

CÓRAS IOMPAIR ÉIREANN

NINTH  
ANNUAL REPORT

*for the Year ended*

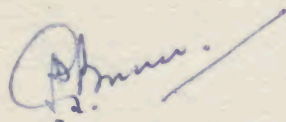
31st MARCH 1959



TWO SHILLINGS AND SIXPENCE



CÓRAS IOMPAIR ÉIREANN

A handwritten signature in blue ink, possibly reading 'A. Munn', with a long diagonal stroke extending to the right.

# NINTH ANNUAL REPORT

*for the Year ended*

**31st MARCH, 1959**



KINGSBRIDGE STATION, DUBLIN



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

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

MR. T. C. COURTNEY,

MR. L. FERRIS,

MR. T. P. HOGAN,

MR. W. McMULLEN,

MR. M. F. MOLONY,

MR. J. T. O'FARRELL.





## NINTH ANNUAL REPORT FOR THE YEAR ENDED

31ST MARCH, 1959.

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

### TRANSPORT ACT, 1958.

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

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

### THE NEW BOARD.

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

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

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

### C.I.E.—G.N.R. MERGER.

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

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

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

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

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

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

#### NEW POLICY.

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

The new policy may be summarised as follows :—

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



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

### FINANCIAL RESULTS.

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

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

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

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

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

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

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

## SERVICES.

### **Rail Passenger:**

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

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

### **Rail Freight:**

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

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

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

The demand from the Continent for anthracite coal dropped.

Many industrial and domestic consumers turned from coal to oil.

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



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

### **Rail Working:**

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

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

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

### **Canal:**

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

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

### **Road Freight:**

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

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

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

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

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

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

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

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

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

### **Road Passenger:**

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

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

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

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

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

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

### **Coach Tours:**

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



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

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

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

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

#### **Aran Steamer Service:**

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

#### **Shannon Cruises:**

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

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

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

#### **Hotels and Catering:**

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

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

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

### PUBLICITY CAMPAIGN.

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

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

### NEW EQUIPMENT.

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

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

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



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

## ENGINEERING.

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

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

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

Apart from these and other special construction tasks, the routine work of track maintenance and safety precautions was continued during the year. Sleepers, for instance, were renewed on 61 miles of track, compared with 49 $\frac{3}{4}$  miles in the previous year, and 1,943 miles were sprayed with weed-killer.

## STAFF.

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

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

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

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

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

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

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

C. S. ANDREWS,  
*Chairman.*

M. J. HAYES,  
*Secretary.*

R. G. WATT,  
*Chief Accountant.*



# Statement of Accounts

and

# Statistics

*for the year ended*

31st March 1959

REVENUE ACCOUNTS FOR YEAR

RAILWAY

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

ROAD PASSENGER

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

ROAD FREIGHT

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

ENDED 31st MARCH, 1959

WORKING

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

WORKING

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

WORKING

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



REVENUE ACCOUNTS FOR YEAR

VESSEL

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

CANAL

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

HOTELS, REFRESHMENT ROOMS

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

DOCKS, HARBOURS AND

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



ENDED 31st MARCH, 1959—(continued)

WORKING

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

WORKING

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

AND RESTAURANT CARS WORKING

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

WHARVES WORKING

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

REVENUE ACCOUNTS FOR YEAR

PROFIT AND

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

APPROPRIATION

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

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

ENDED 31ST MARCH, 1959—(continued).

LOSS ACCOUNT

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

ACCOUNT

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

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



## BALANCE SHEET

1958		Amount of Stock at 1st April, 1958	Written Off as per Notes on page 25	TOTAL
£		£	£	£
	<b>CAPITAL ISSUES :</b>			
9,889,083	3% Transport Stock, 1955/60	9,889,083	9,889,083	—
3,000,000	2½% Transport Stock, 1965/75	3,000,000	—	3,000,000
3,514,460	3% Transport Stock, 1975/85	3,514,460	—	3,514,460
2,500,000	5% Transport Stock, 1972/77	2,500,000	—	2,500,000
4,500,000	4½% Transport Stock, 1972/77	4,500,000	—	4,500,000
23,403,543		23,403,543	9,889,083	13,514,460
	<b>CURRENT LIABILITIES :</b>			
113,651	Amount due to Bankers (secured by investments) .. .. .		—	
2,965,860	Sundry Creditors and Accrued Charges ..		2,908,555	
4,820,400	Advances under Section 18, Transport Act, 1944, and Section 30, Transport Act, 1950 .. .. .		—	
1,803,000	Repayable State advances for Capital Expenditure .. .. .		—	
104,778	Taxation .. .. .		70,490	
9,807,689				2,979,045
372,784	<b>SINKING FUND FOR REDEMPTION OF TRANSPORT STOCKS</b>			497,124
33,584,016				16,990,629



31st MARCH, 1959.

1958		Amount at 1st April, 1958	Addi- tions During Year, New Assets and Re- newals	Deductions during Year		Total
				Depre- ciation and Sales	Written Off as per Notes on page 25	
£		£	£	£	£	£
	<b>FIXED ASSETS :</b>					
6,420,880	Railway Lines and Works	6,420,880	525,098	492,661	6,453,317	—
12,757,866	Railway Rolling Stock	12,757,866	1,205,707	682,412	954,613	12,326,548
2,021,198	Road Passenger Vehicles	2,021,198	442,446	363,000	357,151	1,743,493
373,702	Road Freight Vehicles and Equipment ..	373,702	58,743	126,022	102,254	204,169
155,519	Vessels .. ..	155,519	31,119	6,710	—	179,928
669,230	Canal .. ..	669,230	—	3,584	665,646	—
20,237	Canal Barges and Equip- ment .. ..	20,237	—	228	20,009	—
1,907,405	Land and Buildings ..	1,907,405	16,933	5,063	1,411,105	508,170
612,868	Plant and Machinery ..	612,868	157,801	6,425	292,610	471,634
223,325	Docks, Harbours and Wharves .. ..	223,325	—	—	175,305	48,020
510,237	Hotels, including Catering Equipment .. ..	510,237	54,672	97	342,270	222,542
25,672,467		25,672,467	2,492,519	1,686,202	10,774,280	15,704,504
5,037,215	Less : Capital Reserve					3,423,064
20,635,252						12,281,440
	<b>CURRENT ASSETS :</b>					
2,531,620	Stock of Stores (less reserve) ... ..				1,852,136	
1,231,708	Sundry Debtors and Payments in Advance ..				1,542,266	
3,055	Cash at Bank and in Hand ....				296,820	
42,330	Cash on Deposit ....				—	
457,868	Investments at Cost (less reserve) (Market Value £499,255) ....				520,843	
4,266,581						4,212,065
	<b>FISHGUARD AND ROSSLARE RAILWAYS AND HARBOURS COMPANY</b>					
570,526	... ..					—
29,801	BARROW NAVIGATION ... ..					—
372,784	INVESTMENT ON SINKING FUND ACCOUNT ... ..					497,124
172,674	ISSUE OF TRANSPORT STOCKS - DISCOUNT AND EXPENSES (less amounts written off) ... ..					—
7,536,398	APPROPRIATION ACCOUNT (Balance transferred) ... ..					—
33,584,016						16,990,629

R. G. WATT, Chief Accountant.

## AUDITORS' REPORT.

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

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

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

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

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

DUBLIN,  
30th July, 1959.

CRAIG, GARDNER & COMPANY,  
*Chartered Accountants.*



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

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



STATISTICAL RETURNS FOR THE YEAR ENDED 31st MARCH, 1959

STATISTICS OF ASSETS

MILEAGE OF RAILWAY LINES

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

MILEAGE OF CANALS

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

LOCOMOTIVES

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

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

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

## RAIL MOTOR VEHICLES

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

## COACHING VEHICLES

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

## RAIL SERVICE VEHICLES

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

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



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

## RAIL MERCHANDISE AND MINERAL VEHICLES

	Under 8 tons	8 tons and up to 12 tons	Over 12 tons	Number	Tonnage Capacity	
					Total	Average per Vehicle
<b>FREIGHT VEHICLES</b>						
Open Wagons ....	201	5,629	—	5,830	60,439	10.37
	<i>211</i>	<i>5,584</i>	—	<i>5,795</i>	<i>59,313</i>	<i>10.24</i>
Covered Wagons ....	318	5,542	158	6,018	62,197	10.34
	<i>389</i>	<i>5,688</i>	<i>158</i>	<i>6,235</i>	<i>63,621</i>	<i>10.20</i>
Special wagons for loads of exceptional dimensions and weight ....				47	842	17.91
				<i>47</i>	<i>842</i>	<i>17.91</i>
Cattle Trucks ....				2,163	20,456	9.46
				<i>2,202</i>	<i>20,421</i>	<i>9.27</i>
Rail and Timber Trucks (including twin trucks)				472	4,887	10.35
				<i>416</i>	<i>4,201</i>	<i>10.10</i>
Miscellaneous ....				181	2,363	13.05
				<i>181</i>	<i>2,363</i>	<i>13.06</i>
TOTAL ....				14,711	151,184	10.28
				<i>14,876</i>	<i>150,761</i>	<i>10.12</i>
<b>CONTAINERS</b>						
Large Covered ....				29	110	3.79
				<i>29</i>	<i>110</i>	<i>3.79</i>
Small Covered ....				42	111	2.64
				<i>42</i>	<i>111</i>	<i>2.64</i>
Open Bulk ....				115	259	2.25
				<i>115</i>	<i>259</i>	<i>2.25</i>
Insulated ...				25	100	4.00
				<i>25</i>	<i>100</i>	<i>4.00</i>
Mobile Milk Tanks ....				6	—	—
				<i>6</i>	—	—
Small Wheeled ....				6	6	1.00
				<i>6</i>	<i>6</i>	<i>1.00</i>
Bicycle Containers ....				3	12	4.00
				<i>3</i>	<i>12</i>	<i>4.00</i>
Furniture Vans ..				1	1	1.00
				<i>1</i>	<i>1</i>	<i>1.00</i>
TOTAL ....				227	599	2.64
				<i>227</i>	<i>599</i>	<i>2.64</i>
BRAKE VANS ....				282		
				<i>302</i>		

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



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

ROAD VEHICLES

PASSENGER VEHICLES :

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

GOODS AND PARCELS VEHICLES AND HORSEBOXES :

	Under 6 tons capacity		6 tons capacity and over		TOTAL	
	1959	1958	1959	1958	1959	1958
Lorries ...	260	<i>260</i>	376	<i>380</i>	636	<i>640</i>
Vans ...	69	<i>67</i>	—	—	69	<i>67</i>
Tractors ...	5	<i>5</i>	84	<i>84</i>	89	<i>89</i>
Horseboxes ...	—	—	—	—	34	<i>34</i>
					828	<i>830</i>
<b>TRAILERS :</b>						
Special purposes ...					46	<i>46</i>
Articulated ...					196	<i>196</i>
Flat 4-wheel ...					162	<i>162</i>
<b>HORSE DRAWN VEHICLES :</b>					339	<i>339</i>
<b>TOTAL</b> ..					<b>1,571</b>	<b><i>1,573</i></b>
Horses for Road Vehicles					241	<i>239</i>
<b>CONTAINERS :</b>						
Cement ..					15	<i>15</i>
Furniture ..					116	<i>116</i>
Livestock ..					174	<i>174</i>
Grain ..					10	<i>10</i>
Meat ..					57	<i>56</i>
Tar and Oil ..					24	<i>24</i>
					396	<i>395</i>
STAFF CARS (including 6 Station Wagons)					96	<i>101</i>
SERVICE VEHICLES					44	<i>45</i>

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

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

STATISTICS OF OPERATIONS

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

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

NUMBER OF LIVESTOCK CARRIED BY GOODS TRAIN

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

ENGINE MILEAGE

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

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



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

## STATISTICS OF RAIL OPERATIONS

	1959	1958
<b>TOTAL ENGINE HOURS PER TRAIN ENGINE HOUR :</b>		
<i>Steam</i>		
Coaching ... ..	1.86	1.80
Freight ... ..	3.07	3.55
<i>Diesel Rail Cars</i>		
Coaching ... ..	1.00	1.00
<i>Diesel Locomotives</i>		
Coaching ... ..	1.22	1.20
Freight (Shunters excluded) .. ..	1.88	1.76
<i>Diesel Shunters</i>		
Coaching .. ..	66.54	—
Freight .. ..	20.20	—
<b>TRAIN MILES PER TRAIN ENGINE HOUR</b>		
<i>Coaching</i>		
Steam ... ..	13.50	13.15
Diesel Locomotives (Standard Gauge) .. ..	29.86	29.43
do. (Narrow Gauge) .. ..	20.85	21.78
Diesel Rail Cars (Standard Gauge) .. ..	27.32	27.01
do. (Narrow Gauge) .. ..	18.12	18.76
Diesel Shunters .. ..	10.23	—
<i>Freight</i>		
Steam ... ..	9.50	9.76
Diesel Locomotives (Standard Gauge) .. ..	16.00	15.50
do. (Narrow Gauge) .. ..	13.13	12.96
Diesel Shunters ... ..	7.59	7.21
<b>TON MILES PER ENGINE HOUR</b>		
Per Train Engine Hour ... ..	862	784
Per Engine Shunting Hour ... ..	639	629
Per Total Engine Hour ... ..	367	349
<b>TON MILES PER TRAIN MILE</b>		
Train Load in tons ... ..	69.69	66.30
<b>WAGON MILES PER TRAIN MILE</b> (Number of Wagons per train)		
Loaded ... ..	20.42	20.18
Empty ... ..	7.39	7.08
Total ... ..	27.81	27.26
<b>WAGON MILES PER HOUR</b>		
Per Train Engine Hour ... ..	343.94	322.36
Per Engine Shunting Hour ... ..	255.00	258.44
Per Total Engine Hour ... ..	146.43	143.44
<b>AVERAGE WAGON LOAD</b> ... ..		
	Tons	Tons
	3.41	3.29

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



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

## STATISTICS OF RECEIPTS

## RAIL PASSENGER TRAFFIC

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

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

STATISTICS OF RECEIPTS

FREIGHT TRAIN TRAFFIC

Classification	Receipts	Tons Carried	Ton Miles	Average length of haul in miles	Average Receipts	
					per ton	per ton mile
	£				£ s. d.	Pence
Merchandise ...	3,096,160	1,542,316	137,092,236	88.89	2 0 2	5.42
	<i>3,062,359</i>	<i>1,587,014</i>	<i>133,241,121</i>	<i>83.96</i>	<i>1 18 7</i>	<i>5.52</i>
Minerals ...	445,567	518,714	33,501,988	64.59	17 2	3.19
	<i>419,714</i>	<i>501,424</i>	<i>31,944,182</i>	<i>63.71</i>	<i>16 9</i>	<i>3.15</i>
Coal and Coke	61,826	57,260	5,274,929	92.12	1 1 7	2.81
	<i>104,842</i>	<i>90,603</i>	<i>8,124,295</i>	<i>89.67</i>	<i>1 3 2</i>	<i>3.10</i>
TOTAL ...	3,603,553	2,118,290	175,869,153	83.02	1 14 0	4.02
	<i>3,586,915</i>	<i>2,179,041</i>	<i>173,309,598</i>	<i>79.53</i>	<i>1 12 11</i>	<i>4.97</i>
Livestock ...	£	No.	—	81.65		
	300,639	517,758	—			
	<i>400,365</i>	<i>688,700</i>	—	<i>80.78</i>		
				Total Units	Average Receipts per unit	
Loaded Train Miles ...	...	...	...	2,730,984	£1 8 7	
				<i>2,850,692</i>	<i>£1 8 0</i>	
Loaded Wagon Miles ...	...	...	...	58,136,866	16.12 pence	
				<i>60,970,614</i>	<i>15.70</i> ..	
Miles of Road (First Track) ...	...	...	...	2,149	£1,817	
				<i>2,168</i>	<i>£1,839</i>	

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

## STATISTICS OF RECEIPTS

## ROAD PASSENGER SERVICES

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

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## STATISTICS OF RECEIPTS

## ROAD FREIGHT SERVICES

Type	Vehicle Miles	Tonnage	Receipts	Average Rate per ton	
				s.	d.
Scheduled Services ... ..	1,808,629	163,557	£ 241,803	29	6.8
	<i>1,792,388</i>	<i>162,779</i>	<i>238,253</i>	29	3.3
Railhead C. & D. Services	653,888	229,035	140,695	12	3.4
	<i>622,164</i>	<i>217,153</i>	<i>135,772</i>	12	6.6
Direct Road Services ... ..	7,388,083	1,577,724	938,288	11	10.7
	<i>8,640,033</i>	<i>1,884,753</i>	<i>1,007,716</i>	10	8.3
TOTAL ... ..	9,850,600	1,970,316	1,320,786	13	4.9
	<i>11,054,585</i>	<i>2,264,685</i>	<i>1,381,741</i>	12	2.4
Livestock ... ..	1,307,101	No. 203,903	155,005		
	<i>1,448,533</i>	<i>240,030</i>	<i>172,833</i>		

## GRAND CANAL TRAFFIC

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

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







