

CÓRAS IOMPAIR ÉIREANN

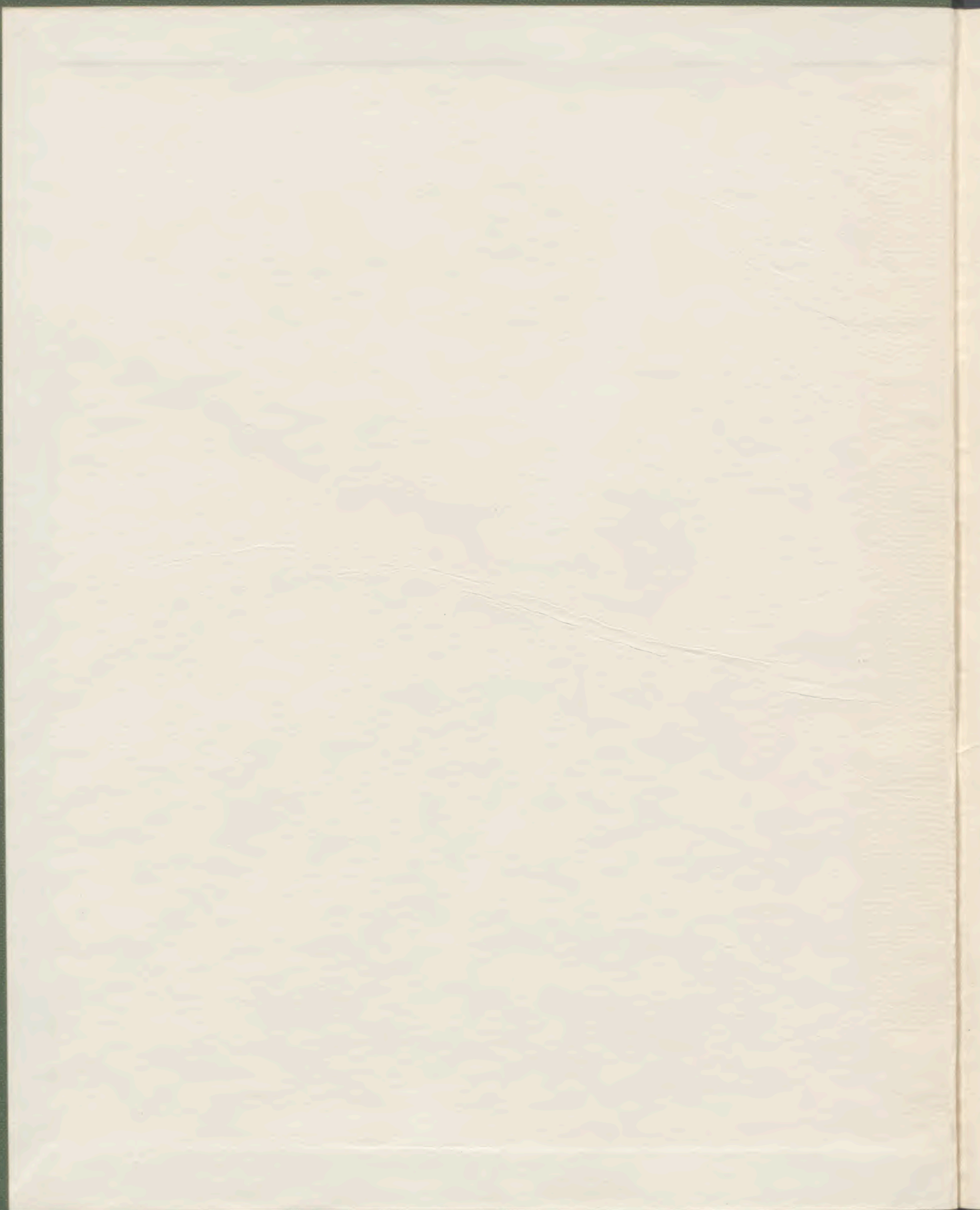
ANNUAL REPORTS

NOS. 10 TO 12.

1st APRIL, 1959

TO

31st MARCH, 1962.





TENTH ANNUAL REPORT *for the year ended 31st March* **1960**

KINGSBRIDGE STATION, DUBLIN

MEMBERS OF THE BOARD

Dr. C. S. Andrews
(Chairman)

Mr. T. C. Courtney

Mr. L. Ferris

Mr. T. P. Hogan

Mr. W. McMullen

Mr. M. F. Molony

Mr. J. T. O'Farrell

1,200 h.p. Diesel Electric Locomotive
and passenger train at Killiney, Co. Dublin



Coras Iompair Éireann presents its annual report with statement of accounts and statistics attached for the year ended 31st March, 1960.

The period under review covers the Board's first full year's working since the introduction of the Transport Act, 1958.

For the year ended 31st March, 1960, there is a net deficit of £709,006, compared with a net deficit of £1,949,864 in the year ended 31st March, 1959. An operating profit of £446,978 was achieved, compared with an operating loss of £424,415 last year. This improvement was due to a combination of an increase in revenue and a reduction in operating costs. Each department showed a better operating result.

A new Commercial Department was established to enable the Board to avail itself of the freedom conferred on it by the act of 1958 in the matter of rates and charges and of common carrier obligations. The policy of the Package Deal was introduced both for merchandise and livestock. Some 400 such deals were concluded.

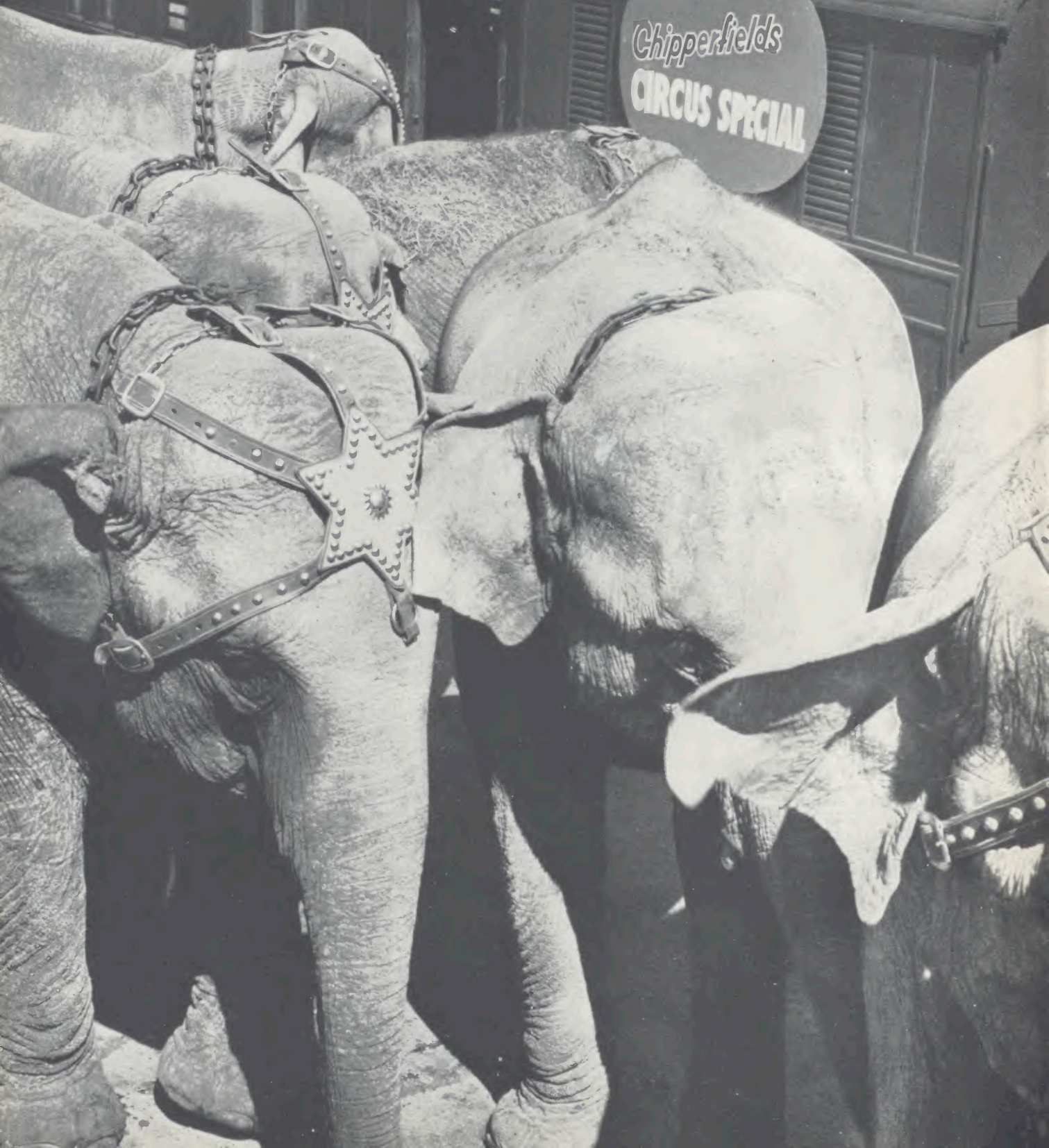
Extensive publicity by way of newspaper advertising, brochures and talks was undertaken to bring to the attention of the public the advantages of using public transport services. This campaign resulted in a considerable increase in revenue.

In the railway section of the undertaking, the loss of £1,247,489 for the year ended 31st March, 1959, was reduced to £558,614. Revenue was increased by £230,709 and expenditure was reduced by £458,166. As compared with the previous year, revenue from passenger trains was higher by £108,558 and rail freight services earned an additional £123,320.

There was an operating profit on the road passenger side of £868,480 as compared with £783,415 in the previous year. Over 300

C.I.E.
Delivers the Goods

C.I.E.
Chipperfield's
CIRCUS SPECIAL



million passengers were carried, which is more than ever carried before on the system. Revenue from coach tours, educational tours, factory outings and excursions contributed to an increase in receipts.

A profit of £167,115 was earned by the Road Freight section as compared with a profit of £102,065 in the previous year. These figures result from increased carryings of beet, general merchandise and more extensive work with the County Councils.

The Board's chain of Hotels, combined with the catering services, earned a profit of £65,567 as against £44,581 for the previous year. A two-year project of extension and development for the seven hotels is in hands.

During the year, the Board's canal services were discontinued with the exception of through traffic between Dublin and Limerick. The withdrawal of the services on the canal resulted in a reduction in expenditure of £32,102 in the year.

In May, 1959, £3 million Transport Stock redeemable not later than 1975 and bearing interest at 5% was created and issued at £96 per £100 of Stock. The Stock is guaranteed by the State as to principal and interest. The annual cost to the Board of meeting interest and sinking fund charges on this issue is £195,000.

The Transport Act of 1958 relieved the Board of liability to pay interest on the 3% Transport Stock 1955/60. This eliminated a charge in the year under review of £296,672. As against this, an additional charge was introduced into the accounts, amounting to £146,250, representing interest and sinking fund contribution on the new Transport Stock referred to above.



The Board extended the employment of management consultants during the year and undertook a survey of the Board's management structure and operations.

A new Department was created for research and development and in this connection, the Board was notified that it had been awarded a grant of £35,000 from the Counterpart Fund for research work.

Work Study teams of the Board's employees were set up and trained, and extensive work study was undertaken, particularly at Inchicore Works and in the Traffic Department.

The former G.N.R. bus garage at Abercorn Road was converted into a fully mechanised store and other forms of mechanised handling of goods were pursued.

During the year, the Board decided that the undermentioned lines could not be made economic nor did it seem to the Board that there was any prospect of their becoming economic within a reasonable period, and, as a consequence, road services were substituted for them :

*Cavan–Leitrim
Dundalk–Clones
Monaghan–Cavan*

*Inny Junction–Cavan
Headford Junction–Kenmare
Claremorris–Ballinrobe*

Farranfore–Valentia

The economies accruing from this decision are not fully reflected in the accounts under review.

A number of Stations throughout the system were renovated and redecorated. New colour schemes were introduced for single deck buses and certain other vehicles. The policy of staffing main line trains with Hostesses was begun.

Holiday

BOOK NOW AND SAVE £2*



COACH TOURS FROM £20
*YOUR OFFER:
We will refund £2 per person on the day of departure...
OTHER C.I.E. HOLIDAY ATTRACTIONS INCLUDE:

theatres
ballets
opera
Inc
Asia
C.I.E.

god judges know
you can't beat

FURNITURE
REMOVALS

West Donegal
C.I.E.

GREAT SOUTHERN HOTEL
Bundoran

GREAT SOUTHERN HOTEL
Galway

it's good to travel by

See Ireland

FOR THE HOLIDAY OF A LIFETIME



you can't

LEAVE THE CITY BEHIND

COACH AIR
tours of
Ireland

Ireland
1960 tours programme

HOLIDAY
CAMPING
COACHES
IN IRELAND

- golfing
- fishing
- racing

C.I.E. TRANSPORT COMPANY



AER LINGUS
IRISH AIR LINES
OPERATED JOINTLY BY
C.I.E. IRELAND & AIRLINGUS COMPANY

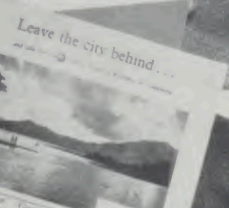
WINE AND ... STAY

GREAT SOUTHERN HOTELS

perb hotels at Mullrany, Galway, Sligo,
Killarney, Kenmare, Par



C.I.E.



I took
a train

THE NOT
GREAT SOUTHERN HOTELS
The GREAT SOUTHERN HOTEL—Galway
has a different approach
to a problem



Leave the city behind...
Ireland
It's good to travel — by



RAIL RAMBLERS
unlimited
for 15 days

TRIPS TO KILLARNEY ON WEEK-DAYS
July and August (except Saturday, 1st August)
It's good to travel — by

Fuchsia Pool MULRANY

Joint Consultation was established with the Trade Unions and the staff at all levels. Six Labour Liaison Officers were appointed to different districts. A Suggestions Committee was set up and is in permanent being, to deal with suggestions from the staff and from the general public. A number of cash prizes were awarded to the staff for meritorious suggestions.

The apprentice and continuation education schemes were continued throughout the year.

During the year, the Board increased the salaries and wages of the staff. To meet these increased costs, the Board was obliged to increase rates and fares.

The number of staff employed by the Board was 20,921 as compared with 22,109 in the previous year.

The Board wishes to thank the staff at all levels for their efforts throughout the year.

C. S. Andrews, *Chairman.*

M. J. Hayes, *Secretary.*

R. G. Watt, *Chief Accountant.*



1



2



3 of C.I.E.'s chain of 7 Great Southern Hotels, situated along the Atlantic Coast.

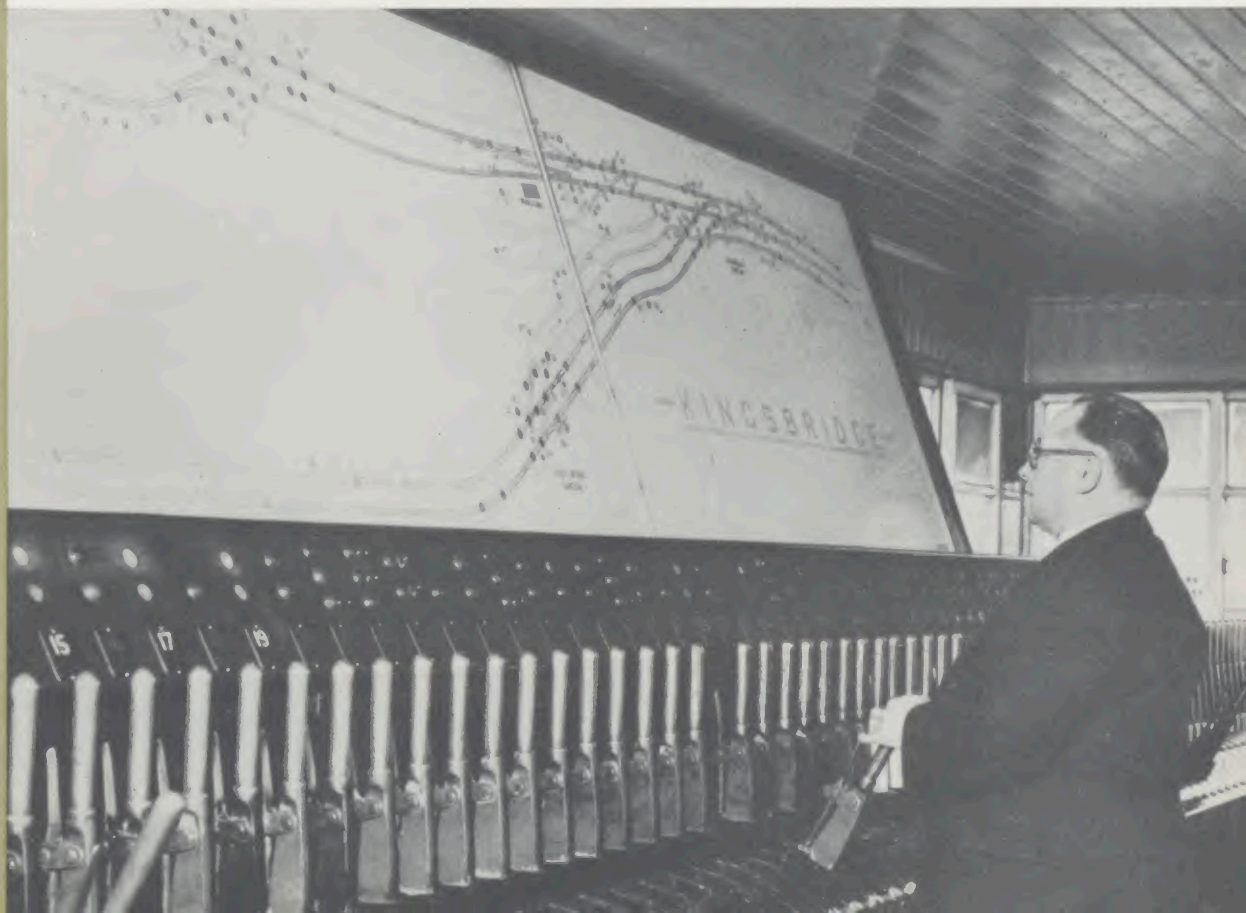
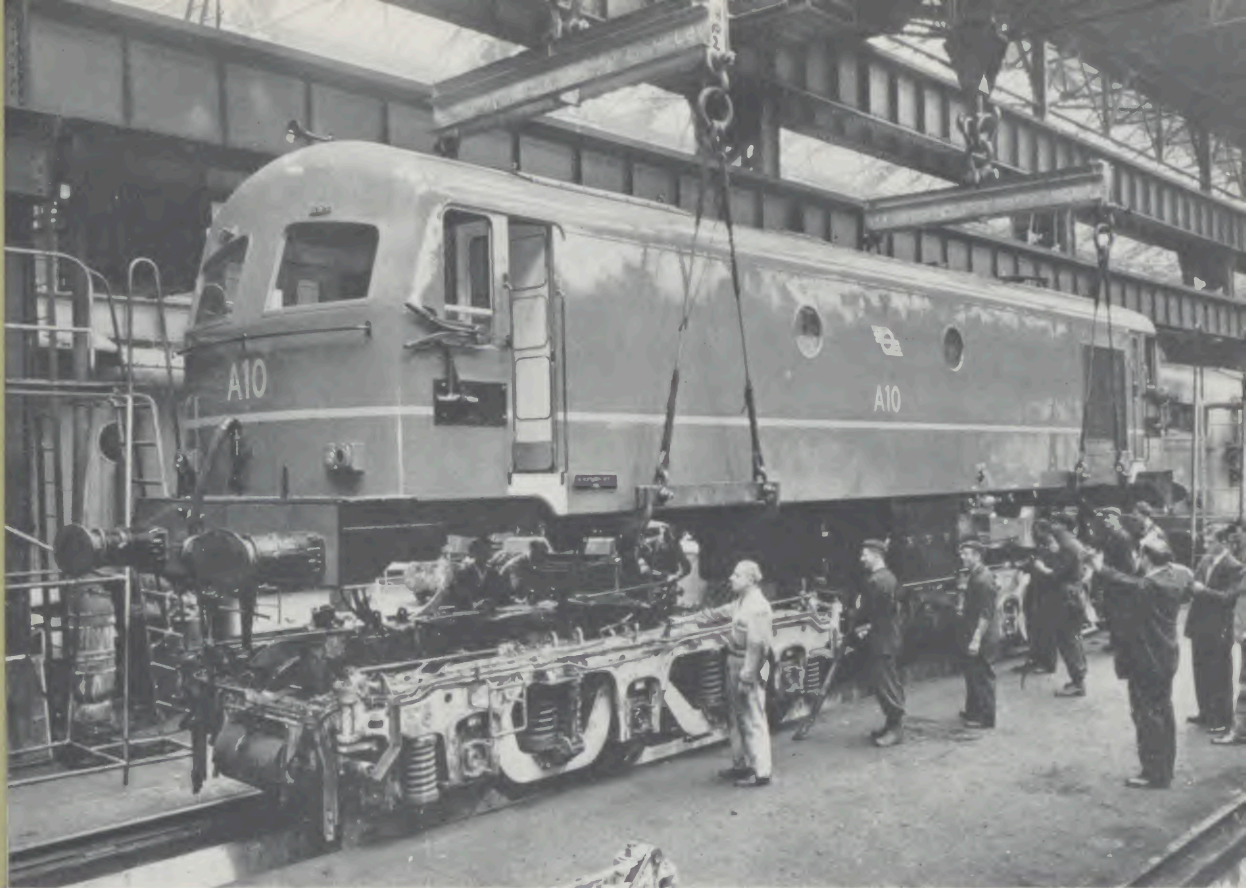
1. Great Southern Hotel Bundoran.
2. Great Southern Hotel Killarney.
3. Great Southern Hotel Parknasilla.

4. 1,200 h.p. Diesel Electric Locomotive being lowered on to its bogies after general overhaul in No. 1 diesel shop, Inchicore Works.

5. A view of the main-line signal-box at Kingsbridge.



3



STATEMENT OF ACCOUNTS AND STATISTICS

REVENUE ACCOUNTS

RAILWAY WORKING

| expenditure | | 1960 | 1959 |
|--|-----------|-------------------|------------|
| | | £ | £ |
| Maintenance of Lines and Works | | 1,255,087 | 1,522,421 |
| Maintenance of Rolling Stock | | 1,504,545 | 1,484,967 |
| Traffic expenses | | | |
| Fuel | £ 657,022 | | 790,983 |
| Other Expenses | 3,442,891 | | 3,430,621 |
| | | 4,099,913 | 4,221,604 |
| Other Expenditure | | 517,129 | 506,244 |
| Provision for Renewal of Lines and Works | £ 382,000 | | |
| Depreciation of Rolling Stock | 650,700 | | |
| | | 1,032,700 | 1,132,304 |
| | | £8,409,374 | £8,867,540 |

ROAD PASSENGER WORKING

| expenditure | | 1960 | 1959 |
|---------------------------------------|-----------|-------------------|------------|
| | | £ | £ |
| Maintenance of Buildings | | 15,065 | 19,622 |
| Maintenance of Vehicles and Equipment | | 858,064 | 848,060 |
| Traffic expenses | | | |
| Fuel | £ 738,385 | | 737,584 |
| Road Tax and Licences | 271,675 | | 263,788 |
| Other Expenses | 3,257,680 | | 3,103,795 |
| | | 4,267,740 | 4,105,167 |
| Other Expenditure | | 357,357 | 340,074 |
| Depreciation | | 413,000 | 363,000 |
| | | 5,911,226 | 5,675,923 |
| Balance to Profit and Loss Account | | 868,480 | 783,415 |
| | | £6,779,706 | £6,459,338 |

| receipts | 1960 | 1959 |
|------------------------------------|-------------------|-------------|
| | £ | £ |
| Passenger Train Traffic | 3,513,452 | 3,404,894 |
| Goods Train Traffic | 4,267,007 | 4,143,687 |
| | 7,780,459 | 7,548,581 |
| Miscellaneous | 70,301 | 71,470 |
| | 7,850,760 | 7,620,051 |
| Balance to Profit and Loss Account | 558,614 | 1,247,489 |
| | £8,409,374 | £8,867,540 |

| receipts | 1960 | 1959 |
|--------------------|-------------------|-------------|
| | £ | £ |
| Passenger Services | 6,596,453 | 6,277,771 |
| Miscellaneous | 183,253 | 181,567 |
| | £6,779,706 | £6,459,338 |

ROAD FREIGHT WORKING

| expenditure | | 1960 | 1959 |
|---------------------------------------|---------|-------------------|-------------------|
| | | £ | £ |
| Maintenance of Buildings | | 9,980 | 10,930 |
| Maintenance of Vehicles and Equipment | | 308,857 | 327,116 |
| Traffic Expenses | £ | | |
| Fuel | 241,302 | | 227,155 |
| Provender | 26,813 | | 25,770 |
| Road Tax and Licences | 96,546 | | 83,327 |
| Other Expenses | 982,696 | | 877,685 |
| | | 1,347,357 | 1,213,937 |
| Other Expenditure | | 124,960 | 114,996 |
| Depreciation | | 136,000 | 125,000 |
| | | 1,927,154 | 1,791,979 |
| Balance to Profit and Loss Account | | 167,115 | 102,065 |
| | | £2,094,269 | £1,894,044 |

VESSEL WORKING

| expenditure | | 1960 | 1959 |
|--------------------------------------|--------|---------|---------|
| | | £ | £ |
| Maintenance of Vessels and Equipment | | 7,644 | 7,953 |
| Traffic Expenses | £ | | |
| Fuel | 2,379 | | 2,281 |
| Other Expenses | 13,612 | | 13,326 |
| | | 15,991 | 15,607 |
| Other Expenditure | | 2,825 | 3,753 |
| Depreciation | | 6,720 | 6,710 |
| | | £33,180 | £34,023 |

CANAL WORKING

| expenditure | | 1960 | 1959 |
|------------------------------------|---------|-----------------|-----------------|
| | | £ | £ |
| Maintenance of Buildings | | 792 | 1,892 |
| Maintenance of Waterways and Works | | 46,499 | 51,615 |
| Traffic Expenses | £ | | |
| Fuel | 4,416 | | 7,724 |
| Other Expenses | 129,482 | | 151,021 |
| | | 133,898 | 158,745 |
| Other Expenditure | | 13,561 | 14,600 |
| | | £194,750 | £226,852 |

| receipts | 1960 | 1959 |
|---|-------------------|-------------------|
| | £ | £ |
| Goods Services | 2,034,274 | 1,833,893 |
| Miscellaneous | 9,995 | 10,151 |
| From Railway, Loss on Collection and Delivery Service | 50,000 | 50,000 |
| | £2,094,269 | £1,894,044 |

| receipts | 1960 | 1959 |
|------------------------------------|----------------|----------------|
| | £ | £ |
| Passenger | 14,117 | 11,906 |
| Goods | 5,728 | 6,025 |
| Miscellaneous | 1,693 | 1,252 |
| | 21,538 | 19,183 |
| Balance to Profit and Loss Account | 11,642 | 14,840 |
| | £33,180 | £34,023 |

| receipts | 1960 | 1959 |
|------------------------------------|-----------------|-----------------|
| | £ | £ |
| Goods Traffic | 95,234 | 124,024 |
| Miscellaneous | 3,918 | 3,732 |
| Rents | 21,268 | 20,025 |
| | 120,420 | 147,781 |
| Balance to Profit and Loss Account | 74,330 | 79,071 |
| | £194,750 | £226,852 |

HOTELS, REFRESHMENT ROOMS AND RESTAURANT CARS WORKING

| expenditure | | 1960 | 1959 |
|--|-----------|-----------------|----------|
| | | £ | £ |
| Maintenance of Buildings and Cars | | 42,931 | 29,840 |
| Maintenance of Equipment | | 45,735 | 31,756 |
| Working Expenses | | | |
| Salaries, Wages, Office Expenses, etc. | £ 170,132 | | 156,748 |
| Provisions, Wines, etc. | 445,543 | | 407,065 |
| Other Expenses | 73,211 | | 65,644 |
| | | 688,886 | 629,457 |
| Other Expenditure | | 41,652 | 37,766 |
| | | 819,204 | 728,819 |
| Balance to Profit and Loss Account | | 65,567 | 44,581 |
| | | £884,771 | £773,400 |

DOCKS, HARBOURS AND WHARVES WORKING

| expenditure | | 1960 | 1959 |
|--|--|----------------|---------|
| | | £ | £ |
| Maintenance of Docks, Harbours and Wharves and Equipment | | 10,333 | 7,954 |
| Operating Expenses | | 5,153 | 6,591 |
| Dredging | | 8,750 | 8,750 |
| Other Expenditure | | 2,121 | 3,283 |
| | | £26,357 | £26,578 |

| receipts | 1960 | 1959 |
|---|-----------------|-----------------|
| | £ | £ |
| Receipts from Hotels, Refreshment Rooms and Restaurant Cars | 884,771 | 773,400 |
| | £884,771 | £773,400 |

| receipts | 1960 | 1959 |
|------------------------------------|----------------|----------------|
| | £ | £ |
| Harbour, Light and Dock Dues | 290 | 419 |
| Wharf and Pier Dues | 5,975 | 5,701 |
| Cranage and Other Services | 10,494 | 7,382 |
| | 16,759 | 13,502 |
| Balance to Profit and Loss Account | 9,598 | 13,076 |
| | £26,357 | £26,578 |

PROFIT AND LOSS ACCOUNT

| expenditure | | 1960 | 1959 |
|--|---------|-------------------|-------------|
| balances from: | | £ | £ |
| Railway Working | | 558,614 | 1,247,489 |
| Vessel Working | | 11,642 | 14,840 |
| Canal Working | | 74,330 | 79,071 |
| Docks, Harbours and Wharves Working | | 9,598 | 13,076 |
| | | 654,184 | 1,354,476 |
| Net Working Profit carried down | | 446,978 | Dr. 424,415 |
| | | £1,101,162 | £930,061 |
| interest on transport stocks | | | |
| | £ | | |
| 3% Transport Stock 1955/60 | — | | 222,504 |
| 2½% Transport Stock 1965/75 | 75,000 | | 75,000 |
| 3% Transport Stock 1975/85 | 105,434 | | 105,434 |
| 5% Transport Stock 1972/77 | 125,000 | | 125,000 |
| 4½% Transport Stock 1972/77 | 191,250 | | 191,250 |
| 5% Transport Stock 1970/75 | 113,250 | | — |
| | | 609,934 | 719,188 |
| sinking funds | | | |
| 5% Transport Stock 1972/77 | 37,500 | | 37,500 |
| 4½% Transport Stock 1972/77 | 67,500 | | 67,500 |
| 5% Transport Stock 1970/75 | 33,000 | | — |
| | | 138,000 | 105,000 |
| Guaranteed Interest—Fishguard & Rosslare Railways and Harbours, Company (in Ireland) | | 43,505 | 43,503 |
| Statutory Contribution to Co. Donegal Railways Joint Committee | | 14,565 | 6,342 |
| Board's Contributions to Superannuation Funds, Pensions, etc. | | 468,583 | 519,037 |
| | | £1,274,587 | £1,393,070 |

APPROPRIATION ACCOUNT

| | £ | £ |
|--------------------------------------|-------------------|------------|
| Balance from last Year | — | 7,536,398 |
| Balance from Profit and Loss Account | 709,006 | 1,949,864 |
| Balance to next Account | 702,032 | — |
| | £1,411,038 | £9,486,262 |

| receipts | 1960 | 1959 |
|--|-------------------|-------------|
| | £ | £ |
| balances from: | | |
| Road Passenger Working | 868,480 | 783,415 |
| Road Freight Working | 167,115 | 102,065 |
| Hotels, Refreshment Rooms and Restaurant Cars Working | 65,567 | 44,581 |
| | £1,101,162 | £930,061 |
| | £1,101,162 | £930,061 |
| Net Working Profit brought down. | 446,978 | Dr. 424,415 |
| Miscellaneous Rents | 8,339 | 10,980 |
| Transfer Fees | 382 | 330 |
| Interest Received less Paid | 109,882 | Dr. 143,689 |
| Balance to Appropriation Account | 709,006 | 1,949,864 |
| | £1,274,587 | £1,393,070 |
| | £ | £ |
| Non-repayable State Grant under Section 10 of the Transport Act 1958 and Section 23 of the Great Northern Railway Act 1958 | 1,175,000 | 1,420,671 |
| Surplus arising on disposal of Rolling Stock and Railway Lines previously written off | 236,038 | — |
| Estimated deficit of the Great Northern Railway Board for half-year ended 30th September, 1958 included for comparative purposes | — | 150,947 |
| Balance written off to Capital Reserve | — | 7,914,644 |
| | £1,411,038 | £9,486,262 |

BALANCE SHEET 31st MARCH, 1960

| | Amount of Stock at 1st April, 1959 | Amount Received During Year | Total | 1959 |
|--|--|--------------------------------|-------------|-------------|
| | £ | £ | £ | £ |
| capital issues | | | | |
| 2½% Transport Stock, 1965/75 | 3,000,000 | — | 3,000,000 | 3,000,000 |
| 3% Transport Stock, 1975/85 | 3,514,460 | — | 3,514,460 | 3,514,460 |
| 5% Transport Stock, 1972/77 | 2,500,000 | — | 2,500,000 | 2,500,000 |
| 4½% Transport Stock, 1972/77 | 4,500,000 | — | 4,500,000 | 4,500,000 |
| 5% Transport Stock, 1970/75 | — | 3,000,000 | 3,000,000 | — |
| | 13,514,460 | 3,000,000 | 16,514,460 | 13,514,460 |
| Salaried Officers' & Clerks' (G.S.R.) Superannuation Fund | | | | |
| Board's liability for deficiency | | | 1,844,275 | — |
| current liabilities and provisions | | | | |
| Sundry Creditors and Accrued Charges | | 1,834,242 | | 2,908,555 |
| Equalisation Account for Renewal of Lines and Works | | 115,156 | | — |
| Taxation | | 68,532 | | 70,490 |
| | | | 2,017,930 | 2,979,045 |
| sinking fund for Redemption of Transport Stocks | | | | |
| | | | 661,828 | 497,124 |
| appropriation account | | | | |
| | | | 702,032 | — |
| | | | £21,740,525 | £16,990,629 |

| | Amount at 1st April, 1959 | Additions During Year New Assets and Renewals | Deductions During Year Depreciation and Sales | Total | 1959 |
|---|------------------------------|--|--|--------------------|-------------|
| | £ | £ | £ | £ | £ |
| fixed assets | | | | | |
| Railway Rolling Stock | 12,326,548 | 521,568 | 668,708 | 12,179,408 | 12,326,548 |
| Road Passenger Vehicles | 1,743,493 | 348,407 | 413,000 | 1,678,900 | 1,743,493 |
| Road Freight Vehicles and Equipment | 204,169 | 120,896 | 138,473 | 186,592 | 204,169 |
| Vessels | 179,928 | — | 6,720 | 173,208 | 179,928 |
| Land and Buildings | 508,170 | 89,935 | — | 598,105 | 508,170 |
| Plant and Machinery | 471,634 | 48,987 | 13,199 | 507,422 | 471,634 |
| Docks, Harbours and Wharves | 48,020 | — | — | 48,020 | 48,020 |
| Hotels, including Catering Equipment | 222,542 | 50,557 | — | 273,099 | 222,542 |
| | 15,704,504 | 1,180,350 | 1,240,100 | 15,644,754 | 15,704,504 |
| Less : Capital Reserve (see note) | | | | 1,658,559 | 3,423,064 |
| | | | | 13,986,195 | 12,281,440 |
| current assets | | | | | |
| Stock of Stores (less reserve) | | | 1,767,334 | | 1,852,136 |
| Sundry Debtors and Payments in Advance | | | 1,710,375 | | 1,542,266 |
| Cash at Bank and in Hand | | | 270,186 | | 296,820 |
| Cash at Call and on Deposit | | | 2,630,129 | | — |
| Investments (less reserve) (Market Value £569,322) | | | 576,187 | | 520,843 |
| | | | | 6,954,211 | 4,212,065 |
| investment on sinking fund account | | | | 661,828 | 497,124 |
| issue of transport stock — discount and expenses (less amounts written off) | | | | 138,291 | — |
| | | | | £21,740,525 | £16,990,629 |

R. G. WATT, Chief Accountant.

NOTES ON THE ACCOUNTS

1. COMPARATIVE FIGURES

For comparative purposes the 1958/59 figures have been adjusted to include the operating results (estimated as necessary) for the six months to 30th September, 1958 of that section of the Great Northern Railway system taken over by the Board on 1st October, 1958.

2. DEPRECIATION AND PROVISIONS FOR RENEWALS

The basis of calculation of depreciation provisions has been revised in view of the write down of certain assets as at 31st March, 1959 and the prior acquisition at no cost of part of the Great Northern Railway Board's fixed assets. The amended basis is as follows :—

railway lines and works

As this asset was written off completely at 31st March, 1959 no depreciation is provided thereon. Provision for Renewals has however been made, calculated on the estimated average annual cost of carrying out the programme of renewals necessary to maintain the running lines at the required standard over the period of five years from 1st April 1959 to 31st March, 1964.

railway rolling stock

As steam locomotives were written off completely at 31st March, 1959 no further depreciation is provided. Diesel Locomotives and rail cars, excluding those acquired from the Great Northern Railway Board are depreciated on their original cost spread over their estimated lives. The provision for depreciation of Coaching Stock and Wagons is based on the current replacement cost of the number of vehicles required for the future working of the undertaking.

road passenger vehicles

The annual provision is based on the current replacement cost of the under-age vehicles in service during the year based on a fifteen year life.

road freight vehicles

Road Freight vehicles are depreciated on the basis of the original cost of each vehicle spread over its expected life.

vessels

Vessels are depreciated on the basis of the original cost of each vessel spread over its expected life.

3. MOVEMENT ON CAPITAL RESERVE

| | | |
|--|-----------|-----------|
| Balance as at 31st March, 1959 | £ | £ |
| | | 3,423,064 |
| Add: Final adjustment of net current assets acquired at no cost from Great Northern Railway Board | | 63,739 |
| Surplus arising on disposal of Land and Buildings and acquired assets | 104,969 | |
| Less: Capital Expenditure on Railway Lines and Works during year | 14,753 | 90,216 |
| | | 3,577,019 |
| Deduct: Deficiency on Salaried Officers' and Clerks' (G.S.R.) Superannuation Fund at 31st March, 1960 | 1,844,275 | |
| Miscellaneous debit balances written off | 74,185 | 1,918,460 |
| | | 1,658,559 |
| balance as at 31st March, 1960 | | |

AUDITORS' REPORT

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

In our opinion the foregoing Balance Sheet is properly drawn up so as to exhibit a true and correct view of the state of the Board's affairs at 31st March 1960, according to the best of our information and the explanations given to us and as shown by the books of the Board.

Dublin.

10th June, 1960.

CRAIG, GARDNER & CO.

Chartered Accountants.

One of the C.I.E. furniture vans with the distinctive colour scheme introduced during the year.





(top) Rail Hostesses were introduced during the year on main-line trains.

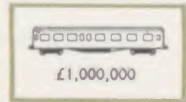
(bottom) C.I.E. Catering Services provide anything from a snack to a full meal.



RAIL PASSENGERS

revenue

£3,513,452 1960



£3,404,894 1959



passengers

12,276,367 1960



11,713,762 1959



RAIL FREIGHT

revenue

£4,267,007 1960

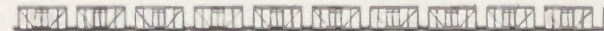


£4,143,687 1959



tonnage

2,517,905 1960



2,422,597 1959



ROAD PASSENGERS

revenue

£6,596,453 1960



£6,277,771 1959



passengers

300,220,000 1960



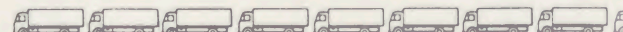
291,960,000 1959



ROAD FREIGHT

revenue

£2,034,274 1960

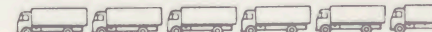


£1,833,893 1959



tonnage

2,832,540 1960



2,423,050 1959



STATISTICS OF ASSETS

| mileage of railway lines | First Track | | Other Track | | Sidings | | Total | |
|--|-----------------------|-----------------|-------------------|-----------------|-------------------|-----------------|-----------------------|-----------------|
| | M. | Ch. | M. | Ch. | M. | Ch. | M. | Ch. |
| Lines owned by the Board | 1,690 1,987 | 51 21 | 331 351 | 74 25 | 302 337 | 13 13 | 2,324 2,675 | 58 59 |
| Lines jointly owned (Board's share of ownership) | 33 | 08 24 | | 08 39 | 3 | 05 31 | 37 | 21 14 |
| Lines leased or worked by the Board | 117 128 | 30 40 | 4 4 | 71 75 | 10 11 | 59 77 | 133 145 | 00 32 |
| total | 1,808 2,149 | 9 5 | 336 356 | 73 59 | 312 352 | 77 41 | 2,457 2,858 | 79 25 |

| mileage of canals | Open for Navigation | | Supply Canals not open for Navigation | |
|------------------------|---------------------|-----------------|---------------------------------------|-----------------|
| | M. | Ch. | M. | Ch. |
| Grand Canal : | | | | |
| Main line and Branches | 179 190 | 15 55 | 13 13 | 35 35 |
| Shannon Navigation | 123 123 | 0 0 | | |
| Barrow Navigation | 30 30 | 0 0 | | |
| Royal Canal | 87 95 | 30 31 | | |
| total | 419 439 | 45 06 | 13 13 | 35 35 |

| locomotives | 1960 | 1959 |
|--------------------|------------|------|
| Steam : | No. | No. |
| Tender Engines | 171 | 288 |
| Tank Engines | 22 | 48 |
| Non-Standard Gauge | — | 11 |
| Diesel Electric | 113 | 113 |
| Diesel Mechanical | 3 | 3 |
| Diesel Hydraulic | 23 | 23 |
| total | 332 | 486 |
| Tenders | 171 | 339 |

Figures in light are in respect of the year 1959

railmotor vehicles

| | No. | SEATS | | Total |
|-------------------------------------|-----|-------|-------|-------|
| | | 1st | 2nd | |
| Diesel Rail Cars—Standard Gauge | 89 | 839 | 3,762 | 4,601 |
| | 90 | 897 | 3,863 | 4,760 |
| Diesel Rail Cars—Non-standard Gauge | 4 | — | 164 | 164 |
| | 4 | — | 164 | 164 |
| Petrol Rail Car—Standard Gauge | 1 | — | 28 | 28 |
| | 1 | — | 28 | 28 |

coaching vehicles

| TYPE | SEATS | | | | Number of Vehicles | |
|---------------------------------|--------------|--------------|---------------|---------------|--------------------|--------------|
| | First | | Second | | 1960 | 1959 |
| | 1960 | 1959 | 1960 | 1959 | | |
| Carriages of Uniform Class | 649 | 1,042 | 29,784 | 30,256 | 460 | 477 |
| Composite Carriages | 3,110 | 3,508 | 5,019 | 5,780 | 147 | 170 |
| Restaurant Cars | — | — | 1,207 | 1,299 | 36 | 38 |
| total | 3,759 | 4,550 | 36,010 | 37,335 | 643 | 685 |
| Ambulance Coaches | | | | | 4 | 4 |
| Radio Vans | | | | | 4 | 4 |
| Holiday Camping Coaches | | | | | 6 | 1 |
| Post Office Vans | | | | | 21 | 23 |
| Luggage, Parcel and Brake Vans | | | | | 212 | 237 |
| Carriage Trucks and Flat Trucks | | | | | 64 | 66 |
| Horse Boxes | | | | | 132 | 135 |
| Miscellaneous | | | | | 63 | 79 |
| total | | | | | 1,149 | 1,234 |

rail service vehicles

| | 1960 | 1959 |
|---------------------------------|------------|--------------|
| Gasholder Trucks | 34 | 31 |
| Locomotive Coal Wagons | — | 275 |
| Ballast Trucks | 470 | 494 |
| Mess and Tool Vans | 87 | 92 |
| Breakdown Cranes | 10 | 10 |
| Travelling Cranes | 14 | 14 |
| Miscellaneous | 147 | 176 |
| Departmental Steam Locos. | 1 | 1 |
| Departmental Petrol Rail Motors | 7 | 7 |
| total | 770 | 1,100 |

Figures in light are in respect of the year 1959.

rail merchandise and mineral vehicles

Freight Vehicles

| | Under 8 tons | 8 tons and up to 12 tons | Over 12 tons | Number | Tonnage Capacity | |
|---|------------------|--------------------------|-------------------|-------------------------|---------------------------|-----------------------|
| | | | | | Total | Average per Vehicle |
| Open Wagons | 82 201 | 5,044 5,629 | 16 — | 5,142 5,830 | 54,828 60,439 | 10.66 10.37 |
| Covered Wagons | 97 318 | 5,287 5,542 | 157 158 | 5,541 6,018 | 59,733 62,197 | 10.78 10.34 |
| Special Wagons for loads of exceptional dimensions and weight | | | | 47 47 | 842 842 | 17.91 17.91 |
| Cattle Trucks | | | | 1,664 2,163 | 17,920 20,456 | 10.77 9.46 |
| Rail and Timber Trucks (including twin trucks) | | | | 465 472 | 4,909 4,887 | 10.56 10.35 |
| Miscellaneous | | | | 181 181 | 2,339 2,363 | 12.92 13.05 |
| total | | | | 13,040 14,711 | 140,571 151,184 | 10.78 10.28 |

Containers

| | Number | | Tonnage Capacity Total | | Tonnage Capacity Average per Vehicle | |
|--------------------|------------|------|------------------------|------|--------------------------------------|------|
| | 1960 | 1959 | 1960 | 1959 | 1960 | 1959 |
| Large Covered | 29 | 29 | 110 | 110 | 3.79 | 3.79 |
| Small Covered | 42 | 42 | 111 | 111 | 2.64 | 2.64 |
| Open Bulk | 115 | 115 | 259 | 259 | 2.25 | 2.25 |
| Insulated | 25 | 25 | 100 | 100 | 4.00 | 4.00 |
| Mobile Milk Tanks | 6 | 6 | — | — | — | — |
| Small Wheeled | 6 | 6 | 6 | 6 | 1.00 | 1.00 |
| Bicycle Containers | 3 | 3 | 12 | 12 | 4.00 | 4.00 |
| Furniture Vans | 1 | 1 | 1 | 1 | 1.00 | 1.00 |
| total | 227 | 227 | 599 | 599 | 2.64 | 2.64 |
| Brake Vans | 242 | 282 | | | | |

Figures in light are in respect of the year 1959

road vehicles

Passenger Vehicles

| | SEATING CAPACITY | | | | | |
|-------------------|------------------|--------------|---------------|---------------|---------------------|---------------|
| | Number | | Total | | Average per Vehicle | |
| | 1960 | 1959 | 1960 | 1959 | 1960 | 1959 |
| Double-deck buses | 728 | 723 | 47,993 | 46,393 | 65.9 | 64.1 |
| Single-deck buses | 524 | 537 | 20,257 | 20,754 | 38.6 | 38.6 |
| Touring Coaches | 72 | 60 | 2,320 | 1,912 | 32.2 | 31.8 |
| Ambulances | 4 | 4 | Berths 32 | Berths 32 | Berths 8.0 | Berths 8.0 |
| total | 1,328 | 1,324 | 70,602 | 69,091 | 53.1 | 52.1 |

Goods and Parcels Vehicles and Horse Boxes

| | Under 6 tons capacity | | Six tons capacity and over | | Total | |
|----------------------|-----------------------|------|----------------------------|------|--------------|--------------|
| | 1960 | 1959 | 1960 | 1959 | 1960 | 1959 |
| Lorries | 236 | 260 | 354 | 376 | 590 | 636 |
| Vans | 72 | 69 | — | — | 72 | 69 |
| Tractors | 5 | 5 | 76 | 84 | 81 | 89 |
| Horse Boxes | — | — | — | — | 26 | 34 |
| total | | | | | 769 | 828 |
| Trailers | | | | | | |
| Special purposes | | | | | 46 | 46 |
| Articulated | | | | | 194 | 196 |
| Flat 4-wheel | | | | | 158 | 162 |
| Horse Drawn Vehicles | | | | | 307 | 339 |
| total | | | | | 1,474 | 1,571 |

Horses for Road Vehicles

| | | |
|--|-----|-----|
| | 239 | 241 |
|--|-----|-----|

Containers

| | | |
|--------------|------------|------------|
| Cement | 15 | 15 |
| Merchandise | 125 | 116 |
| Livestock | 171 | 174 |
| Grain | 12 | 10 |
| Meat | 53 | 57 |
| Tar and Oil | 24 | 24 |
| total | 400 | 396 |

Staff Cars (including 6 Station Wagons)

| | | |
|------------------|-----|----|
| Service Vehicles | 107 | 96 |
| | 54 | 44 |

Figures in light are in respect of the year 1959.



Some of the new 74 seater buses, with fully automatic transmission, outside Donnybrook Garage.

hotels

| Location | Number of Bedrooms | Number of Beds | Number of Private Baths | Accommodation (Number of Persons) |
|-------------|--------------------|----------------|-------------------------|-----------------------------------|
| Killarney | 170 | 285 | 100 | 300 |
| Kenmare | 41 | 67 | 13 | 72 |
| Parknasilla | 83 | 131 | 27 | 139 |
| Galway | 91 | 158 | 33 | 168 |
| Mulrany | 51 | 76 | 10 | 86 |
| Sligo | 40 | 59 | 8 | 64 |
| Bundoran | 78 | 136 | 15 | 150 |

STATISTICS OF OPERATIONS

tonnage of the principal classes of merchandise and minerals carried by goods train

originating on Board's system

| | 1960 | 1959 |
|--|------------------|------------------|
| Ale and Porter (including empties) | 175,927 | 165,625 |
| Bacon and Hams, butter and eggs | 22,276 | 28,865 |
| Beet | 442,141 | 397,757 |
| Flour and Bran Sharps and other Flour Mill Offal | 53,625 | 55,336 |
| Grain | 141,010 | 178,004 |
| Groceries (excluding bacon, hams and butter) | 191,076 | 207,434 |
| Manure | 158,212 | 115,854 |
| Oil Cake and Cattle Foods | 8,340 | 11,837 |
| Oil Cake and Cattle Foods, Beet Pulp | 53,558 | 46,788 |
| Potatoes | 3,431 | 6,133 |
| Timber | 11,920 | 11,206 |
| Turf | 1,389 | 1,778 |
| total | 1,262,905 | 1,226,617 |

Number of Livestock Carried by Goods Train

| | 1960 | 1959 |
|---------------|----------------|----------------|
| Horses | 9,436 | 9,009 |
| Cattle | 332,593 | 382,242 |
| Calves | 18,444 | 22,260 |
| Sheep | 99,970 | 92,130 |
| Pigs | 25,268 | 30,484 |
| Other Animals | 1,210 | 305 |
| total | 486,921 | 536,430 |

| engine mileage | 1960 | | | Total |
|-------------------------------|-------------------------------|-------------------------------|-------------------------------|---------------------------------|
| | Coaching | Goods | Other | |
| Steam Tender and Tank Engines | 275,799 645,701 | 540,486 666,979 | 1,299,496 1,235,794 | 2,115,781 2,548,474 |
| Diesel Electric Engines | 3,303,066 3,001,144 | 2,397,855 2,254,443 | 568,725 557,836 | 6,269,646 5,813,423 |
| Diesel Rail Cars | 2,132,681 2,178,639 | — — | 7,988 5,695 | 2,140,669 2,184,334 |
| Total Engine Miles | 5,711,546 5,825,484 | 2,938,341 2,921,422 | 1,876,209 1,799,325 | 10,526,096 10,546,231 |

Figures in light are in respect of the year 1959, and include for comparative purposes the corresponding Great Northern Railway Board figures for the six months to 30th September 1958.

statistics of rail operations

| | 1960 | 1959 |
|---|--------------|--------------|
| Total engine hours per train engine hour: | | |
| Steam Coaching | 2.18 | 1.79 |
| Freight | 3.72 | 2.82 |
| Diesel Rail Cars Coaching | 1.00 | 1.00 |
| Diesel Locomotives Coaching | 1.16 | 1.13 |
| Freight (<i>Shunters excluded</i>) | 1.84 | 1.88 |
| Diesel Shunters Coaching | 120.82 | 66.54 |
| Freight | 16.76 | 20.20 |
| Train miles per train engine hour: | | |
| Coaching Steam | 11.85 | 15.37 |
| Diesel Locomotives (<i>Standard Gauge</i>) | 29.77 | 27.63 |
| Diesel Locomotives (<i>Narrow Gauge</i>) | 19.28 | 20.85 |
| Diesel Rail Cars (<i>Standard Gauge</i>) | 27.42 | 27.55 |
| Diesel Rail Cars (<i>Narrow Gauge</i>) | 17.76 | 18.12 |
| Diesel Shunters | 8.42 | 10.23 |
| Freight Steam | 9.08 | 9.77 |
| Diesel Locomotives (<i>Standard Gauge</i>) | 15.80 | 16.00 |
| Diesel Locomotives (<i>Narrow Gauge</i>) | 12.84 | 13.13 |
| Diesel Shunters | 7.74 | 7.59 |
| Ton miles per engine hour: | | |
| Per Train Engine Hour | 861 | 866 |
| Per Engine Shunting Hour | 649 | 637 |
| Per Total Engine Hour | 370 | 367 |
| Ton miles per train mile: | | |
| Train Load in Tons | 71.45 | 71.44 |
| Wagon miles per train mile (<i>Number of Wagons per Train</i>) | | |
| Loaded | 21.32 | 21.08 |
| Empty | 7.90 | 7.53 |
| Wagon miles per hour: | | |
| Per Train Engine Hour | 352.27 | 346.84 |
| Per Engine Shunting Hour | 265.25 | 254.57 |
| Per Total Engine Hour | 151.31 | 146.79 |
| Average wagon load | | |
| | Tons 3.35 | Tons 3.39 |

Figures in light are in respect of the year 1959, and include for comparative purposes the corresponding Great Northern Railway Board figures for the six months to 30th September 1958.

STATISTICS OF RECEIPTS

rail passenger traffic

| Class of Passenger | Number | Receipts | Average Receipts per journey | |
|--------------------|------------------|------------------|------------------------------|-------------|
| | | £ | s. | d. |
| Ordinary | | | | |
| 1st Class | 165,050 | 151,133 | 18 | 3.76 |
| | 181,283 | 137,167 | 15 | 1.59 |
| 2nd Class | 8,542,571 | 2,317,364 | 5 | 5.11 |
| | 7,984,333 | 2,243,498 | 5 | 7.44 |
| Total | 8,707,621 | 2,468,497 | 5 | 8.04 |
| | 8,165,616 | 2,380,665 | 5 | 9.97 |
| Season | | | | |
| 1st Class | 234,627 | 9,941 | 10.17 | |
| | 261,334 | 9,855 | | 9.05 |
| 2nd Class | 3,334,119 | 89,932 | 6.47 | |
| | 3,286,812 | 84,542 | | 6.17 |
| total | 3,568,746 | 99,873 | 6.72 | |
| | 3,548,146 | 94,397 | | 6.39 |

| | Total Units | Average Receipts per Unit |
|-----------------------------|--------------------|---------------------------|
| Passenger Miles | 344,085,300 | 1.79d. |
| | 325,972,600 | 1.82d. |
| Passenger Journeys | 12,276,367 | 50.21d. |
| | 11,713,762 | 50.71d. |
| Loaded Train Miles | 5,529,268 | 9s. 4d. |
| | 5,623,479 | 8s. 10d. |
| Miles of Road (First Track) | 1,808 | £1,421 |
| | 2,149 | £1,152 |

Figures in light are in respect of the year 1959, and include for comparative purposes the corresponding Great Northern Railway Board figures for the six months to 30th September 1958.

freight train traffic

| | Receipts | Tons Carried | Ton Miles | Average Length of haul in miles | Average Receipts | |
|---------------|------------------|--------------------|--------------------|---------------------------------|------------------|--------------|
| | | | | | Per Ton | Per Ton Mile |
| | £ | | | | £ s. d. | Pence |
| Merchandise | 3,448,563 | 1,748,020 | 155,895,060 | 89.18 | 1 19 5 | 5.31 |
| | 3,320,472 | 1,666,474 | 147,234,977 | 88.35 | 1 19 10 | 5.41 |
| Minerals | 497,678 | 580,728 | 36,982,438 | 63.68 | 17 2 | 3.23 |
| | 450,547 | 519,889 | 33,914,703 | 65.23 | 17 4 | 3.19 |
| Coal and Coke | 19,950 | 32,835 | 1,298,125 | 39.53 | 12 2 | 3.69 |
| | 64,311 | 58,555 | 5,478,060 | 93.55 | 1 2 0 | 2.82 |
| total | 3,966,191 | 2,361,583 | 194,175,623 | 82.22 | 1 13 7 | 4.90 |
| | 3,835,330 | 2,244,918 | 186,627,740 | 83.13 | 1 14 2 | 4.93 |
| Livestock | 300,816 | No. 486,921 | — | 86.94 | | |
| | 308,357 | 536,430 | — | 80.15 | | |

| | Total Units | Average Receipts per Unit |
|-----------------------------|-------------------|---------------------------|
| Loaded Train Miles | 2,833,669 | £1 10 1d. |
| | 2,813,720 | £1 9 6d. |
| Loaded Wagon Miles | 62,881,178 | 16.29 pence |
| | 61,849,487 | 16.08 pence |
| Miles of Road (First Track) | 1,808 | £2,360 |
| | 2,149 | £1,928 |

Figures in light are in respect of the year 1959, and include for comparative purposes the corresponding Great Northern Railway Board figures for the six months to 30th September 1958.

road passenger services

| | Receipts | Passengers Carried | Vehicle Miles | Passenger Miles (Estimated) |
|--------------------------|-------------------------------|-----------------------------------|---------------------------------|-----------------------------------|
| | £ | | | |
| Dublin City Services | 4,304,143 4,024,752 | 245,352,552 238,629,010 | 32,331,371 31,602,768 | 606,638,712 593,455,309 |
| Other City Services | 555,171 514,865 | 37,742,528 36,166,330 | 4,062,432 3,944,873 | 63,979,923 61,391,258 |
| Provincial Services | 1,373,382 1,395,356 | 15,598,554 15,684,055 | 12,678,132 12,808,635 | 124,343,136 128,154,810 |
| Tours and Private Hire | 363,757 342,798 | 1,526,773 1,480,295 | 1,953,404 1,851,652 | — — |
| total | 6,596,453 6,277,771 | 300,220,407 291,959,690 | 51,025,339 50,207,928 | — — |
| | Per Journey | Per Mile | Per Passenger Mile | |
| Average Receipts: | d. | d. | d. | |
| Dublin City Services | 4.21 4.05 | 31.95 30.57 | 1.70 1.63 | |
| Other City Services | 3.53 3.42 | 32.80 31.32 | 2.08 2.01 | |
| Provincial Services | 21.13 21.35 | 26.00 26.15 | 2.65 2.61 | |

Figures in light are in respect of the year 1959, and include for comparative purposes the corresponding Great Northern Railway Board figures for the six months to 30th September 1958.

road freight services

| | Vehicle Miles | Tonnage | Receipts | Average Rate Per Ton | |
|---------------------------|-------------------|--------------------|------------------|----------------------|---------------|
| Scheduled Services | 1,850,332 | 182,609 | £ 277,000 | s. 30 | d. 4.1 |
| | 1,829,111 | 168,641 | 245,368 | 29 | 1.2 |
| Railhead C. & D. Services | 1,043,138 | 408,771 | 225,784 | 11 | 0.6 |
| | 727,627 | 249,199 | 154,834 | 12 | 5.1 |
| Direct Road Services | 7,981,513 | 1,905,606 | 1,085,976 | 11 | 4.8 |
| | 7,963,577 | 1,708,661 | 1,030,102 | 12 | 0.7 |
| total | 10,874,983 | 2,496,986 | 1,588,760 | 12 | 8.7 |
| | 10,520,315 | 2,126,501 | 1,430,304 | 13 | 5.4 |
| Livestock | 1,605,834 | No. 309,832 | 199,214 | | |
| | 1,399,944 | 213,710 | 160,571 | | |

grand canal traffic

| | Tonnage Carried by C.I.E. Barges | Receipts | Average Rate Per Ton | |
|----------------------------|----------------------------------|-----------------|----------------------|---------------|
| Merchandise | 50,099 | £ 91,913 | s. 36 | d. 8.3 |
| | 74,782 | 121,122 | 32 | 4.7 |
| Coal, Coke and Patent Fuel | — | — | — | — |
| | 143 | 211 | 29 | 6.1 |
| Other Minerals | 4,795 | 3,321 | 13 | 10.2 |
| | 3,940 | 2,691 | 13 | 7.9 |
| total | 54,894 | 95,234 | 34 | 8.4 |
| | 78,865 | 124,024 | 31 | 5.4 |

Figures in light are in respect of the year 1959, and include for comparative purposes the corresponding Great Northern Railway Board figures for the six months to 30th September 1958.

ELEVENTH ANNUAL REPORT *For the year ended 31st March* **1961**

**MEMBERS
OF
THE
BOARD**

Dr. C. S. Andrews
(Chairman)

Mr. T. C. Courtney

Mr. L. Ferris

Mr. T. P. Hogan

Mr. W. McMullen

Mr. M. F. Molony

Mr. J. T. O'Farrell

One of the C.I.E. touring coaches pictured at Killarney



ELEVENTH ANNUAL REPORT *For the year ended 31st March* **1961**



Coras Iompair Éireann presents its Annual Report with Statement of Accounts and Statistics attached for the year ended 31st March, 1961.

This review covers the second full year's working since the enactment of the Transport Act 1958.

For the year ended 31st March, 1961, there was a net deficit of £246,174 compared with a net deficit of £709,006 in the preceding year. The revenue earned from operating was £18,737,314, an increase of £969,091, on last year. Working expenses amounted to £18,316,660, an increase of £545,395, due mainly to increased rates of pay and better conditions of service for employees.

The commercial campaign, initiated in the preceding year, for increased freight and passenger traffic was continued with success. Over 400 new "Package Deals" were completed with an estimated additional annual revenue of £430,600.

A major reorganisation of the Board's Management was effected during the year. A policy of decentralisation was implemented whereby much of the direct responsibility for the Board's operations, hitherto identified with executives at Head Office, was delegated to five Area Managers located at Dublin, Cork, Limerick, Waterford and Galway.

The primary aims were to set up a relatively autonomous local management to ensure improved customer service, increased sales and the most effective use of manpower and rolling stock. Managers, with the supporting management team for each area, were selected and trained. They were formally placed in charge of their areas on the 1st of February, 1961, and under their direction Area Executives have taken over control of selling, operating, accounting and maintenance activities.

The results to date are encouraging: local supervision is more effective, decisions affecting customer service are made more rapidly and it is recognised by staff and public alike that a single Manager is in control of activities in each Area. The concept of transportation in the wider sense, to include road and rail transport, was developed and the Board's policy to integrate all operating functions to suit public demands and provide balanced and economic services is being advanced.

The rail section of the organisation improved. Rail revenue was increased by £525,152, while railway operating expenditure rose only by £148,654, representing a net improvement in rail working of £376,498. The revenue from railway freight services was £324,474 greater than last year; the receipts from passenger trains were higher by £195,046, and miscellaneous receipts by £5,632.



(Top) C.I.E. Rail Hostesses assist passengers both young and old.

(Bottom) One of the new 950 h.p. Diesel Electric locomotives in operation.



In the Road Passenger Section revenue increased by £133,033. Expenditure rose by £117,418 on the previous year mainly because of increased rates of pay and better conditions of service. The revenue reflected the increase in receipts from such special services as coach tours, educational tours, group travel and general holiday travel facilities.

An operating profit of £132,548 was achieved in the Road Freight Section during the year. Revenue increased by £291,472, but operating expenditure increased by £301,410. The increase in expenditure was mainly due to higher wage rates, maintenance costs and improved standards of lighting, safety and appearance.

The significant feature of the Road Freight traffic was that mileage increased by only 10% but tonnage increased by 18% and receipts by 14%. These figures reflect increased revenue from general merchandise traffic, more extensive work with County Councils and receipts from new container ferry traffic.

The revenue from the seven Great Southern Hotels and the Board's catering services was £106,640 greater than last year and the net profit on the year's working, £76,573, was an improvement of £16,265. These increases in turnover and profit were due to the extension of accommodation and amenities in the Great Southern Hotels and the Catering Services.

The sale of rolling stock and railway lines and land and buildings amounted to £405,892 of which £173,874 was credited to the Appropriation Account and the balance, £232,018, to Capital Reserve.

Further progress was made in the development of Management Accounting. A complete new system of analysis and classification of expenditure was devised.

Modern equipment continued to be introduced in the workshops and garages. Improved terminal and loading facilities were provided at a number of stations.

Work study and production control were continued at Inchicore, in Kingsbridge and North Wall Depots, and were introduced into the overhaul shops, Broadstone. Work study was also begun in the Body Shop, Spa Road.

Apprentice and continuation education schemes were carried on during the year. A Training Section was established in May, 1960, to institute and maintain courses of training on the most modern lines for the Board's staff. Technical and supervisory staff attended training courses in Ireland and abroad.



During the year the Board's workshops turned out 200 covered goods wagons, 20 goods brakevans, 14 mainline carriages, 5 heating vans, 60 double deck buses, as well as completing a comparatively heavy programme of additions and renewals to the Road Freight fleet.

The Board co-operated in the initiation by the Irish Ferry Container Service of a new ferry service between Greenore and Preston.

A new bus station was completed at Anderson's Quay, Cork, and was officially opened by the Minister for Transport and Power on 12th October, 1960. The facilities provided and the building itself have been favourably received by the public.

Season ticket rates on provincial bus services were reduced and are now on the same general basis as the rail season ticket charges. In addition, reductions were made in school children's, students' and apprentices' fares.

Despite the general improvement in wages and conditions in the Company, the Board having regard to the general financial position felt justified in refraining from seeking to recover the cost of these improvements by increasing rates and fares.

Operating losses on the Dublin and South Eastern suburban train services were reduced by closing a number of halts and curtailing certain services.

The following railway sections were found to be uneconomic and on examination the Board decided that there was no prospect of their becoming economically viable within the foreseeable future and, as a result, road services were substituted for them :

Waterford/Tramore

West Clare

West Cork

The full economies accruing from this decision are not reflected in the accounts under review.

The Board announced that, except for some small stations, these were the final sections of the railway system which would be replaced by road services within the five-year period set out by the Transport Act, 1958.



INSULATED VAN

HYGIENIC TRANSPORT

INSULATED VAN

HYGIENIC TRANSPORT

THA

In pursuance of the Board's policy of substituting diesel for steam traction on the railways, General Motors Corporation supplied fifteen 950 h.p. diesel electric locomotives during January, 1961. The Board also has accepted the tender of Maybach Motorenbau for fourteen sets of power equipment, suitable for 400 h.p. diesel hydraulic locomotives, and the tender of Klockner Humboldt Deutz for the supply of seven 160 h.p. diesel hydraulic locomotives.

Seventy-seven stations were renovated and redecorated during the year. All single-deck buses being overhauled were repainted in the new colour scheme of rose-pink and cream.

Three trains of high standard, the "Failte" and "Slainte" between Dublin and Cork and the "Cu na Mara" between Dublin and Galway, were introduced. The number of rail hostesses was increased to serve these named trains and other mainline trains between Dublin/Cork, Dublin/Limerick and Dublin/Galway.

In February and March the Company's omnibus services were interrupted by a strike arising from a dispute with the Unions on the matter of payment for week-end working. The strike was finally settled by the acceptance by both sides of the recommendations of a Court of Inquiry set up by the Minister for Industry and Commerce. The effect of the strike was a loss in revenue estimated at £159,000.

In spite of the strike situation, relations with the Unions were generally close and good. Conversations were initiated with the Unions on the possibility of a long-term agreement covering wages and conditions.

The Consultative Councils established throughout the country continued to function satisfactorily.

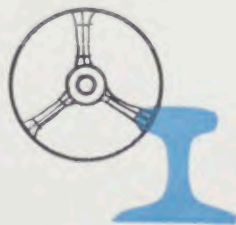
The average number of staff employed by the Board was approximately 21,000.

The Board wishes to thank the staff at all levels for their efforts throughout the year.

C. S. Andrews, *Chairman.*

M. J. Hayes, *Secretary.*

R. G. Watt, *Chief Accountant.*



- 1 *Improved catering services were provided.*
- 2 *Mechanisation increased the efficiency of C.I.E. Freight services.*
- 3 *The old and the new . . . latest type 950 h.p. Diesel Electric locomotive, part of the modernisation programme.*
- 4 *Analysing lubricating oils at our Inchicore laboratory.*



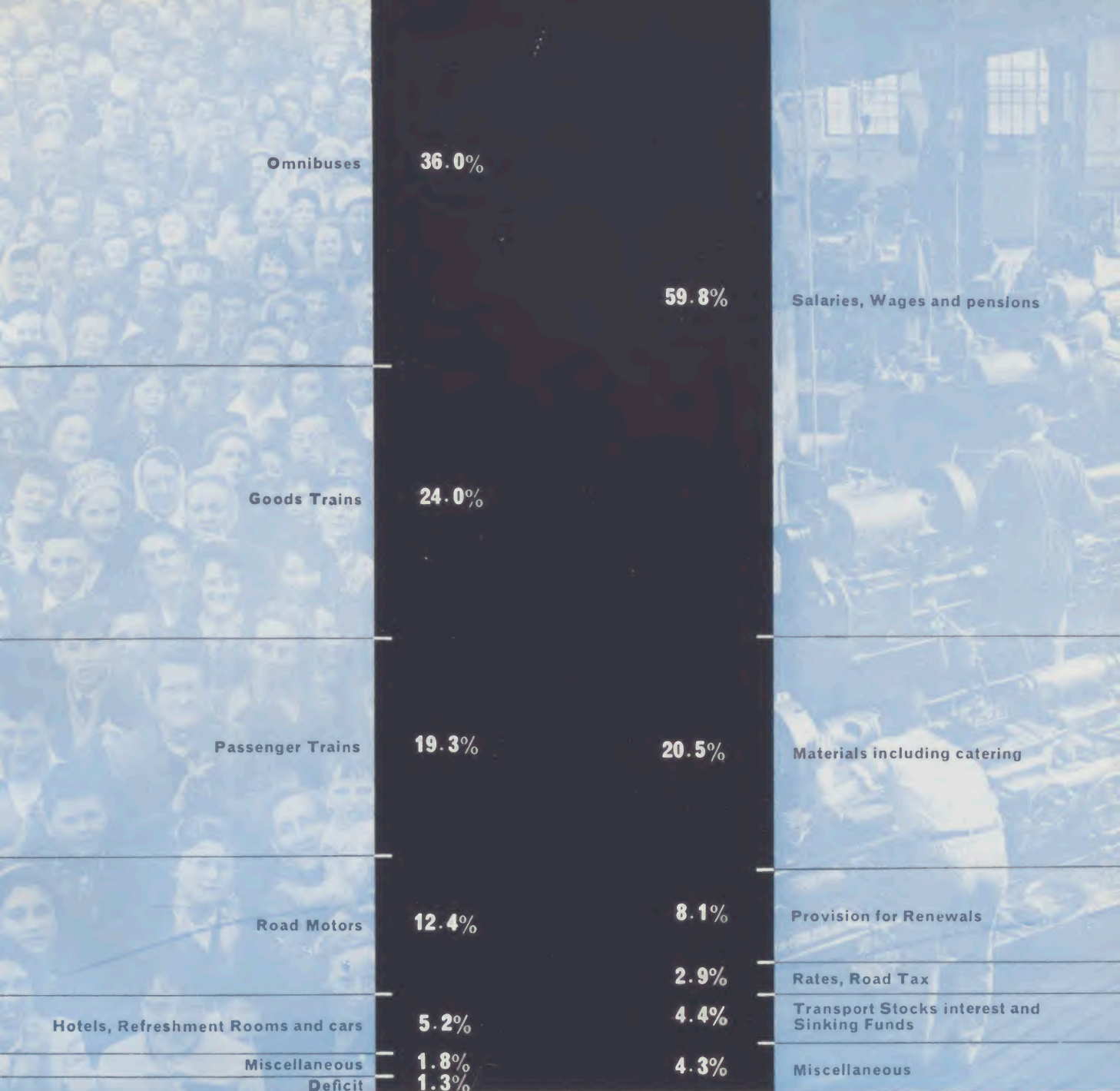
3



4

STATEMENT OF ACCOUNTS AND STATISTICS





Where it came from

**RECEIPTS
AND
EXPENDITURE**

Where it went

REVENUE ACCOUNTS

RAILWAY WORKING

| expenditure | | 1961 | 1960 |
|--|-----------|-------------------|-------------------|
| | | £ | £ |
| Maintenance of Lines and Works | | 1,274,804 | 1,255,087 |
| Maintenance of Rolling Stock | | 1,480,783 | 1,504,545 |
| Traffic expenses | | | |
| Fuel | £ 583,129 | | 657,022 |
| Other Expenses | 3,655,089 | | 3,442,891 |
| | | 4,238,218 | 4,099,913 |
| Other Expenditure | | 854,978 | 812,484 |
| Provision for Renewal of Lines and Works | £ 357,000 | | 382,000 |
| Depreciation of Rolling Stock | 647,600 | | 650,700 |
| | | 1,004,600 | 1,032,700 |
| | | £8,853,383 | £8,704,729 |

ROAD PASSENGER WORKING

| expenditure | | 1961 | 1960 |
|---------------------------------------|-----------|-------------------|-------------------|
| | | £ | £ |
| Maintenance of Buildings | | 18,799 | 15,065 |
| Maintenance of Vehicles and Equipment | | 805,837 | 858,064 |
| Traffic expenses | | | |
| Fuel | £ 703,968 | | 738,385 |
| Road Tax and Licences | 272,711 | | 271,675 |
| Other Expenses | 3,377,649 | | 3,257,680 |
| | | 4,354,328 | 4,267,740 |
| Other Expenditure | | 553,470 | 477,147 |
| Depreciation | | 416,000 | 413,000 |
| | | 6,148,434 | 6,031,016 |
| Balance to Profit and Loss Account | | 764,305 | 748,690 |
| | | £6,912,739 | £6,779,706 |

| receipts | 1961 | 1960 |
|------------------------------------|-------------------|-------------|
| | £ | £ |
| Passenger Train Traffic | 3,708,498 | 3,513,452 |
| Goods Train Traffic | 4,591,481 | 4,267,007 |
| | 8,299,979 | 7,780,459 |
| Miscellaneous | 75,933 | 70,301 |
| | 8,375,912 | 7,850,760 |
| Balance to Profit and Loss Account | 477,471 | 853,969 |
| | £8,853,383 | £8,704,729 |

| receipts | 1961 | 1960 |
|--------------------|-------------------|-------------|
| | £ | £ |
| Passenger Services | 6,710,108 | 6,596,453 |
| Miscellaneous | 202,631 | 183,253 |
| | £6,912,739 | £6,779,706 |

ROAD FREIGHT WORKING

| expenditure | 1961 | 1960 |
|---------------------------------------|-------------------|-------------------|
| | £ | £ |
| Maintenance of Buildings | 9,805 | 9,980 |
| Maintenance of Vehicles and Equipment | 407,556 | 308,857 |
| Traffic Expenses | | |
| Fuel | 242,938 | 241,302 |
| Provender | 27,747 | 26,813 |
| Road Tax and Licences | 118,812 | 96,546 |
| Other Expenses | 1,142,560 | 982,696 |
| | 1,532,057 | 1,347,357 |
| Other Expenditure | 175,775 | 149,589 |
| Depreciation | 128,000 | 136,000 |
| | 2,253,193 | 1,951,783 |
| Balance to Profit and Loss Account | 132,548 | 142,486 |
| | £2,385,741 | £2,094,269 |

VESSEL WORKING

| expenditure | 1961 | 1960 |
|--------------------------------------|----------------|----------------|
| | £ | £ |
| Maintenance of Vessels and Equipment | 8,304 | 7,644 |
| Traffic Expenses | | |
| Fuel | 1,878 | 2,379 |
| Other Expenses | 15,599 | 13,612 |
| | 17,477 | 15,991 |
| Other Expenditure | 2,638 | 2,825 |
| Depreciation | 6,725 | 6,720 |
| | £35,144 | £33,180 |

CANAL WORKING

| expenditure | 1961 | 1960 |
|------------------------------------|----------------|-----------------|
| | £ | £ |
| Maintenance of Buildings | 2,078 | 792 |
| Maintenance of Waterways and Works | 35,312 | 46,499 |
| Traffic Expenses | | |
| Fuel | 604 | 4,416 |
| Other Expenses | 29,744 | 129,482 |
| | 30,348 | 133,898 |
| Other Expenditure | 17,496 | 18,548 |
| | £85,234 | £199,737 |

| receipts | 1961 | 1960 |
|--|-------------------|-------------------|
| | £ | £ |
| Goods Services | 2,323,686 | 2,034,274 |
| Miscellaneous | 12,055 | 9,995 |
| From Railway, Loss on Collection and Delivery Services | 50,000 | 50,000 |
| | £2,385,741 | £2,094,269 |

| receipts | 1961 | 1960 |
|------------------------------------|----------------|----------------|
| | £ | £ |
| Passenger | 14,645 | 14,117 |
| Goods | 6,473 | 5,728 |
| Miscellaneous | 784 | 1,693 |
| | 21,902 | 21,538 |
| Balance to Profit and Loss Account | 13,242 | 11,642 |
| | £35,144 | £33,180 |

| receipts | 1961 | 1960 |
|------------------------------------|----------------|-----------------|
| | £ | £ |
| Goods Traffic | 7,246 | 95,234 |
| Miscellaneous | 4,893 | 3,918 |
| Rents | 21,909 | 21,268 |
| | 34,048 | 120,420 |
| Balance to Profit and Loss Account | 51,186 | 79,317 |
| | £85,234 | £199,737 |

HOTELS, REFRESHMENT ROOMS AND RESTAURANT CARS WORKING

| expenditure | 1961 | 1960 |
|--|----------|----------|
| | £ | £ |
| Maintenance of Buildings and Cars | 31,464 | 42,931 |
| Maintenance of Equipment | 63,903 | 45,735 |
| Working Expenses | | |
| Salaries, Wages, Office Expenses, etc. | 198,491 | 170,132 |
| Provisions, Wines, etc. | 478,722 | 445,543 |
| Other Expenses | 94,929 | 73,211 |
| | 772,142 | 688,886 |
| Other Expenditure | 47,329 | 46,911 |
| | 914,838 | 824,463 |
| Balance to Profit and Loss Account | 76,573 | 60,308 |
| | £991,411 | £884,771 |

DOCKS, HARBOURS AND WHARVES WORKING

| expenditure | 1961 | 1960 |
|--|---------|---------|
| | £ | £ |
| Maintenance of Docks, Harbours and Wharves and Equipment | 7,592 | 8,617 |
| Operating Expenses | 7,844 | 6,869 |
| Dredging | 8,750 | 8,750 |
| Other Expenditure | 2,248 | 2,121 |
| | £26,434 | £26,357 |

| receipts | 1961 | 1960 |
|---|-----------------|-----------------|
| | £ | £ |
| Receipts from Hotels, Refreshment Rooms and Restaurant Cars | 991,411 | 884,771 |
| | £991,411 | £884,771 |

| receipts | 1961 | 1960 |
|------------------------------------|----------------|----------------|
| | £ | £ |
| Harbour, Light and Dock Dues | 266 | 290 |
| Wharf and Pier Dues | 6,209 | 5,975 |
| Cranage and Other Services | 9,086 | 10,494 |
| | 15,561 | 16,759 |
| Balance to Profit and Loss Account | 10,873 | 9,598 |
| | £26,434 | £26,357 |

PROFIT AND LOSS ACCOUNT

| expenditure | | 1961 | 1960 |
|---|---------|-----------------|-----------|
| balances from : | | £ | £ |
| Railway Working | | 477,471 | 853,969 |
| Vessel Working | | 13,242 | 11,642 |
| Canal Working | | 51,186 | 79,317 |
| Docks, Harbours and Wharves Working | | 10,873 | 9,598 |
| | | 552,772 | 954,526 |
| Net Working Profit carried down | | 420,654 | Dr. 3,042 |
| | | £973,426 | £951,484 |
| interest on transport stocks | | | |
| | £ | | |
| 2½% Transport Stock 1965/75 | 75,000 | | 75,000 |
| 3% Transport Stock 1975/85 | 105,434 | | 105,434 |
| 5% Transport Stock 1972/77 | 125,000 | | 125,000 |
| 4¼% Transport Stock 1972/77 | 191,250 | | 191,250 |
| 5% Transport Stock 1970/75 | 150,000 | | 113,250 |
| | | 646,684 | 609,934 |
| sinking funds | | | |
| 5% Transport Stock 1972/77 | 37,500 | | 37,500 |
| 4¼% Transport Stock 1972/77 | 67,500 | | 67,500 |
| 5% Transport Stock 1970/75 | 45,000 | | 33,000 |
| | | 150,000 | 138,000 |
| Discount and Issue Expenses—Transport Stock | | 18,563 | 18,563 |
| Guaranteed Interest—Fishguard & Rosslare Railways & Harbours Co. (in Ireland) | | 45,781 | 43,505 |
| Statutory Contribution to Co. Donegal Railways Joint Committee | | 746 | 14,565 |
| | | £861,774 | £824,567 |

APPROPRIATION ACCOUNT

| | £ | £ |
|--|------------------|------------|
| Balance from Profit and Loss Account | 246,174 | 709,006 |
| Provision under Section 33 of Transport Act 1950 for Redemption of 2½% and 3% Transport Stocks | 100,000 | — |
| Balance to next Account | 1,576,546 | 702,032 |
| | 1,922,720 | £1,411,038 |

| receipts | 1961 | 1960 |
|---|-------------------|-------------------|
| balances from : | £ | £ |
| Road Passenger Working | 764,305 | 748,690 |
| Road Freight Working | 132,548 | 142,486 |
| Hotels, Refreshment Rooms and Restaurant Cars Working | 76,573 | 60,308 |
| | £973,426 | £951,484 |
| Net Working Profit brought down | 420,654 | Dr. 3,042 |
| Miscellaneous Rents | 4,466 | 8,339 |
| Transfer Fees | 208 | 382 |
| Interest Received less Paid | 190,272 | 109,882 |
| Balance to Appropriation Account | 246,174 | 709,006 |
| | £861,774 | £824,567 |
| | £ | £ |
| Balance from last year | 702,032 | — |
| Non Repayable State Grant under Section 10 of the Transport Act 1958 and Section 23 of the Great Northern Railway Act 1958 | 1,175,000 | 1,175,000 |
| Surplus arising on disposal of Rolling Stock and Railway Lines previously written off, £173,874 | | |
| Less: | | |
| Special expenditure during year on modernisation and reconstruction of rolling stock, stations and buildings and office equipment | 45,688 | 236,038 |
| | £1,922,720 | £1,411,038 |

BALANCE SHEET 31st MARCH 1961

| | Amount of Stock at 1st April, 1960 | Amount Received During Year | Total | 1960 |
|--|--|--------------------------------|--------------------|--------------------|
| | £ | £ | £ | £ |
| capital issues | | | | |
| 2½% Transport Stock 1965/75 | 3,000,000 | — | 3,000,000 | 3,000,000 |
| 3% Transport Stock 1975/85 | 3,514,460 | — | 3,514,460 | 3,514,460 |
| 5% Transport Stock 1972/77 | 2,500,000 | — | 2,500,000 | 2,500,000 |
| 4¼% Transport Stock 1972/77 | 4,500,000 | — | 4,500,000 | 4,500,000 |
| 5% Transport Stock 1970/75 | 3,000,000 | — | 3,000,000 | 3,000,000 |
| | 16,514,460 | — | 16,514,460 | 16,514,460 |
| Salaried Officers' & Clerks' (G.S.R.) Superannuation Fund | | | | |
| Board's liability for deficiency | | | 1,711,555 | 1,844,275 |
| current liabilities and provisions | | | | |
| Sundry Creditors and Accrued Charges | | 2,130,795 | | 1,834,242 |
| Equalisation Account for Renewal of Lines and Works | | 179,722 | | 115,156 |
| Taxation | | 70,368 | | 68,532 |
| | | | 2,380,885 | 2,017,930 |
| sinking fund for Redemption of 4¼% and 5% Transport Stocks | | | | |
| | | | 848,574 | 661,828 |
| Provision for Redemption of 2½% and 3% Transport Stocks | | | | |
| | | | 100,000 | — |
| appropriation account | | | | |
| | | | 1,576,546 | 702,032 |
| | | | £23,132,020 | £21,740,525 |

| | Amount at 1st April, 1960 | Additions During Year New Assets and Renewals | Deductions During Year Depreciation and Sales | Total | 1960 |
|---|------------------------------|--|--|--------------------|-------------|
| | £ | £ | £ | £ | £ |
| fixed assets | | | | | |
| Railway Rolling Stock | 12,179,408 | 1,427,835 | 684,815 | 12,922,428 | 12,179,408 |
| Road Passenger Vehicles | 1,678,900 | 359,277 | 416,000 | 1,622,177 | 1,678,900 |
| Road Freight Vehicles and Equipment | 186,592 | 546,531 | 129,492 | 603,631 | 186,592 |
| Vessels | 173,208 | 1,879 | 6,725 | 168,362 | 173,208 |
| Land and Buildings | 598,105 | 176,717 | — | 774,822 | 598,105 |
| Plant and Machinery | 507,422 | 81,061 | 15,213 | 573,270 | 507,422 |
| Docks, Harbours and Wharves | 48,020 | — | — | 48,020 | 48,020 |
| Hotels, including Catering Equipment | 273,099 | 110,744 | 3,750 | 380,093 | 273,099 |
| | 15,644,754 | 2,704,044 | 1,255,995 | 17,092,803 | 15,644,754 |
| Less : Capital Reserve (See Note) | | | | 1,824,857 | 1,658,559 |
| current assets | | | | 15,267,946 | 13,986,195 |
| Stock of Stores (less reserve) | | | 1,855,832 | | 1,767,334 |
| Sundry Debtors and Payments in Advance | | | 2,219,706 | | 1,710,375 |
| Cash at Bank and in Hand | | | 44,476 | | 270,186 |
| Cash on Deposit and at Call | | | 2,200,000 | | 2,630,129 |
| Investments (less reserve) (Market Value £535,495) | | | 575,758 | | 576,187 |
| | | | | 6,895,772 | 6,954,211 |
| investments on sinking fund account | | | | 848,574 | 661,828 |
| issue of transport stock — discount and expenses (less amounts written off) | | | | 119,728 | 138,291 |
| | | | | £23,132,020 | £21,740,525 |

R. G. WATT, Chief Accountant.

NOTES ON THE ACCOUNTS

1. BOARD'S CONTRIBUTIONS TO SUPERANNUATION FUNDS, PENSIONS ETC.

The Board's contributions to Superannuation funds, pensions etc. for the current year of £514,040 have been apportioned over the various sections of the Undertaking and charged direct to the Working Accounts. For comparative purposes the 1959/60 figures have been suitably adjusted.

2. DEPRECIATION AND PROVISION FOR RENEWALS

The basis of calculation of depreciation provisions is the same as set out in the Notes on the Accounts for the year ended 31st March, 1960, with the following amendments :—

Railway lines and works

In arriving at the estimated average annual cost of carrying out the programme of renewals necessary to maintain the running lines at the required standard over the period of five years from 1st April, 1959 to 31st March, 1964, the actual costs for the years ended 31st March, 1960, and 31st March, 1961, have been substituted for the original estimated costs for these years resulting in a reduced charge.

Railway rolling stock

The estimated life of Timber Wagons has been increased from 40 to 50 years.

Road passenger vehicles

As a result of experience gained of the improved design and construction of double-deck buses, the estimated life of these vehicles has been increased from 15 to 16 years.

3. INVESTMENTS

Under the provisions of the Great Northern Railway Act, 1958, certain securities held by the G.N.R. Board for the purposes of specified pension and staff funds were transferred during the year to Coras Iompair Eireann to be held by the Board for the same purposes, pending the appointment of trustees to whom the securities will be transferred in due course. For this reason these securities (Nominal Value £161,598) have been excluded from the Board's Balance Sheet as at 31st March, 1961.

4. MOVEMENT ON CAPITAL RESERVE

| | £ | £ |
|---|---------|------------------|
| Balance as at 31st March, 1960 | | 1,658,559 |
| Add : Surplus arising on disposal of Land and Buildings and acquired assets .. | 232,018 | |
| Less : Capital Expenditure on Railway Lines and Works during year | 50,343 | 181,675 |
| | | 1,840,234 |
| Deduct : Miscellaneous balances written off | | 15,377 |
| balance as at 31st March, 1961 | | 1,824,857 |

AUDITORS' REPORT

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

In our opinion the foregoing Balance Sheet is properly drawn up so as to exhibit a true and correct view of the state of the Board's affairs at 31st March, 1961, according to the best of our information and the explanations given to us and as shown by the books of the Board.

Dublin.

27th June, 1961.

CRAIG, GARDNER & CO.,

Chartered Accountants.

C.I.E. Containers on the new Greenore-Preston ferry service.





(Top) The new C.I.E. Bus station at Anderson's Quay, Cork.

(Bottom) A new colour scheme was devised for the Galway Bay-Aran Island Motor Vessel Naomh Eanna.



RAIL PASSENGERS

revenue

£3,708,498

1961



£3,513,452

1960



passengers

11,053,487

1961



12,276,367

1960



RAIL FREIGHT

revenue

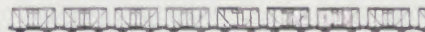
£4,591,481

1961



£4,267,007

1960



tonnage

2,686,368

1961



2,517,905

1960



ROAD PASSENGERS

revenue

£6,710,108

1961



£6,596,453

1960



passengers

291,292,000

1961



300,220,000

1960



ROAD FREIGHT

revenue

£2,323,686

1961



£2,034,274

1960



tonnage

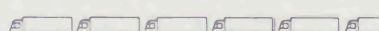
3,344,609

1961



2,832,540

1960



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 | 1,629 1,690 | 57 51 | 331 331 | 19 74 | 296 302 | 51 13 | 2,257 2,324 | 47 58 |
| Lines jointly owned (Board's share of ownership) | | 08 08 | | 08 08 | | 05 05 | | 21 21 |
| Lines leased or worked by the Board | 117 117 | 30 30 | 4 4 | 71 71 | 10 10 | 59 59 | 133 133 | — — |
| total | 1,747 1,808 | 15 9 | 336 336 | 18 73 | 307 312 | 35 77 | 2,390 2,457 | 68 79 |

mileage of canals

| | Open for Navigation | | Supply Canals not open for Navigation | |
|------------------------|---------------------|-----------------|---------------------------------------|-----------------|
| | M. | Ch. | M. | Ch. |
| Grand Canal : | | | | |
| Main Line and Branches | 179 179 | 15 15 | 13 13 | 35 35 |
| Shannon Navigation | 123 123 | 0 0 | | |
| Barrow Navigation | 30 30 | 0 0 | | |
| Royal Canal | 87 87 | 30 30 | | |
| total | 419 419 | 45 45 | 13 13 | 35 35 |

locomotives

| | 1961 | 1960 |
|-------------------|------------|------|
| Steam : | No. | No. |
| Tender Engines | 128 | 171 |
| Tank Engines | 12 | 22 |
| Diesel Electric | 128 | 113 |
| Diesel Mechanical | 3 | 3 |
| Diesel Hydraulic | 23 | 23 |
| total | 294 | 332 |
| Tenders | 128 | 171 |

Figures in light are in respect of the year 1960.

Rail Motor vehicles

| | No. | SEATS | | Total |
|-------------------------------------|-----------------|-------------------|-----------------------|-----------------------|
| | | 1st. | 2nd | |
| Diesel Rail Cars | 89 89 | 815 839 | 3,870 3,762 | 4,685 4,601 |
| Diesel Rail Cars—Non-Standard Gauge | — 4 | — — | — 164 | — 164 |
| Petrol Rail Car | 1 1 | — — | 28 28 | 28 28 |

coaching vehicles

| TYPE | SEATS | | | | | | Number of Vehicles | |
|-------------------------------|--------------|-------|---------------|--------|------------|-------|--------------------|------|
| | First | | Second | | | | 1961 | 1960 |
| | 1961 | 1960 | 1961 | 1960 | 1961 | 1960 | | |
| Carriages of uniform class | 484 | 649 | 25,165 | 29,784 | 388 | 460 | | |
| Composite Carriages | 2,598 | 3,110 | 3,610 | 5,019 | 106 | 147 | | |
| Restaurant Cars | — | — | 1,197 | 1,207 | 36 | 36 | | |
| total | 3,082 | 3,759 | 29,972 | 36,010 | 530 | 643 | | |
| Ambulance Coaches | | | | | 5 | 4 | | |
| Radio Vans | | | | | 4 | 4 | | |
| Holiday Camping Coaches | | | | | 8 | 6 | | |
| Post Office Vans | | | | | 21 | 21 | | |
| Luggage, Parcel & Brake Vans | | | | | 171 | 212 | | |
| Carriage Trucks & Flat Trucks | | | | | 62 | 64 | | |
| Horse Boxes | | | | | 94 | 132 | | |
| Miscellaneous | | | | | 26 | 63 | | |
| total | | | | | 921 | 1,149 | | |

rail service vehicles

| | 1961 | 1960 |
|---------------------------------|------------|------|
| Gasholder Trucks | 34 | 34 |
| Ballast Trucks | 466 | 470 |
| Mess and Tool Vans | 89 | 87 |
| Breakdown Cranes | 8 | 10 |
| Travelling Cranes | 17 | 14 |
| Miscellaneous | 157 | 147 |
| Departmental Steam Locos | 2 | 1 |
| Departmental Petrol Rail Motors | 6 | 7 |
| total | 779 | 770 |

Figures in light are in respect of the year 1960

rail merchandise and mineral vehicles

Freight Vehicles

| | Under 8 tons | 8 tons and up to 12 tons | Over 12 tons | Number | Tonnage Capacity | |
|---|-----------------|--------------------------|-------------------|-------------------------|---------------------------|-----------------------|
| | | | | | Total | Average per Vehicle |
| Open Wagons | 7 82 | 4,387 5,044 | 7 16 | 4,401 5,142 | 47,825 54,828 | 10.87 10.66 |
| Covered Wagons | 15 97 | 5,013 5,287 | 156 157 | 5,184 5,541 | 57,567 59,733 | 11.10 10.78 |
| Special Wagons for loads of exceptional dimensions and weight | | | | 45 47 | 833 842 | 18.51 17.91 |
| Cattle Trucks | | | | 1,393 1,664 | 16,141 17,920 | 11.59 10.77 |
| Rail & Timber Trucks (including twin trucks) | | | | 441 465 | 4,706 4,909 | 10.67 10.56 |
| Miscellaneous | | | | 177 181 | 2,300 2,339 | 12.99 12.92 |
| total | | | | 11,641 13,040 | 129,372 140,571 | 11.11 10.78 |
| Containers | | | | | | |
| Large Covered | | | | 28 29 | 106 110 | 3.79 3.79 |
| Small Covered | | | | 41 42 | 109 111 | 2.66 2.64 |
| Open Bulk | | | | 115 115 | 259 259 | 2.25 2.25 |
| Insulated | | | | 25 25 | 100 100 | 4.00 4.00 |
| Mobile Milk Tanks | | | | 4 6 | — — | — — |
| Glucose Tanks | | | | 2 — | 8 — | 4.00 — |
| Small Wheeled | | | | 7 6 | 7 6 | 1.00 1.00 |
| Bicycle Containers | | | | 4 3 | 16 12 | 4.00 4.00 |
| Furniture Vans | | | | 1 1 | 1 1 | 1.00 1.00 |
| Greyhound Kennels | | | | 75 75 | — — | — — |
| total | | | | 302 302 | 606 599 | |
| Brake Vans | | | | 222 242 | | |

Figures in light are in respect of the year 1960.

road vehicles

Passenger Vehicles

| | SEATING CAPACITY | | | | | |
|-------------------|------------------|--------------|---------------|---------------|---------------------|---------------|
| | Number | | Total | | Average per Vehicle | |
| | 1961 | 1960 | 1961 | 1960 | 1961 | 1960 |
| Double-deck buses | 770 | 728 | 51,507 | 47,993 | 66.9 | 65.9 |
| Single-deck buses | 497 | 524 | 19,368 | 20,257 | 39.0 | 38.6 |
| Touring Coaches | 72 | 72 | 2,461 | 2,320 | 34.2 | 32.2 |
| Ambulances | 4 | 4 | Berths 32 | Berths 32 | Berths 8.0 | Berths 8.0 |
| Total | 1,343 | 1,328 | 73,368 | 70,602 | 54.6 | 53.1 |

Goods and Parcels Vehicles and Horse Boxes

| | Under 6 tons capacity | | Six tons capacity and over | | Total | |
|-------------|-----------------------|------|----------------------------|------|-------|------|
| | 1961 | 1960 | 1961 | 1960 | 1961 | 1960 |
| Lorries | 234 | 236 | 351 | 354 | 585 | 590 |
| Vans | 72 | 72 | — | — | 72 | 72 |
| Tractors | 5 | 5 | 109 | 76 | 114 | 81 |
| Horse Boxes | — | — | — | — | 26 | 26 |

Trailers

| | | |
|------------------|-----|-----|
| Special Purposes | 47 | 46 |
| Articulated | 241 | 194 |
| Flat 4-wheel | 195 | 158 |

Horse Drawn Vehicles

| | | |
|--|-----|-----|
| | 306 | 307 |
|--|-----|-----|

total

| | | |
|--|-------|-------|
| | 1,586 | 1,474 |
|--|-------|-------|

Horses for Road Vehicles

| | | |
|--|-----|-----|
| | 232 | 239 |
|--|-----|-----|

Containers

| | | |
|-------------|-----|-----|
| Cement | 21 | 15 |
| Merchandise | 184 | 125 |
| Livestock | 211 | 171 |
| Grain | 12 | 12 |
| Meat | 54 | 53 |
| Tar and Oil | 24 | 24 |

total

| | | |
|--|-----|-----|
| | 506 | 400 |
|--|-----|-----|

Staff Cars (including 6 Station Wagons)
Service Vehicles

| | | |
|--|-----|-----|
| | 125 | 107 |
| | 54 | 54 |

Figures in light are in respect of the year 1960.



Accommodation and amenities at the Great Southern Hotels were enhanced.

hotels

| Location | Number of Bedrooms | Number of Private Baths | Accommodation (Number of Persons) |
|-------------|--------------------|-------------------------|-----------------------------------|
| Killarney | 170 | 100 | 300 |
| | 170 | 100 | 300 |
| Kenmare | 49 | 24 | 88 |
| | 41 | 13 | 72 |
| Parknasilla | 83 | 36 | 144 |
| | 83 | 27 | 139 |
| Galway | 115 | 57 | 216 |
| | 91 | 33 | 168 |
| Mulrany | 60 | 12 | 106 |
| | 51 | 10 | 86 |
| Sligo | 57 | 27 | 100 |
| | 40 | 8 | 64 |
| Bundoran | 80 | 26 | 156 |
| | 78 | 15 | 150 |

Figures in light are in respect of the year 1960.

STATISTICS OF OPERATIONS

tonnage of the principal classes of merchandise and minerals carried by goods train

originating on Board's system

| | 1961 | 1960 |
|--|------------------|------------------|
| Ale and Porter (including empties) | 197,877 | 175,927 |
| Bacon and Hams and Butter | 35,895 | 21,600 |
| Beet | 446,725 | 442,141 |
| Beet Pulp | 52,873 | 53,558 |
| Cement | 439,536 | 414,440 |
| Chocolate Crumb | 11,852 | 16,438 |
| Drapery | 20,584 | 18,158 |
| Flour and Bran, Sharps and other Mill Offal, Oil Cake and Cattle Foods | 66,183 | 61,965 |
| Grain | 120,291 | 141,010 |
| Groceries | 85,413 | 66,518 |
| Gypsum | 32,746 | 38,045 |
| Manure—Artificial | 205,474 | 157,843 |
| Peat Moss | 9,506 | 9,522 |
| Petrol and Oil in Owners' Tank Wagons | 51,128 | 47,958 |
| Potatoes | 7,824 | 3,431 |
| Scrap Iron | 18,230 | 13,649 |
| Sugar | 140,338 | 121,502 |
| Tar, Bitumen in Bulk | 68,069 | 55,112 |
| Timber (other than Round) | 9,030 | 11,288 |
| Wines and Spirits | 8,885 | 8,484 |
| total | 2,028,459 | 1,878,589 |

Number of Livestock Carried by Goods Train

| | 1961 | 1960 |
|---------------|----------------|----------------|
| Horses | 8,047 | 9,436 |
| Cattle | 391,792 | 332,593 |
| Calves | 15,975 | 18,444 |
| Sheep | 91,029 | 99,970 |
| Pigs | 20,842 | 25,268 |
| Other Animals | 532 | 1,210 |
| total | 528,217 | 486,921 |

engine mileage

| | Coaching | Goods | Other | Total |
|-------------------------------|-------------------------------|-------------------------------|-------------------------------|---------------------------------|
| Steam Tender and Tank Engines | 127,988 275,799 | 365,686 540,486 | 1,286,947 1,299,496 | 1,780,621 2,115,781 |
| Diesel Electric Engines | 3,280,618 3,303,066 | 2,605,725 2,397,855 | 625,206 568,725 | 6,511,549 6,269,646 |
| Diesel Rail Cars | 1,999,546 2,132,681 | — — | 6,989 7,988 | 2,006,535 2,140,669 |
| Total Engine Miles | 5,408,152 5,711,546 | 2,971,411 2,938,341 | 1,919,142 1,876,209 | 10,298,705 10,526,096 |

Figures in light are in respect of the year 1960.

statistics of rail operations

| | | 1961 | 1960 |
|---|--|-------------|-------------|
| Total engine hours per train engine hour : | | | |
| Steam | Coaching | 3.37 | 2.18 |
| | Freight | 5.42 | 3.72 |
| Diesel Rail Cars | Coaching | 1.00 | 1.00 |
| Diesel Locomotives | Coaching | 1.18 | 1.16 |
| | Freight (<i>shunters excluded</i>) | 1.60 | 1.84 |
| Diesel Shunters | Coaching | 253.20 | 120.82 |
| | Freight | 10.99 | 16.76 |
| Train miles per train engine hour : | | | |
| Coaching | Steam | 13.27 | 11.85 |
| | Diesel Locomotives (<i>standard gauge</i>) | 31.03 | 29.77 |
| | Diesel Locomotives (<i>Narrow gauge</i>) | 20.96 | 19.28 |
| | Diesel Rail Cars (<i>standard gauge</i>) | 27.64 | 27.42 |
| | Diesel Rail Cars (<i>Narrow gauge</i>) | 20.21 | 17.76 |
| | Diesel Shunters | 14.83 | 8.42 |
| Freight | Steam | 10.13 | 9.08 |
| | Diesel Locomotives (<i>standard gauge</i>) | 14.26 | 15.80 |
| | Diesel Locomotives (<i>Narrow gauge</i>) | 11.59 | 12.84 |
| | Diesel Shunters | 7.00 | 7.74 |
| Ton miles per engine hour : | | | |
| Per Train Engine Hour | | 929 | 861 |
| Per Engine Shunting Hour | | 770 | 649 |
| Per Total Engine Hour | | 421 | 370 |
| Ton miles per train mile : | | | |
| Train Load in Tons | | 75.48 | 71.45 |
| Wagon miles per train mile (<i>Number of Wagons per Train</i>) | | | |
| Loaded | | 21.45 | 21.32 |
| Empty | | 7.82 | 7.90 |
| Wagon miles per hour : | | | |
| Per Train Engine Hour | | 360.23 | 352.27 |
| Per Engine Shunting Hour | | 298.67 | 265.25 |
| Per Total Engine Hour | | 163.29 | 151.31 |
| | | Tons | Tons |
| Average wagon load | | 3.52 | 3.35 |

Figures in light are in respect of the year 1960.

STATISTICS OF RECEIPTS

rail passenger traffic

| Class of Passenger | Number | Receipts | |
|--------------------|-------------------------------|-------------------------------|---------------------------|
| | | £ | s. d. |
| Ordinary | | | |
| 1st Class | 152,082 165,050 | 154,354 151,133 | 20 3.59 18 3.76 |
| 2nd Class | 7,634,787 8,542,571 | 2,471,428 2,317,364 | 6 5.69 5 5.11 |
| total | 7,786,869 8,707,621 | 2,625,782 2,468,497 | 6 8.93 5 8.04 |
| Season | | | |
| 1st Class | 184,694 234,627 | 8,749 9,941 | 11.37 10.17 |
| 2nd Class | 3,081,924 3,334,119 | 96,572 89,932 | 7.52 6.47 |
| total | 3,266,618 3,568,746 | 105,321 99,873 | 7.74 6.72 |

| | Total Units | Average Receipts per unit |
|--------------------------------------|-----------------------------------|----------------------------|
| Passenger Miles | 352,141,700 344,085,300 | 1.86d. 1.79d. |
| Passenger Journeys | 11,053,487 12,276,367 | 59.30d. 50.21d. |
| Loaded Train Miles | 5,289,115 5,529,268 | 10s. 4d. 9s. 4d. |
| Miles of Road (<i>First Track</i>) | 1,747 1,808 | £1,563 £1,421 |

Figures in light are in respect of the year 1960.

freight train traffic

| | Receipts | Tons Carried | Ton Miles | Average Length of haul in miles | Average Receipts | |
|---------------|------------------|-----------------------|--------------------|---------------------------------|------------------|--------------|
| | | | | | Per Ton | Per Ton Mile |
| | £ | | | | £ s. d. | pence |
| Merchandise | 3,717,295 | 1,871,591 | 165,556,150 | 88.46 | 1 19 9 | 5.39 |
| | 3,448,563 | 1,748,020 | 155,895,060 | 89.18 | 1 19 5 | 5.31 |
| Minerals | 524,116 | 589,798 | 39,083,282 | 66.27 | 17 9 | 3.22 |
| | 497,678 | 580,728 | 36,982,438 | 63.68 | 17 2 | 3.23 |
| Coal and Coke | 32,375 | 48,993 | 2,306,262 | 47.07 | 13 3 | 3.37 |
| | 19,950 | 32,835 | 1,298,125 | 39.53 | 12 2 | 3.69 |
| total | 4,273,786 | 2,510,382 | 206,945,694 | 82.44 | 1 14 1 | 4.96 |
| | 3,966,191 | 2,361,583 | 194,175,623 | 82.22 | 1 13 7 | 4.90 |
| Livestock | 317,693 | No. 528,217 | — | 90.64 | | |
| | 300,816 | 486,921 | — | 86.94 | | |

| | Total Units | Average Receipts per Unit |
|-----------------------------|-------------------|---------------------------|
| Loaded Train Miles | 2,863,896 | £1 12 1d. |
| | 2,833,669 | £1 10 1d. |
| Loaded Wagon Miles | 64,054,170 | 17.20 pence |
| | 62,881,178 | 16.29 pence |
| Miles of Road (First Track) | 1,747 | £2,628 |
| | 1,808 | £2,360 |

Figures in light are in respect of the year 1960.

road passenger services

| | Receipts | Passengers Carried | Vehicle Miles | Passenger Mile (Estimated) |
|--------------------------|-------------------------------|-----------------------------------|---------------------------------|-----------------------------------|
| | £ | | | |
| Dublin City Services | 4,354,111 4,304,143 | 236,275,913 245,352,552 | 30,989,992 32,331,371 | 585,786,070 606,638,712 |
| Other City Services | 574,354 555,171 | 38,091,692 37,742,528 | 3,998,632 4,062,432 | 65,649,858 63,979,923 |
| Provincial Services | 1,382,899 1,373,382 | 15,207,941 15,598,554 | 12,559,739 12,678,132 | 117,268,433 124,343,136 |
| Tours and Private Hire | 398,744 363,757 | 1,716,135 1,526,773 | 2,110,705 1,953,404 | — — |
| total | 6,710,108 6,596,453 | 291,291,681 300,220,407 | 49,659,068 51,025,339 | — — |
| | Per Journey | Per Mile | Per Passenger Mile | |
| Average Receipts: | d. | d. | d. | |
| Dublin City Services | 4.42 4.21 | 33.72 31.95 | 1.78 1.70 | |
| Other City Services | 3.62 3.53 | 34.47 32.80 | 2.10 2.08 | |
| Provincial Services | 21.82 21.13 | 26.43 26.00 | 2.83 2.65 | |

Figures in light are in respect of the year 1960.

road freight services

| | Vehicle Miles | Tonnage | Receipts | Average Rate Per Ton | |
|---------------------------|---------------------------------|----------------------------------|-------------------------------|-------------------------|--------------------|
| | | | £ | s. | d. |
| Scheduled Services | 2,172,591 1,850,332 | 215,287 182,609 | 344,241 277,000 | 31 30 | 11.8 4.1 |
| Railhead C. & D. Services | 1,020,304 1,043,138 | 428,811 408,771 | 254,537 225,784 | 11 11 | 10.5 0.6 |
| Direct Road Services | 8,947,545 7,981,513 | 2,355,224 1,905,606 | 1,245,033 1,085,976 | 10 11 | 6.9 4.8 |
| total | 12,140,440 10,874,983 | 2,999,322 2,496,986 | 1,843,811 1,588,760 | 12 12 | 3.5 8.7 |
| Livestock | 1,637,560 1,605,834 | No. 305,455 309,832 | 211,868 199,214 | | |

grand canal traffic

| | Tonnage Carried by C.I.E. Barges | Receipts | Average Rate Per Ton | |
|--------------|-------------------------------------|------------------------|-------------------------|-------------------|
| | | £ | s. | d. |
| Merchandise | 2,956 50,099 | 7,245 91,913 | 49 36 | 0.2 8.3 |
| Minerals | — 4,795 | — 3,321 | — 13 | — 10.2 |
| total | 2,956 54,894 | 7,245 95,234 | 49 34 | 0.2 8.4 |

Figures in light are in respect of the year 1960.

TWELFTH ANNUAL REPORT *For the year ended 31st March* **1962**

Dr. C. S. Andrews (*Chairman*)

Mr. E. Cassidy

Mr. L. Ferris

Mr. T. P. Hogan

Mr. W. McMullen

Mr. M. F. Molony

Mr. J. T. O'Farrell

MEMBERS OF THE BOARD

Coras Iompair Éireann presents its Annual Report with Statement of Accounts and Statistics attached for the year ended 31st March, 1962.

With deep regret we record the death during the year of Mr. T. C. Courtney, member of the Board and former Chairman of C.I.E. Mr. E. Cassidy was appointed to the Board on 1st December 1961.

The Report deals with the third year of the five-year programme set out in the Transport Act, 1958.

There was a net deficit for the year of £1,696,000, compared with a net deficit of £246,000 for the previous year. Operating revenue amounted to £19,819,000, an increase of £1,081,000 on last year. Most of this increase is attributable to Road Passenger and Road Freight workings which showed improvements of £478,000 and £433,000 respectively, while rail operations earned an additional net revenue of £48,000.

Operating expenditure totalled £20,768,000, an increase of £2,451,000 on last year. The most important factor in this increase was the "eighth round" rise in salaries and wages, together with the costs of a shorter working week and increased payments for week-end working. These additional charges are reflected throughout the accounts.

This was the first complete year of area management, the policy of decentralisation by which much of the direct responsibility for the Board's operations was delegated to five Area Managers located at Dublin, Cork, Limerick, Waterford and Galway. During the year the new organisation became fully effective.

The commercial campaign was continued with success. On the railways revenue amounted to £8,424,000, an increase of £48,000, but expenditure increased by £1,164,000. This represented a net increase of £1,116,000 in the railway operating deficit.

Additional railway revenue, estimated at £403,000, was gained from new business, but against this amount must be set such off-setting factors as the unofficial strike of footplate staff at Cork and a strike at the cement factories in May and June.

Revenue from road passenger services increased by £478,000 and the number of passengers carried was over 303 million, the greatest number in the history of the undertaking. Expenditure rose by £731,000, again mainly due to the "eighth round" wage increase. Passenger fares were increased on the railways and on long distance bus services as from 1st February, 1962; on Dublin City bus services from 15th January and on provincial city bus services from 29th January, 1962.

A new Passenger Sales Bureau at 59 Upper O'Connell Street, Dublin, was officially opened by the Minister for Transport & Power on 25th May. For the first time a comprehensive sales service for road and rail passengers was centred in one building.

The Board established an air freight agency for the handling of air cargo and an office and warehouse were provided at Shannon to develop the activities of the agency.



COACH TOURS

C.I.E

LUXURY COACH TOURS PARTY EXCURSIONS PASSENGER BUREAU ROAD DAY TOURS TICKETS & RESERVATIONS

In the Road Freight Section there was an increase in revenue of £433,000 but expenditure increased by £446,000. Among the factors contributing to the marked increase in road freight working were greater transport of ground limestone, more County Council working and increased container traffic. Total mileage operated by the Board's road freight vehicles increased by 15 p.c., tonnage by 16 p.c. and receipts by 19 p.c. Freight rates and charges were increased on rail and road services from 1st February, 1962.

The Board's traffic with the Greenore ferry service increased. A new Cross-Channel ferry service between Drogheda and Preston began on 12th December, 1961, and the Board co-operated in providing connecting road services.

Road services were substituted for the railway on the West Cork Section as from 1st April, 1961. Operating results during the year showed that the financial betterment from this substitution and from the substitution of road services for the West Clare and Waterford/Tramore railway lines last year was approximately £90,000. The substitute services have worked efficiently and have met with general approval from the traders in the area. Tractors with trailers or articulated units were substituted for horse transport at Dundalk, Ennis, Youghal, Birr and Limerick. The Naas, Kilbeggan and Ballinasloe branches of the Grand Canal, and the Royal Canal from Liffey Junction to Richmond Harbour, Clondra, were closed to navigation.

The revenue from the Board's Hotels and Catering Services was £127,000 greater than last year and the net profit on the year's working, £94,000, was an improvement of £18,000 on last year. These increases in turnover and profit were mainly due to the increased accommodation and expanded amenities provided in the Great Southern Hotels and by the Board's catering services.

A subsidiary company, Ostlanna Iompair Eireann Teo., was incorporated in December to acquire the Board's hotels and administer its catering services.

The new system of Management Accounting was introduced in the five management areas and in Dublin City services enabling periodic reporting of controllable expenditure and revenue to be made at each level of management.

Work study and production control programmes were continued. Work study was applied to operations in the goods stores at Limerick, Waterford, Kilkenny, Dundalk, Wexford and Clonmel. New and more economical methods of working with the aid of mechanical equipment were adopted. An experimental scheme was introduced for the conveyance of sundry traffic on pallets in railway wagons between Cork, Limerick and Waterford. A more extensive investigation was made into the nature and cost of administrative procedures and paper routines. The mechanisation of clerical work was extended and the organisation and method of office work were examined. An improved documentation system was introduced for rail freight traffic.

Extensive improvements in ground installation and traffic facilities were completed. New wagon loading and unloading facilities for beet were constructed at nine stations and successful experiments



DUTIES
TO THE PUBLIC
I.

in the mechanical loading of beet at farms were carried out. Equipment for the handling of grain in bulk was erected at Boyle and Longford. Improvements were made in passenger stations, office accommodation and in staff rooms. Limerick and Ennis stations were re-conditioned. An additional platform was constructed at Galway. A new road freight store was built at Limerick and the rail freight store at Sligo was extended. Additional furniture storage space was provided at Broadstone and the arrangements for the marshalling of vehicles there were improved. A new parking area was provided at Limerick garage. A new and improved type of vehicle washing machine was installed at Donnybrook Garage, Dublin.

The Board's premises at 60, Lower Gardiner Street, Dublin, were re-constructed as a training centre and courses were held there from January 1962. Staff training courses were extended and included specialised courses for footplate staff, bus drivers, couriers, train guards, station masters, supervisors and executives. A special induction course for recruits to the regular clerical staff was conducted for the first time. In all, over 1,500 members of the staff from every department and area attended courses.

Appropriate personnel attended technical courses and exhibitions both in this country and abroad. Schemes for apprentices and continuation education were continued.

The Board's workshops turned out 4 composite coaches, 100 covered goods wagons, 1 buffet car, 10 goods brake vans, 114 light alloy containers as well as 56 single-deck buses of new design. Additions and renewals on a comparatively extensive scale were also made to the Road Freight fleet.

Four diesel-electric locomotives of 950 h.p. were put into service at the beginning of the year. Seven diesel-hydraulic locomotives of 130 h.p. were delivered in January 1962 by Klockner Humboldt Deutz of Germany. The Board accepted the tender of General Motors Corporation for the supply of 37 diesel-electric locomotives.

An express bus service was introduced between Dublin and Cavan which reduced the normal running time by an hour.

The improvement scheme for stations and depots, which was begun last year, was almost completed. Fifteen of the principal stations were renovated or improved. All rail rolling stock being renovated was painted in a new colour scheme of golden brown, black and white. A new colour scheme of monastrial blue and cream was also approved during the year for double-deck buses.

Telephone services were improved. Additional tie lines were provided between Dublin and Waterford and between Athlone and Mullingar. Private automatic exchanges and public address equipment were installed at a number of large centres.

Station buffets at Rosslare Harbour, Galway and Mullingar and the buffet at Busaras, Dublin, were modernised and additional facilities provided.

Following general claims by trade unions for shorter working hours, the hours of the majority of the Board's staff were reduced. At the close of the year, claims for the "eighth round" of wage increases for all major groups of employees, with the exception



of supervisors, had been dealt with. The increase in salaries and wages and the cost of shorter working hours represent an estimated additional expenditure of £2,150,000 per annum.

Redundancy compensation payable under the 1958 Transport Act amounted to £34,768 in respect of 104 employees who were retired during the year.

An unofficial strike of footplate staff occurred at Cork on 8th November and spread to Mallow and Tralee. It continued until applications for re-employment were received from all the employees who had participated in the strike. Rail services were restored in the area on 9th December. The net loss in revenue arising from the strike is estimated to be £140,000. A strike of electricians at Inchicore Workshops on 27th March, following the dismissal of a temporary electrician, was extended to all rail depots. Work was resumed after a Labour Court hearing.

Following discussions between the Board's officials and the Irish Congress of Trade Unions, the Congress undertook to organise the Unions into groups to correspond with the major sections of the Board's employees. Six trade union groups were formed. These, together with the building trade group, now represent all the unions catering for the Board's employees, with the exception of the Electrical Trades Union. These groups are now the channels for representations to the Board on wages and conditions of service.

The scheme for Joint Consultation was extended to include the larger centres in Dublin, Cork, Limerick, Waterford and Dundalk. Seventeen new Council Centres were established which with the existing centres bring the total to 37 Councils, covering the entire system.

Efforts were continued during the year by the Board's officials to prepare, in consultation with the Irish Congress of Trade Unions, a draft scheme for new machinery of negotiations of trade disputes within the Company. These efforts were made in pursuance of a decision, which was part of the settlement of the bus dispute last year, that the Government would, if necessary, consider the preparation of legislation for new machinery for conciliation and settlement of trade disputes within the Company.

The Minister for Transport & Power confirmed the amending scheme relating to the G.N.R. Pension Fund for regular wages staff. It was decided to admit to the C.I.E. Pension Scheme former G.N.R. regular wages staff who were not members of the G.N.R. Pension Scheme but who came within the prescribed age limits for membership of the C.I.E. scheme.

Transport Subsidiary Ltd. went into voluntary liquidation on 1st January and its advertising activities were continued by the Outdoor Advertising Section of the Commercial Department.

A number of Rail Hostesses was trained as lecturers and addressed social groups throughout the country.

The number of staff employed by the Board at the close of the year was 22,146.

The Board wishes to thank the staff at all levels for their efforts throughout the year.

C. S. Andrews, *Chairman.*

M. J. Hayes, *Secretary.*

R. G. Watt, *Chief Accountant.*



The President, en route to Killarney, chats from the State Coach with a group of children.

The Civil Engineer's Department maintains hundreds of bridges.

New diesel electric locomotives are constructed at Inchicore Works, Dublin.

The staff of the Telephone Information Bureau deals with 3,000 enquiries daily.







**A DRINK
AT 60 M.P.H.**

GO

PLACES with

C.I.E.

take a train
and have a drink
and do some work
and have a meal
arrive on time
in any weather
fit and fresh

*This advertisement won the Newspaper Managers'
Association Advertisement of the Year
Award at the "Best Sellers of '62" Exhibition,
held by the Institute of Creative Advertising.*

CORAS IOMPAIR EIREANN



STATEMENT OF ACCOUNTS AND STATISTICS

10%

20%

30%

40%

OMNIBUSES **34.2%**



GOODS TRAINS **21.5%**



PASSENGER TRAINS **17.0%**

ROAD MOTORS **13.0%**

HOTELS, REFRESHMENT ROOMS & CARS **5.2%**

MISCELLANEOUS **1.3%**

DEFICIT **7.8%**

RECEIPTS AND EXPENDITURE

MISCELLANEOUS **6.5%**



TRANSPORT STOCKS INTEREST & SINKING FUNDS **3.9%**



RATES, ROAD TAX **2.7%**



PROVISION FOR RENEWALS **8.0%**



MATERIALS INCLUDING CATERING **18.5%**



SALARIES, WAGES AND PENSIONS **60.4%**

40
50%

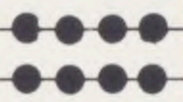
60%

70%

80%

90%

100%



WHERE IT CAME FROM

WHERE IT WENT



REVENUE ACCOUNTS

RAILWAY WORKING

| expenditure | 1962 | 1961 |
|--|--------------------|-------------------|
| | £ | £ |
| Maintenance of Lines and Works | 1,439,531 | 1,274,804 |
| Maintenance of Rolling Stock | 1,981,406 | 1,480,783 |
| Fuel | 549,543 | 583,129 |
| Operating and Other Expenses | 4,942,536 | 4,510,067 |
| Provision for Renewal of Lines and Works | 396,000 | 357,000 |
| Depreciation | 708,500 | 647,600 |
| | £10,017,516 | £8,853,383 |

ROAD PASSENGER WORKING

| expenditure | 1962 | 1961 |
|---------------------------------------|-------------------|-------------------|
| | £ | £ |
| Maintenance of Buildings | 29,028 | 18,799 |
| Maintenance of Vehicles and Equipment | 1,254,863 | 1,110,422 |
| Fuel | 714,496 | 703,968 |
| Road Tax and Licences | 281,853 | 272,711 |
| Operating and Other Expenses | 4,148,748 | 3,626,534 |
| Depreciation | 450,700 | 416,000 |
| | 6,879,688 | 6,148,434 |
| Balance to Profit and Loss Account | 511,458 | 764,305 |
| | £7,391,146 | £6,912,739 |

| receipts | 1962 | 1961 |
|------------------------------------|-------------|------------|
| | £ | £ |
| Passenger Train Traffic | 3,686,976 | 3,708,498 |
| Goods Train Traffic | 4,650,908 | 4,591,481 |
| | 8,337,884 | 8,299,979 |
| Miscellaneous | 86,393 | 75,933 |
| | 8,424,277 | 8,375,912 |
| Balance to Profit and Loss Account | 1,593,239 | 477,471 |
| | £10,017,516 | £8,853,383 |

| receipts | 1962 | 1961 |
|--------------------|------------|------------|
| | £ | £ |
| Passenger Services | 7,165,485 | 6,710,108 |
| Miscellaneous | 225,661 | 202,631 |
| | £7,391,146 | £6,912,739 |

ROAD FREIGHT WORKING

| expenditure | 1962 | 1961 |
|---------------------------------------|-------------------|-------------------|
| | £ | £ |
| Maintenance of Buildings | 11,407 | 9,805 |
| Maintenance of Vehicles and Equipment | 471,671 | 421,933 |
| Fuel | 267,949 | 242,938 |
| Road Tax and Licences | 144,432 | 118,812 |
| Operating and Other Expenses | 1,629,831 | 1,331,705 |
| Depreciation | 174,400 | 128,000 |
| | 2,699,690 | 2,253,193 |
| Balance to Profit and Loss Account | 118,960 | 132,548 |
| | £2,818,650 | £2,385,741 |

VESSEL WORKING

| expenditure | 1962 | 1961 |
|--------------------------------------|----------------|----------------|
| | £ | £ |
| Maintenance of Vessels and Equipment | 8,436 | 8,304 |
| Fuel | 1,846 | 1,878 |
| Operating and Other Expenses | 19,690 | 18,237 |
| Depreciation | 6,770 | 6,725 |
| | £36,742 | £35,144 |

CANAL WORKING

| expenditure | 1962 | 1961 |
|------------------------------------|----------------|----------------|
| | £ | £ |
| Maintenance of Buildings | 1,293 | 2,078 |
| Maintenance of Waterways and Works | 45,442 | 35,312 |
| Fuel | — | 604 |
| Operating and Other Expenses | 33,406 | 47,240 |
| | £80,141 | £85,234 |

| receipts | 1962 | 1961 |
|--|-------------------|-------------------|
| | £ | £ |
| Goods Services | 2,755,340 | 2,323,686 |
| Miscellaneous | 13,310 | 12,055 |
| From Railway, Loss on Collection and Delivery Services | 50,000 | 50,000 |
| | £2,818,650 | £2,385,741 |

| receipts | 1962 | 1961 |
|------------------------------------|----------------|----------------|
| | £ | £ |
| Passenger | 15,144 | 14,645 |
| Goods | 7,499 | 6,473 |
| Miscellaneous | 771 | 784 |
| | 23,414 | 21,902 |
| Balance to Profit and Loss Account | 13,328 | 13,242 |
| | £36,742 | £35,144 |

| receipts | 1962 | 1961 |
|------------------------------------|----------------|----------------|
| | £ | £ |
| Goods Traffic | — | 7,246 |
| Miscellaneous | 4,362 | 4,893 |
| Rents | 23,269 | 21,909 |
| | 27,631 | 34,048 |
| Balance to Profit and Loss Account | 52,510 | 51,186 |
| | £80,141 | £85,234 |

HOTELS, REFRESHMENT ROOMS AND RESTAURANT CARS WORKING

| expenditure | 1962 | 1961 |
|--|-------------|-------------|
| Maintenance of Buildings and Cars | £ 37,702 | £ 31,464 |
| Maintenance of Equipment | 77,111 | 63,903 |
| Working: Expenses | £ | |
| Salaries, Wages, Office Expenses, etc. | 221,628 | 198,491 |
| Provisions, Wines, etc. | 513,004 | 478,722 |
| Other Expenses | 121,363 | 94,929 |
| | 855,995 | 772,142 |
| Other Expenditure | 52,708 | 47,329 |
| | 1,023,516 | 914,838 |
| Balance to Profit and Loss Account | 94,446 | 76,573 |
| | £1,117,962 | £991,411 |

DOCKS, HARBOURS AND WHARVES WORKING

| expenditure | 1962 | 1961 |
|--|------------|------------|
| Maintenance of Docks, Harbours and Wharves and Equipment | £ 9,171 | £ 7,592 |
| Dredging | 8,895 | 8,750 |
| Operating and Other Expenses | 12,248 | 10,092 |
| | £30,314 | £26,434 |

| receipts | 1962 | 1961 |
|---|----------------|--------------|
| Receipts from Hotels, Refreshment Rooms and Restaurant Cars | £ 1,117,962 | £ 991,411 |
| | £1,117,962 | £991,411 |

| receipts | 1962 | 1961 |
|------------------------------------|----------|----------|
| Harbour, Light and Dock Dues | £ 217 | £ 266 |
| Wharf and Pier Dues | 6,955 | 6,209 |
| Cranage and Other Services | 8,442 | 9,086 |
| | 15,614 | 15,561 |
| Balance to Profit and Loss Account | 14,700 | 10,873 |
| | £30,314 | £26,434 |

PROFIT AND LOSS ACCOUNT

| expenditure | 1962 | 1961 |
|---|-------------------|-----------------|
| balances from : | £ | £ |
| Railway Working | 1,593,239 | 477,471 |
| Vessel Working | 13,328 | 13,242 |
| Canal Working | 52,510 | 51,186 |
| Docks, Harbours and Wharves Working | 14,700 | 10,873 |
| | £1,673,777 | £552,772 |
| Net Working Loss brought down | 948,913 | Cr. 420,654 |
| interest on transport stocks : | £ | |
| 2½% Transport Stock 1965/75 | 75,000 | 75,000 |
| 3% Transport Stock 1975/85 | 105,434 | 105,434 |
| 5% Transport Stock 1972/77 | 125,000 | 125,000 |
| 4½% Transport Stock 1972/77 | 191,250 | 191,250 |
| 5% Transport Stock 1970/75 | 150,000 | 150,000 |
| | 646,684 | 646,684 |
| sinking funds | | |
| 5% Transport Stock 1972/77 | 37,500 | 37,500 |
| 4½% Transport Stock 1972/77 | 67,500 | 67,500 |
| 5% Transport Stock 1970/75 | 45,000 | 45,000 |
| | 150,000 | 150,000 |
| Miscellaneous Rents | 8,249 | Cr. 4,466 |
| Discount and Issue Expenses—Transport Stock | 18,563 | 18,563 |
| Guaranteed Interest—Fishguard & Rosslare Railways & Harbours Co. (in Ireland) | 48,566 | 45,781 |
| Statutory Contribution to Co. Donegal Railways Joint Committee | 2,085 | 746 |
| | £1,823,060 | £436,654 |

APPROPRIATION ACCOUNT

| | | |
|--|-------------------|-------------------|
| Balance from Profit and Loss Account | £ 1,695,680 | £ 246,174 |
| Provision under Section 33 of Transport Act 1950 for Redemption of 2½% and 3% Transport Stocks | — | 100,000 |
| Balance to next Account | 1,168,407 | 1,576,546 |
| | £2,864,087 | £1,922,720 |

| receipts | 1962 | 1961 |
|---|-------------------|-------------------|
| balances from : | £ | £ |
| Road Passenger Working | 511,458 | 764,305 |
| Road Freight Working | 118,960 | 132,548 |
| Hotels, Refreshment Rooms and Restaurant Cars Working | 94,446 | 76,573 |
| | 724,864 | 973,426 |
| Net Working Loss carried down | 948,913 | Cr. 420,654 |
| | £1,673,777 | £552,772 |
| Transfer Fees | 90 | 208 |
| Interest Received less Paid | 127,290 | 190,272 |
| Balance to Appropriation Account | 1,695,680 | 246,174 |
| | £1,823,060 | £436,654 |
| Balance from last year | £ 1,576,546 | £ 702,032 |
| Non Repayable-State Grant under Section 10 of the Transport Act 1958 and Section 23 of the Great Northern Railway Act 1958 | 1,175,000 | 1,175,000 |
| Surplus arising on disposal of Rolling Stock and Railway Lines previously written off, £201,197 | | |
| Less : | | |
| Special expenditure during year on modernisation and reconstruction of rolling stock, stations and buildings and office equipment | £88,656 | 45,688 |
| | £2,864,087 | £1,922,720 |

BALANCE SHEET 31st MARCH 1962

| | Amount of Stock at 1st April, 1961 | Amount Received During Year | Total | 1961 |
|--|--|-----------------------------------|-------------|-------------|
| | £ | £ | £ | £ |
| capital issues : | | | | |
| 2½% Transport Stock 1965/75 | 3,000,000 | — | 3,000,000 | 3,000,000 |
| 3% Transport Stock 1975/85 | 3,514,460 | — | 3,514,460 | 3,514,460 |
| 5% Transport Stock 1972/77 | 2,500,000 | — | 2,500,000 | 2,500,000 |
| 4¼% Transport Stock 1972/77 | 4,500,000 | — | 4,500,000 | 4,500,000 |
| 5% Transport Stock 1970/75 | 3,000,000 | — | 3,000,000 | 3,000,000 |
| | 16,514,460 | — | 16,514,460 | 16,514,460 |
| salaried officers' & clerks' (G.S.R.) superannuation fund : | | | | |
| Board's liability for deficiency | | | 1,578,843 | 1,711,555 |
| current liabilities and provisions : | | | | |
| Sundry Creditors and Accrued Charges | | 2,844,859 | | 2,130,795 |
| Equalisation Account for Renewal of Lines and Works | | 129,337 | | 179,722 |
| Taxation | | 65,225 | | 70,368 |
| | | | 3,039,421 | 2,380,885 |
| sinking fund for redemption of Transport Stocks | | | | |
| provision for redemption of 2½% and 3% Transport Stocks | | | 1,145,544 | 848,574 |
| | | | — | 100,000 |
| appropriation account | | | 1,168,407 | 1,576,546 |
| | | | £23,446,675 | £23,132,020 |

| | Amount at 1st April, 1961 | Additions During Year New Assets and Renewals | Deductions During Year Depreciation and Sales | Total | 1961 |
|---|------------------------------|--|--|--------------------|-------------|
| | £ | £ | £ | £ | £ |
| fixed assets | | | | | |
| Railway Rolling Stock | 12,922,428 | 408,965 | 681,808 | 12,649,585 | 12,922,428 |
| Road Passenger Vehicles | 1,622,177 | 412,961 | 442,300 | 1,592,838 | 1,622,177 |
| Road Freight Vehicles and Equipment | 603,631 | 1,093,592 | 180,339 | 1,516,884 | 603,631 |
| Vessels | 168,362 | — | 6,770 | 161,592 | 168,362 |
| Land and Buildings | 774,822 | 183,354 | — | 958,176 | 774,822 |
| Plant and Machinery | 573,270 | 334,752 | 66,041 | 841,981 | 573,270 |
| Docks, Harbours and Wharves | 48,020 | — | — | 48,020 | 48,020 |
| Hotels including Catering Equipment | 380,093 | 152,213 | — | 532,306 | 380,093 |
| | 17,092,803 | 2,585,837 | 1,377,258 | 18,301,382 | 17,092,803 |
| Less : Capital Reserve (See Note) | | | | 1,780,151 | 1,824,857 |
| | | | | 16,521,231 | 15,267,946 |
| current assets | | | | | |
| Stock of Stores (less reserve) | | | 2,171,731 | | 1,855,832 |
| Sundry Debtors and Payments in Advance | | | 2,536,839 | | 2,219,706 |
| Cash at Bank and in Hand | | | 170,604 | | 44,476 |
| Cash on Deposit and at Call | | | 200,000 | | 2,200,000 |
| Investments (less reserve) (Market Value £546,711) | | | 599,561 | | 575,758 |
| | | | | 5,678,735 | 6,895,772 |
| investments on sinking fund account | | | | 1,145,544 | 848,574 |
| issue of transport stock—discount and expenses (less amounts written off) | | | | 101,165 | 119,728 |
| | | | | £23,446,675 | £23,132,020 |

R. G. WATT, Chief Accountant.

NOTES ON THE ACCOUNTS

1. BOARD'S CONTRIBUTIONS TO SUPERANNUATION FUNDS, PENSIONS, ETC.

The Board's contributions to superannuation funds, pensions, etc., which are apportioned over the various sections of the Undertaking and charged direct to the Working Accounts amounted in the current year to £581,995.

2. DEPRECIATION AND PROVISION FOR RENEWALS

The basis of calculation of depreciation provisions is set out below and is basically the same as in previous years unless otherwise indicated.

Railway Lines and Works :

The provision for renewal of railway lines and works is the estimated average annual cost of carrying out the programme of renewals necessary to maintain the running lines at the required standard over the period of five years—ending 31st March, 1964, based on the actual expenditure for the first three years of the period and revised estimates for the final two years.

Railway Rolling Stock :

Locomotives and rail cars (other than those completely written off or acquired at no cost) are depreciated on the basis of original cost spread over expected life. The provision for depreciation of coaching stock and wagons is based on the replacement cost of the number of vehicles required for the working of the Undertaking.

Road Passenger Vehicles :

Road Passenger vehicles are depreciated on the basis of replacement cost of under-age vehicles in service spread over expected life.

Road Freight Vehicles :

Road Freight vehicles are depreciated on the basis of original cost spread over expected life.

Vessels :

Vessels are depreciated on the basis of original cost spread over expected life.

Plant and Machinery :

Additions and renewals of plant and machinery have been charged to Capital and depreciation has been provided for on the basis of original cost spread over expected life. In previous years no depreciation was provided in respect of plant and machinery, all replacements and renewals being charged to Revenue.

3. MOVEMENT ON CAPITAL RESERVE

| | | |
|---|--------|-----------|
| Balance as at 31st March, 1961 | £ | £ |
| | | 1,824,857 |
| Deduct : Capital Expenditure on Railway Lines and Works during year | 82,219 | |
| Less : Surplus arising on disposal of Land and Buildings and acquired assets | 42,885 | 39,334 |
| | | 1,785,523 |
| Deduct : Miscellaneous balances written off (Net) | | 5,372 |
| balance as at 31st March, 1962 | | 1,780,151 |

AUDITORS' REPORT

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

In our opinion the foregoing Balance Sheet is properly drawn up so as to exhibit a true and correct view of the state of the Board's affairs at 31st March, 1962, according to the best of our information and the explanations given to us and as shown by the books of the Board.

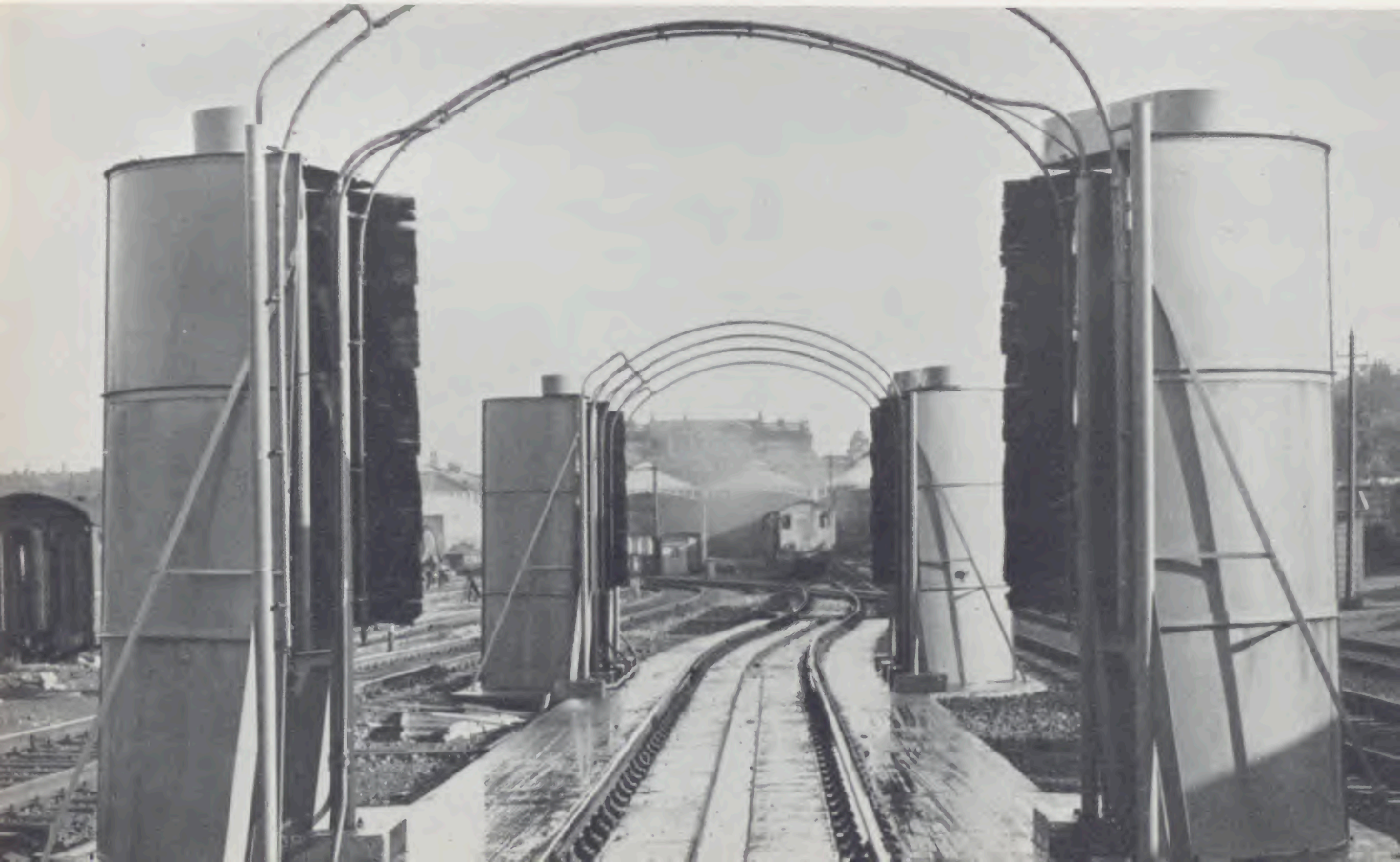
CRAIG, GARDNER & CO.,

Chartered Accountants.

Dublin.

26th June, 1962.

Train washing plant at Kingsbridge.





(Top) The Killarney Express, in its new colours, speeds through the country.

(Bottom) A section of the new Provincial Bus Fleet.



RAIL PASSENGERS

revenue

£3,686,976

1962



£3,708,498

1961



number

10,156,568

1962



11,053,487

1961



RAIL FREIGHT

revenue

£4,650,908

1962



£4,591,481

1961



tonnage

2,561,481

1962



2,686,368

1961



ROAD PASSENGERS

revenue

£7,165,485

1962



£6,710,108

1961



number

303,556,411

1962



291,291,681

1961



ROAD FREIGHT

revenue

£2,755,340

1962



£2,323,686

1961



tonnage

3,896,028

1962



3,344,609

1961



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 | 1,537 1,629 | 57 57 | 329 331 | 3 19 | 287 296 | 48 51 | 2,154 2,257 | 28 47 |
| Lines jointly owned (Board's share of ownership) | | 08 08 | | 08 08 | | 05 05 | | 21 21 |
| Lines leased or worked by the Board | 117 117 | 30 30 | 4 4 | 71 71 | 10 10 | 59 59 | 133 133 | — — |
| total | 1,655 1,747 | 15 15 | 334 336 | 2 18 | 298 307 | 32 35 | 2,287 2,390 | 49 68 |

mileage of canals

| | Open for Navigation | | Supply Canals not open for Navigation | |
|------------------------|---------------------|-----------------|---------------------------------------|-----------------|
| | M. | Ch. | M. | Ch. |
| Grand Canal : | | | | |
| Main Line and Branches | 155 179 | 57 15 | 13 13 | 35 35 |
| Shannon Navigation | 123 123 | 0 0 | | |
| Barrow Navigation | 30 30 | 0 0 | | |
| Royal Canal | — 87 | — 30 | | |
| total | 308 419 | 57 45 | 13 13 | 35 35 |

locomotives

| | 1962 | 1961 |
|------------------------|------------|------|
| Steam : | No. | No. |
| Tender Engines | 121 | 128 |
| Tank Engines | 11 | 12 |
| Diesel Electric Locos. | 128 | 124 |
| Diesel Mechanical | 3 | 3 |
| Diesel Hydraulic | 23 | 23 |
| total | 286 | 290 |
| Tenders | 121 | 128 |

Figures in light are in respect of the year 1961.

rail motor vehicles

| | No. | SEATS | | Total |
|------------------|----------|------------|----------------|----------------|
| | | 1st | 2nd | |
| Diesel Rail Cars | 86 89 | 684 815 | 3,789 3,870 | 4,473 4,685 |
| Petrol Rail Cars | — 1 | — — | — 28 | — 28 |

coaching vehicles

| TYPE | SEATS | | | | Number of Vehicles | |
|--------------------------------|--------------|--------------|---------------|---------------|--------------------|------------|
| | First | | Second | | 1962 | 1961 |
| | 1962 | 1961 | 1962 | 1961 | | |
| Carriages of Uniform Class | 338 | 484 | 23,242 | 25,165 | 360 | 388 |
| Composite Carriages | 2,340 | 2,598 | 2,982 | 3,610 | 96 | 106 |
| Restaurant Cars | — | — | 1,200 | 1,197 | 36 | 36 |
| total | 2,678 | 3,082 | 27,424 | 29,972 | 492 | 530 |
| Ambulance Coaches | | | | | 5 | 5 |
| Radio Vans | | | | | 5 | 4 |
| Holiday Camping Coaches | | | | | 8 | 8 |
| Post Office Vans | | | | | 21 | 21 |
| Luggage, Parcel and Brake Vans | | | | | 169 | 171 |
| Horse Boxes | | | | | 63 | 94 |
| Carriage Trucks | | | | | — | 62 |
| Miscellaneous | | | | | — | 26 |
| total | | | | | 763 | 921 |

rail service vehicles

| | 1962 | 1961 |
|---------------------------------|------------|------------|
| Gasholder Trucks | 34 | 34 |
| Ballast Wagons and Vans, etc. | 458 | 466 |
| Mess and Tool and Sleeping Vans | 91 | 89 |
| Breakdown Cranes | 8 | 8 |
| Travelling Cranes | 17 | 17 |
| Miscellaneous | 159 | 157 |
| Departmental Steam Locos. | 2 | 2 |
| Departmental Petrol Rail Motors | 6 | 6 |
| Coal Hopper Wagons | 20 | — |
| total | 795 | 779 |

Figures in light are in respect of the year 1961.

rail merchandise and mineral vehicles

Freight Vehicles

| | Under 8 tons | 8 tons and up to 12 tons | Over 12 tons | Number | Tonnage Capacity | |
|---|--------------|--------------------------|--------------|------------------|--------------------|---------------------|
| | | | | | Total | Average per Vehicle |
| Open Wagons | 3 7 | 4,201 4,387 | 7 7 | 4,211 4,401 | 45,978 47,825 | 10.92 10.87 |
| Covered Wagons | 29 15 | 4,947 5,013 | 144 156 | 5,120 5,184 | 56,984 57,567 | 11.13 11.10 |
| Special Wagons for loads of exceptional dimensions and weight | | | | 43 45 | 830 833 | 19.30 18.51 |
| Cattle Trucks | | | | 1,361 1,393 | 15,937 16,141 | 11.71 11.59 |
| Flat Trucks | | | | 476 441 | 4,945 4,706 | 10.39 10.67 |
| Miscellaneous | | | | 246 177 | 3,104 2,300 | 12.62 12.99 |
| total | | | | 11,457 11,641 | 127,778 129,372 | 11.15 11.11 |
| Containers | | | | | | |
| Large Covered | | | | 88 28 | 552 106 | 6.27 3.79 |
| Small Covered | | | | 46 41 | 121 109 | 2.63 2.66 |
| Open Containers | | | | 115 115 | 259 259 | 2.25 2.25 |
| Mobile Milk Tanks | | | | — 4 | — — | — — |
| Insulated | | | | — 25 | — 100 | — 4.00 |
| Glucose Tanks | | | | 6 2 | 24 8 | 4.00 4.00 |
| Small Wheeled | | | | 18 7 | 45 7 | 2.50 1.00 |
| Bicycle Containers | | | | 4 4 | 16 16 | 4.00 4.00 |
| Furniture Vans | | | | 1 1 | 1 1 | 1.00 1.00 |
| Greyhound Kennels | | | | 92 75 | 5 — | .05 — |
| total | | | | 370 302 | 1,023 606 | |
| Brake Vans | | | | | | |
| | | | | 218 222 | | |

Figures in light are in respect of the year 1961.

road vehicles

Passenger Vehicles

| | Number | | Total | | Average per Vehicle | |
|-------------------|--------------|--------------|---------------|---------------|---------------------|---------------|
| | 1962 | 1961 | 1962 | 1961 | 1962 | 1961 |
| | | | | | SEATING CAPACITY | |
| Double-deck Buses | 755 | 770 | 50,635 | 51,507 | 67.1 | 66.9 |
| Single-deck Buses | 518 | 497 | 20,580 | 19,368 | 39.7 | 39.0 |
| Touring Coaches | 72 | 72 | 2,484 | 2,461 | 34.5 | 34.2 |
| Ambulances | 4 | 4 | Berths 32 | Berths 32 | Berths 8.0 | Berths 8.0 |
| total | 1,349 | 1,343 | 73,731 | 73,368 | 54.7 | 54.6 |

Goods and Parcels Vehicles and Horse Boxes

| | Under 6 tons capacity | | 6 tons capacity and over | | Total | |
|-------------|-----------------------|------|--------------------------|------|-------|------|
| | 1962 | 1961 | 1962 | 1961 | 1962 | 1961 |
| Lorries | 194 | 234 | 480 | 351 | 674 | 585 |
| Vans | 85 | 72 | — | — | 85 | 72 |
| Tractors | 10 | 5 | 111 | 109 | 121 | 114 |
| Horse Boxes | — | — | — | — | 26 | 26 |

Trailers

| | | |
|----------------------|-----|-----|
| Special Purposes | 51 | 47 |
| Articulated | 291 | 241 |
| Flat 4-wheel | 223 | 195 |
| Horse-drawn Vehicles | 306 | 306 |

total

906 797
1,777 1,586

Horses for Road Vehicles

211 232

Containers

| | | |
|-------------|-----|-----|
| Cement | 21 | 21 |
| Merchandise | 278 | 184 |
| Livestock | 248 | 211 |
| Grain | 16 | 12 |
| Meat | 62 | 54 |
| Tar and Oil | 28 | 24 |

total

653 506

Staff Cars
Service Vehicles

151 125
59 54

Figures in light are in respect of the year 1961



The roof-top Claddagh Grill, Galway — one of the expanded amenities at the Great Southern Hotels.

hotels

| Location | Number of Bedrooms | Number of Private Baths | Accommodation (Number of Persons) |
|-------------|--------------------|-------------------------|-----------------------------------|
| Killarney | 170 | 100 | 300 |
| | 170 | 100 | 300 |
| Kenmare | 60 | 33 | 101 |
| | 49 | 24 | 88 |
| Parknasilla | 83 | 37 | 151 |
| | 83 | 36 | 144 |
| Galway | 115 | 57 | 218 |
| | 115 | 57 | 216 |
| Mulrany | 64 | 20 | 114 |
| | 60 | 12 | 106 |
| Sligo | 60 | 28 | 103 |
| | 57 | 27 | 100 |
| Bundoran | 81 | 26 | 157 |
| | 80 | 26 | 156 |

Figures in light are in respect of the year 1961.

STATISTICS OF OPERATIONS

tonnage of the principal classes of merchandise and minerals carried by goods train

| originating on Board's system | 1962 | 1961 |
|--|------------------|------------------|
| Ale and Porter (including empties) | 201,082 | 197,877 |
| Bacon and Hams, and Butter | 33,973 | 35,895 |
| Beet | 320,617 | 446,725 |
| Beet Pulp | 45,092 | 52,873 |
| Cement | 417,618 | 439,536 |
| Chocolate Crumb | 12,376 | 11,852 |
| Drapery | 20,315 | 20,584 |
| Flour and Bran; Sharps and Other Mill Offal; Oil Cake and Cattle Foods | 68,739 | 66,183 |
| Grain | 142,330 | 120,291 |
| Groceries | 81,115 | 85,413 |
| Gypsum | 40,831 | 32,746 |
| Manure—Artificial | 203,569 | 205,474 |
| Peat Moss | 14,289 | 9,506 |
| Petrol and Oil in Owners' Tank Wagons | 46,557 | 51,128 |
| Potatoes | 4,414 | 7,824 |
| Scrap Iron | 13,407 | 18,230 |
| Sugar | 124,867 | 140,338 |
| Tar and Bitumen in Bulk | 78,601 | 68,069 |
| Timber (other than Round) | 9,324 | 9,030 |
| Wines and Spirits | 8,671 | 8,885 |
| total | 1,887,787 | 2,028,459 |

| number of livestock carried by goods train | 1962 | 1961 |
|--|----------------|----------------|
| Horses | 9,146 | 8,047 |
| Cattle | 422,817 | 391,792 |
| Calves | 15,824 | 15,975 |
| Sheep | 71,751 | 91,029 |
| Pigs | 21,695 | 20,842 |
| Other Animals | 759 | 532 |
| total | 541,992 | 528,217 |

| engine mileage | Coaching | Goods | Other | Total |
|-------------------------------|-------------------------------|-------------------------------|-------------------------------|--------------------------------|
| Steam Tender and Tank Engines | 97,755 127,988 | 270,272 365,686 | 1,024,260 1,286,947 | 1,392,287 1,780,621 |
| Diesel Electric Engines | 3,188,693 3,280,618 | 2,603,249 2,605,725 | 754,100 625,206 | 6,546,042 6,511,549 |
| Diesel Rail Cars | 1,728,593 1,999,546 | — — | 6,724 6,989 | 1,735,317 2,006,535 |
| Total Engine Miles | 5,015,041 5,408,152 | 2,873,521 2,971,411 | 1,785,084 1,919,142 | 9,673,646 10,298,705 |

Figures in light are in respect of the year 1961.

statistics of rail operations

| | 1962 | 1961 |
|---|-------------|-------------|
| Total engine hours per train engine hour : | | |
| Steam | | |
| Coaching | 4.13 | 3.37 |
| Freight | 5.37 | 5.42 |
| Diesel Rail Cars | | |
| Coaching | 1.00 | 1.00 |
| Diesel Locomotives | | |
| Coaching | 1.32 | 1.18 |
| Freight (<i>shunters excluded</i>) | 1.85 | 1.60 |
| Diesel Shunters | | |
| Coaching | 420.00 | 253.20 |
| Freight | 27.63 | 10.99 |
| Train miles per train engine hour : | | |
| Coaching | | |
| Steam | 15.78 | 13.27 |
| Diesel Locomotives (<i>standard gauge</i>) | 29.95 | 31.03 |
| Diesel Locomotives (<i>narrow gauge</i>) | — | 20.96 |
| Diesel Railcars (<i>standard gauge</i>) | 27.60 | 27.64 |
| Diesel Railcars (<i>narrow gauge</i>) | — | 20.21 |
| Diesel Shunters | 6.00 | 14.83 |
| Freight | | |
| Steam | 9.43 | 10.13 |
| Diesel Locomotives (<i>standard gauge</i>) | 13.07 | 14.26 |
| Diesel Locomotives (<i>narrow gauge</i>) | — | 11.59 |
| Diesel Shunters | 8.49 | 7.00 |
| Ton miles per engine hour : | | |
| Per Train Engine Hour | 973 | 929 |
| Per Engine Shunting Hour | 768 | 770 |
| Per Total Engine Hour | 418 | 421 |
| Ton miles per train mile : | | |
| Train Load in Tons | 77.20 | 75.48 |
| Wagon miles per train mile (<i>number of wagons per train</i>) | | |
| Loaded | 19.83 | 21.45 |
| Empty | 6.87 | 7.82 |
| Wagon miles per hour : | | |
| Per Engine Hour | 336.54 | 360.23 |
| Per Engine Shunting Hour | 265.51 | 298.67 |
| Per Total Engine Hour | 144.45 | 163.29 |
| | Tons | Tons |
| Average wagon load | 3.89 | 3.52 |

Figures in light are in respect of the year 1961.

STATISTICS OF RECEIPTS

rail passenger traffic

| Class of Passenger | Number | Receipts | Average Receipts per Journey | |
|--------------------|-------------------------------|-------------------------------|------------------------------|-----------------------|
| | | | s. | d. |
| | | £ | | |
| Ordinary | | | | |
| 1st Class | 139,854 152,082 | 144,451 154,354 | 20 20 | 7.89 3.59 |
| 2nd Class | 6,852,833 7,634,787 | 2,426,718 2,471,428 | 7 6 | 0.99 5.69 |
| total | 6,992,687 7,786,869 | 2,571,169 2,625,782 | 7 6 | 4.25 8.93 |
| Season | | | | |
| 1st Class | 189,724 184,694 | 9,216 8,749 | | 11.66 11.37 |
| 2nd Class | 2,974,157 3,081,924 | 96,592 96,572 | | 7.79 7.52 |
| total | 3,163,881 3,266,618 | 105,808 105,321 | | 8.03 7.74 |

| | Total Units | Average Receipts per Unit |
|--------------------------------------|-----------------------------------|------------------------------|
| Passenger Miles | 344,347,500 352,141,700 | 1.87d. 1.86d. |
| Passenger Journeys | 10,156,568 11,053,487 | 63.26d. 59.30d. |
| Loaded Train Miles | 4,884,053 5,289,115 | 10s. 11d. 10s. 4d. |
| Miles of Road (<i>First Track</i>) | 1,655 1,747 | £1,618 £1,563 |

Figures in light are in respect of the year 1961.

freight train traffic

| | Receipts | Tons Carried | Ton Miles | Average Length of haul in miles | Average Receipts | |
|---------------|------------------|-----------------------|--------------------|---------------------------------|------------------|--------------|
| | | | | | Per Ton | Per Ton Mile |
| | | | | | £ s. d. | pence |
| Merchandise | 3,829,496 | 1,868,374 | 167,481,284 | 89.64 | 2 1 0 | 5.49 |
| | 3,717,295 | 1,871,591 | 165,556,150 | 88.46 | 1 19 9 | 5.39 |
| Minerals | 451,031 | 463,420 | 33,041,419 | 71.30 | 19 6 | 3.28 |
| | 524,116 | 589,798 | 39,083,282 | 66.27 | 17 9 | 3.22 |
| Coal and Coke | 27,432 | 40,375 | 1,946,529 | 48.21 | 13 7 | 3.38 |
| | 32,375 | 48,993 | 2,306,262 | 47.07 | 13 3 | 3.37 |
| total | 4,307,959 | 2,372,169 | 202,469,232 | 85.35 | 1 16 4 | 5.11 |
| | 4,273,786 | 2,510,382 | 206,945,694 | 82.44 | 1 14 1 | 4.96 |
| Livestock | 342,949 | No. 541,992 | — | 93.18 | — | — |
| | 317,693 | 528,217 | — | 90.64 | — | — |

| | Total Units | Average Receipts per Unit |
|-----------------------------|-------------------|---------------------------|
| Loaded Train Miles | 2,766,660 | £1 13 7 |
| | 2,863,896 | £1 12 1 |
| Loaded Wagon Miles | 57,244,918 | 19.50 pence |
| | 64,054,170 | 17.20 pence |
| Miles of Road (First Track) | 1,655 | £2,810 |
| | 1,747 | £2,628 |

Figures in light are in respect of the year 1961.

road passenger services

| | Receipts | Passengers Carried | Vehicle Miles | Passenger Miles (Estimated) |
|--------------------------|-------------------------------|-----------------------------------|---------------------------------|-----------------------------------|
| | £ | | | |
| Dublin City Services | 4,614,222 4,354,111 | 244,638,452 236,275,913 | 31,574,170 30,989,992 | 591,439,614 585,786,070 |
| Other City Services | 611,403 574,354 | 39,479,358 38,091,692 | 4,109,179 3,998,632 | 66,125,809 65,649,858 |
| Provincial Services | 1,503,202 1,382,899 | 17,638,325 15,207,941 | 13,409,050 12,559,739 | 126,534,544 117,268,433 |
| Tours and Private Hire | 436,658 398,744 | 1,800,276 1,716,135 | 2,227,256 2,110,705 | — — |
| total | 7,165,485 6,710,108 | 303,556,411 291,291,681 | 51,319,655 49,659,068 | — — |
| | Per Journey | Per Mile | Per Passenger Mile | |
| Average Receipts: | d. | d. | d. | |
| Dublin City Services | 4.53 4.42 | 35.07 33.72 | 1.87 1.78 | |
| Other City Services | 3.72 3.62 | 35.71 34.47 | 2.22 2.10 | |
| Provincial Services | 20.45 21.82 | 26.90 26.43 | 2.85 2.83 | |

Figures in light are in respect of the year 1961.

road freight services

| TYPE | Vehicle Miles | Tonnage | Receipts | Average Rate Per Ton | |
|---------------------------|-------------------|--------------------|------------------|----------------------|-------------|
| | | | | £ | s. d. |
| Scheduled Services | 2,376,689 | 227,111 | 376,635 | 33 | 2.0 |
| | 2,172,591 | 215,287 | 344,241 | 31 | 11.8 |
| Railhead C. & D. Services | 1,097,252 | 398,183 | 277,501 | 13 | 11.3 |
| | 1,020,304 | 428,811 | 254,537 | 11 | 10.5 |
| Direct Road Services | 10,559,278 | 2,945,427 | 1,549,118 | 10 | 6.2 |
| | 8,947,545 | 2,355,224 | 1,245,033 | 10 | 6.9 |
| total | 14,033,219 | 3,570,721 | 2,203,254 | 12 | 4.1 |
| | 12,140,440 | 2,999,322 | 1,843,811 | 12 | 3.5 |
| Livestock | 1,855,189 | No. 376,889 | 248,571 | | |
| | 1,637,560 | 305,455 | 211,868 | | |

Figures in light are in respect of the year 1961.

Two of the modern containers which were turned out by the Board's workshops during the year.





