

10th Annual Report

CORAS IOMPAIR EIREANN

For the year ended 31st March 1960

C.I.E.



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

Printed and Published by the
Company at Kingsbridge Station, Dublin

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 Killinoy, 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.

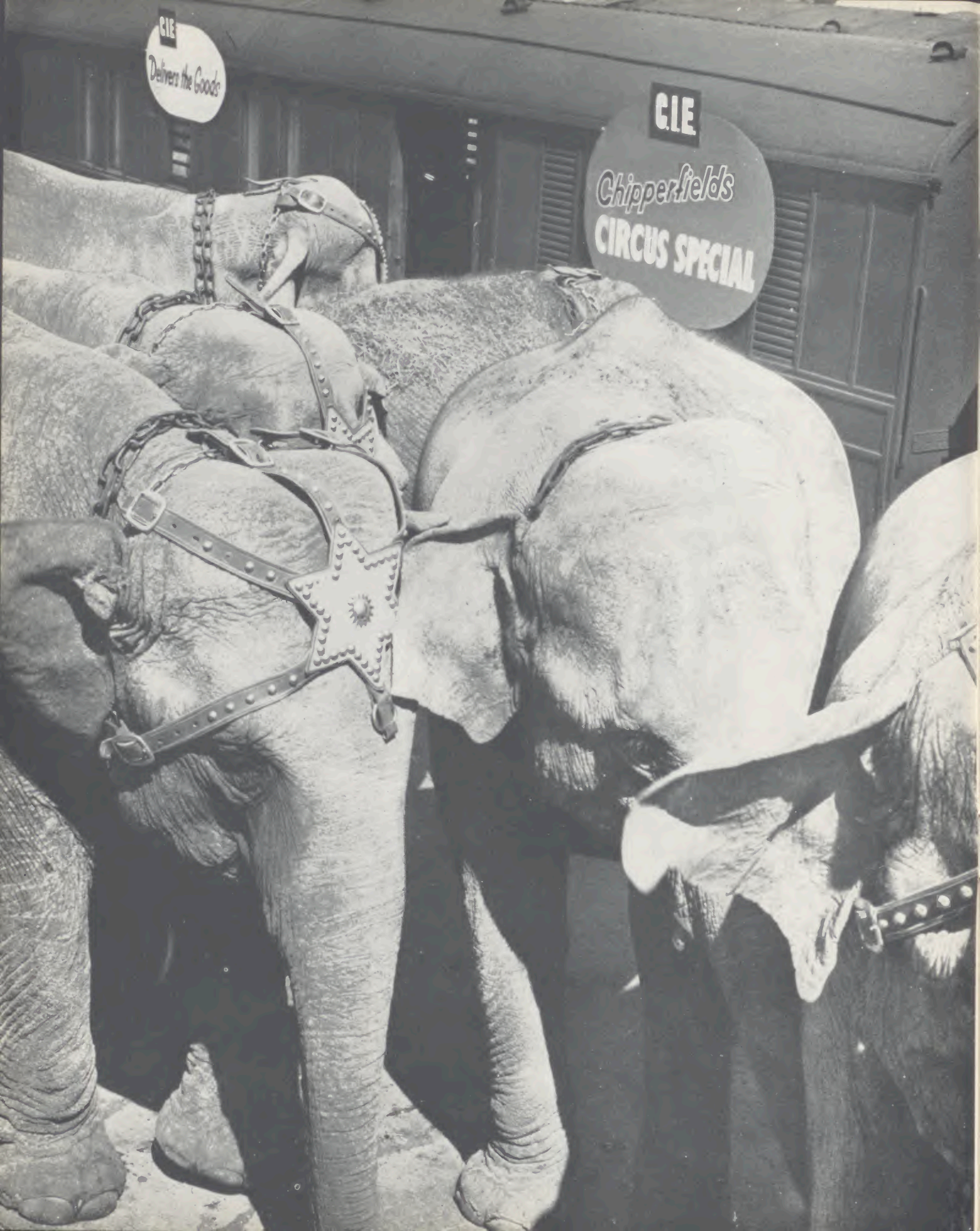
Extensive publicity by way of newspaper advertising, brochures and talks was undertaken to bring to the attention of the public the advantages of using public transport services. This campaign resulted in a considerable increase in revenue.

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

CIE
Delivers the Goods

CIE
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

IT'S GOOD TO TRAVEL

you can't

See Ireland

FOR THE HOLIDAY OF A LIFETIME



LEAVE THE CITY BEHIND



COACH/AIR

tours of Ireland

HOLIDAY CAMPING COACHES IN IRELAND

golfing
fishing
racing

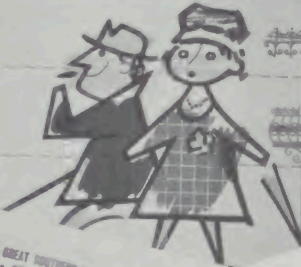
Ireland

1960 tours programme

WINE AND ... STAY

GREAT SOUTHERN HOTELS

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



GREAT SOUTHERN HOTELS

The GREAT SOUTHERN HOTEL - Galway has a different approach to a problem



TRIPS TO KILLARNEY ON WEEK-DAYS

July and August (except Saturday, 1st August)

you can't beat

FURNITURE REMOVALS



... it's good to travel by

... the GREAT SOUTHERN HOTEL

OPERATED JOINTLY BY GREAT SOUTHERN HOTELS AND C.I.E.

I took a train

RAIL RAMBLE

unlimited for 15 days



It's good to travel - by

C.I.E.

WINGSURGE dep. 9.55 a.m. FIRST ARR. 12.31 p.m.

Second class travel Reserved Seat Lunch and High Tea

INCLUSIVE 55%

Visit the Fuchsia Pool MULLRANY

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

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

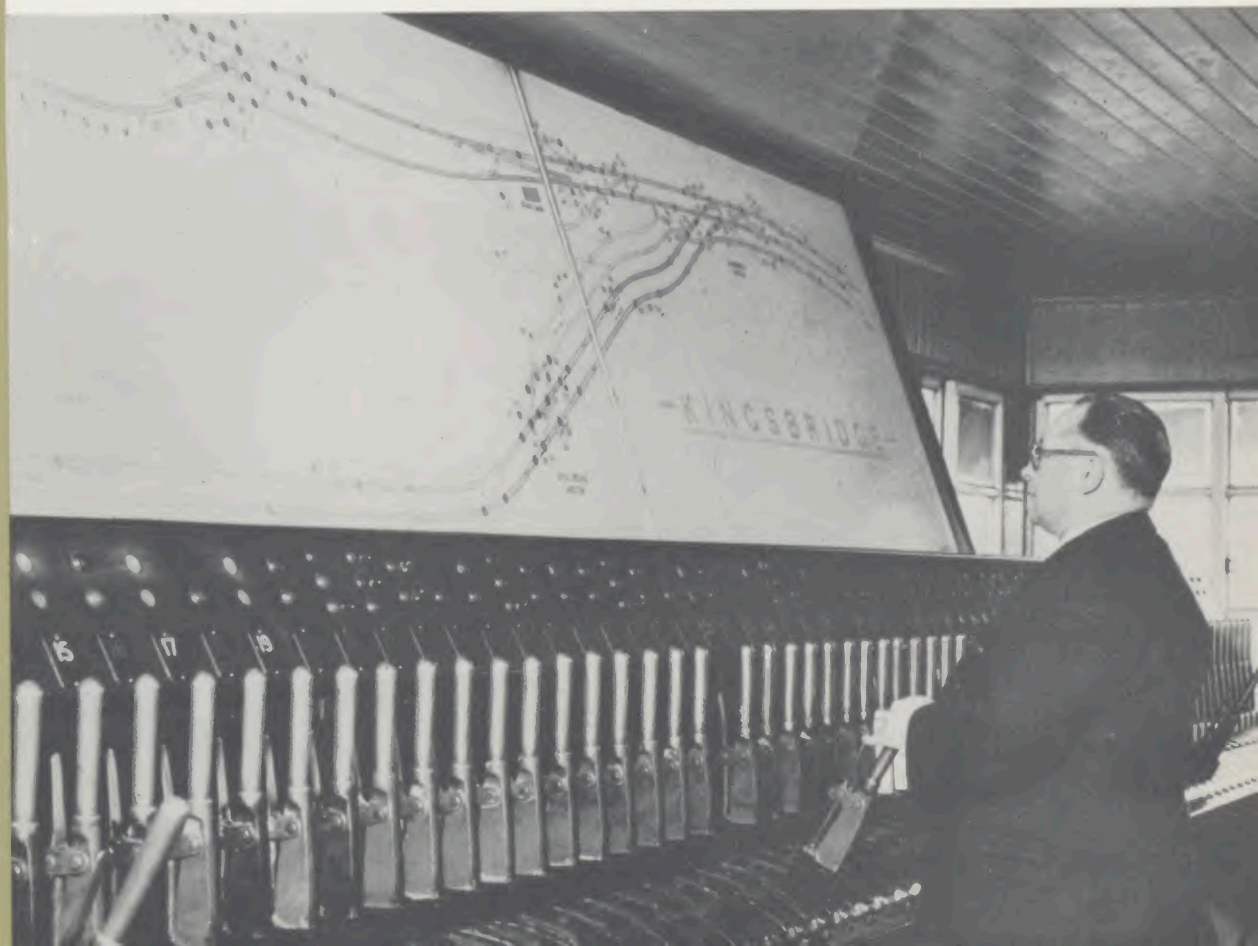
- 1. Great Southern Hotel Bundoran.
- 2. Great Southern Hotel Killarney.
- 3. Great Southern Hotel Parknasilla.

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.



4



5

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
	£
Maintenance of Buildings and Cars	42,931
Maintenance of Equipment	45,735
Working Expenses	
Salaries, Wages, Office Expenses, etc.	£ 170,132
Provisions, Wines, etc.	445,543
Other Expenses	73,211
	688,886
Other Expenditure	41,652
	819,204
Balance to Profit and Loss Account	65,567
	£884,771

DOCKS, HARBOURS AND WHARVES WORKING

expenditure	1960
	£
Maintenance of Docks, Harbours and Wharves and Equipment	10,333
Operating Expenses	5,153
Dredging	8,750
Other Expenditure	2,121
	£26,357

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
4¼% 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
4¼% 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
current assets				13,986,195	12,281,440
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
balance as at 31st March, 1960		1,658,559

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

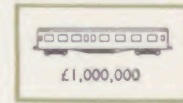


RAIL PASSENGERS

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	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

Trailers

Special purposes	46	46
Articulated	194	196
Flat 4-wheel	158	162

Horse Drawn Vehicles

	307	339
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total

	1,474	1,571
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Horses for Road Vehicles

	239	241
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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	Coaching	Goods	Other	Total
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 (<i>First Track</i>)	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	

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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.

C.I.E.

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