>
Cattle Trucks				2,000	19,209	9.60
				<i>2,249</i>	<i>20,764</i>	<i>9.84</i>
Rail and Timber Trucks (including twin trucks)				314	3,237	10.31
				<i>323</i>	<i>3,327</i>	<i>10.29</i>
Miscellaneous				171	2,206	12.90
				<i>167</i>	<i>2,175</i>	<i>13.02</i>
TOTAL				12,263	124,932	10.19
				<i>12,462</i>	<i>122,424</i>	<i>9.82</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>
Small Wheeled				6	6	1.00
				<i>—</i>	<i>—</i>	<i>—</i>
Milk				6	—	—
				<i>6</i>	<i>—</i>	<i>—</i>
TOTAL				196	516	2.63
				<i>190</i>	<i>510</i>	<i>2.63</i>
BRAKE VANS				258		
				<i>273</i>		

Figures in italics are in respect of year 1957.

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

ROAD VEHICLES

PASSENGER VEHICLES :						
	Number		Seating Capacity			
			Total		Average per Vehicle	
	1958	1957	1958	1957	1958	1957
Double-deck Buses ...	674	679	42,393	41,878	62.8	61.6
Single-deck Buses ...	415	415	16,164	16,065	38.9	38.7
Touring Coaches ...	60	60	1,920	1,920	32.0	32.0
Ambulances ...	4	6	Berths 32	Berths 36	Berths 8.0	Berths 6.0
TOTAL ...	1,153	1,160	60,509	59,899	52.4	51.6
GOODS AND PARCELS VEHICLES AND HORSEBOXES :						
	Under 6 tons capacity		6 tons capacity and over		TOTAL	
	1958	1957	1958	1957	1958	1957
Lorries ...	193	193	344	345	537	538
Vans ...	64	82	—	—	64	82
Tractors ...	4	4	62	62	66	66
Horseboxes ...	—	—	—	—	33	33
					700	719
TRAILERS :						
Special purposes ...					36	36
Articulated ...					163	163
Flat 4-wheel ...					143	143
HORSE DRAWN VEHICLES : Wagons and Carts ...						
					300	300
TOTAL ..					1,342	1,361
Horses for Road Vehicles					218	224
CONTAINERS :						
Furniture ...					104	105
Livestock ...					156	156
Grain ...					10	10
Meat ...					50	50
Tar and Bitumen ...					8	8
					328	329
STAFF CARS (including 5 Station Wagons)					87	69
SERVICE VEHICLES					36	36

Figures in italics are in respect of the year 1957.

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

STATISTICS OF OPERATIONS

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

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

NUMBER OF LIVESTOCK CARRIED BY GOODS TRAIN

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

ENGINE MILEAGE

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

Figures in italics are in respect of the year 1957.

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

STATISTICS OF RAIL OPERATIONS

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

Figures in italics are in respect of the year 1957.

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

STATISTICS OF RECEIPTS

RAIL PASSENGER TRAFFIC

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

Figures in italics are in respect of the year 1957.

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

STATISTICS OF RECEIPTS

FREIGHT TRAIN TRAFFIC

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

Figures in italics are in respect of the year 1957.

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

STATISTICS OF RECEIPTS

ROAD PASSENGER SERVICES

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

Figures in italics are in respect of the year 1957.

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

STATISTICS OF RECEIPTS

ROAD FREIGHT SERVICES

Type	Vehicle Miles	Tonnage	Receipts	Average Rate per ton	
				£	s. d.
Scheduled Services	1,792,388	162,779	238,253	29	3·3
	<i>1,822,110</i>	<i>168,817</i>	<i>250,098</i>	29	7·5
Railhead C. & D. Services	537,103	194,452	119,989	12	4·1
	<i>490,923</i>	<i>169,387</i>	<i>107,099</i>	12	7·8
Direct Road Services	8,120,488	1,767,023	925,865	10	5·8
	<i>7,867,080</i>	<i>1,820,080</i>	<i>870,046</i>	9	6·7
TOTAL	10,449,979	2,124,254	1,284,107	12	1·1
	<i>10,180,113</i>	<i>2,158,284</i>	<i>1,227,243</i>	11	4·4
Livestock		No.			
	1,364,716	226,266	163,497		
	<i>1,507,639</i>	<i>245,530</i>	<i>183,961</i>		

GRAND CANAL TRAFFIC

Classification	Tonnage Carried by C.I.E. Barges	Receipts	Average Rate per Ton	
			£	s. d.
Merchandise	80,803	129,170	31	11·7
	<i>79,038</i>	<i>129,453</i>	32	9·1
Coal, Coke and Patent Fuel	91	133	29	2·8
	<i>232</i>	<i>338</i>	29	1·7
Other Minerals	5,060	4,668	18	5·4
	<i>7,231</i>	<i>7,151</i>	19	9·3
TOTAL	85,954	133,971	31	2·1
	<i>86,501</i>	<i>136,942</i>	31	8·0

Figures in italics are in respect of the year 1957.

