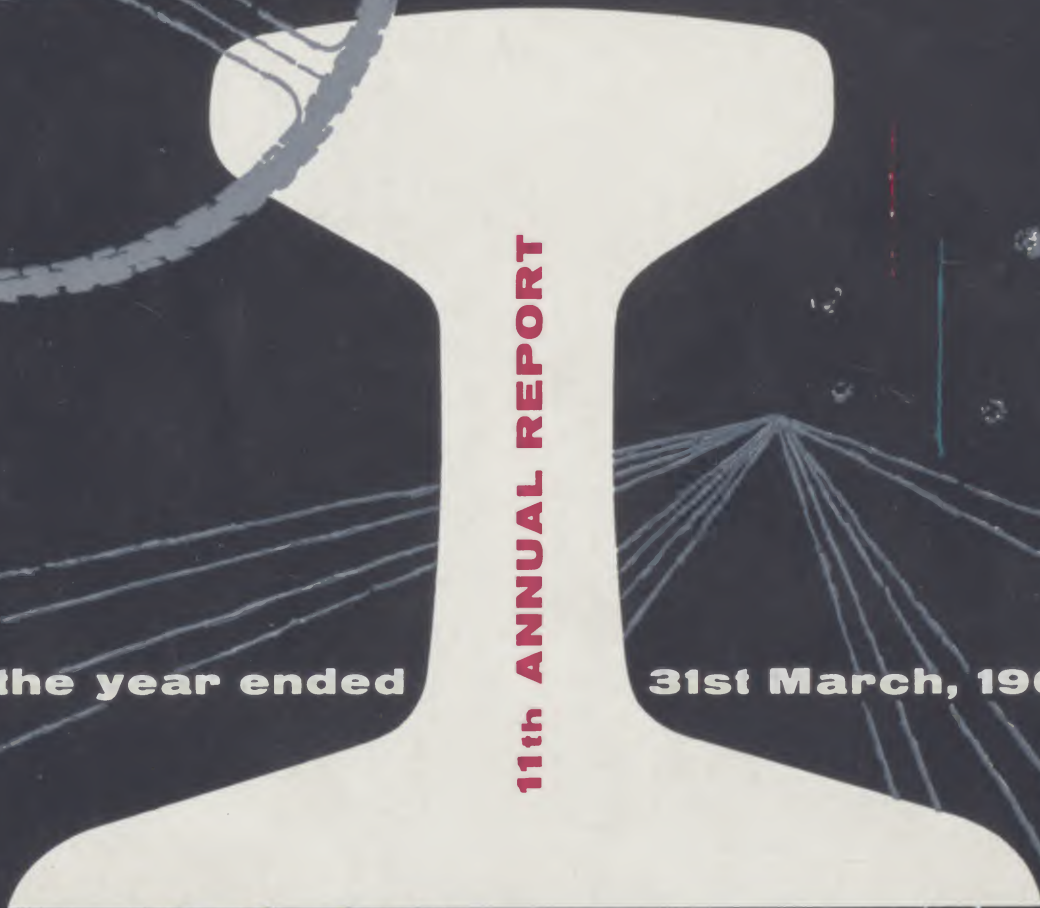


**CORAS IOMPAIR EIREANN**

**for the year ended**

**11th ANNUAL REPORT**

**31st March, 1961**





**CORAS IOMPAIR ÉIREANN**

**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 Eireann 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.





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.

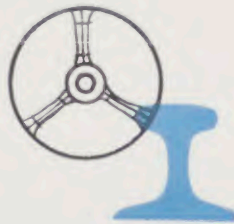
The Board wishes to thank the staff at all levels for their efforts throughout the year.

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.*



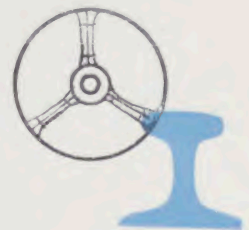


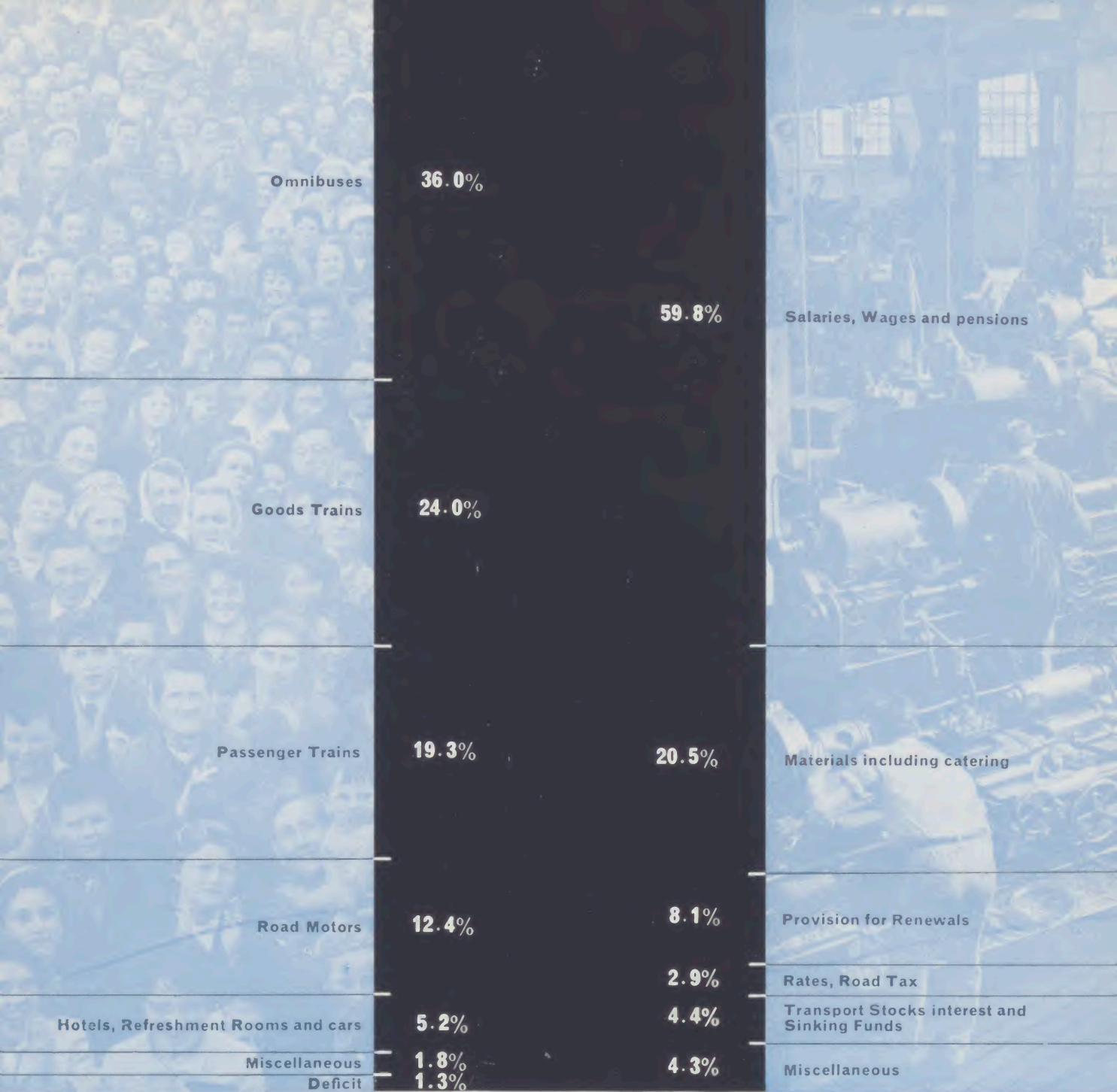
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4

**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
<b>Traffic expenses</b>	£		
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	£		
Depreciation of Rolling Stock	357,000		382,000
	647,600		650,700
		1,004,600	1,032,700
		<b>£8,853,383</b>	<b>£8,704,729</b>

## ROAD PASSENGER WORKING

expenditure		1961	1960
		£	£
Maintenance of Buildings		18,799	15,065
Maintenance of Vehicles and Equipment		805,837	858,064
<b>Traffic expenses</b>	£		
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
		<b>£6,912,739</b>	<b>£6,779,706</b>

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

<b>receipts</b>	<b>1961</b>	<b>1960</b>
	£	£
Passenger Services	6,710,108	6,596,453
Miscellaneous	202,631	183,253
	<b>£6,912,739</b>	£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
<b>Traffic Expenses</b>		
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
	<b>1,532,057</b>	<b>1,347,357</b>
Other Expenditure	175,775	149,589
Depreciation	128,000	136,000
	<b>2,253,193</b>	<b>1,951,783</b>
Balance to Profit and Loss Account	132,548	142,486
	<b>£2,385,741</b>	<b>£2,094,269</b>

## VESSEL WORKING

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

## CANAL WORKING

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



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

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

<b>receipts</b>	<b>1961</b>	<b>1960</b>
	£	£
Goods Traffic	<b>7,246</b>	95,234
Miscellaneous	<b>4,893</b>	3,918
Rents	<b>21,909</b>	21,268
	<b>34,048</b>	120,420
Balance to Profit and Loss Account	<b>51,186</b>	79,317
	<b>£85,234</b>	£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
<b>Working Expenses</b>		
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

<b>receipts</b>	<b>1961</b>	<b>1960</b>
	£	£
Receipts from Hotels, Refreshment Rooms and Restaurant Cars	<b>991,411</b>	884,771
	<b>£991,411</b>	£884,771

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



## PROFIT AND LOSS ACCOUNT

		1961	1960
<b>expenditure</b>			
<b>balances from :</b>		£	£
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
		<b>552,772</b>	954,526
Net Working Profit carried down		420,654	Dr. 3,042
		<b>£973,426</b>	£951,484
<b>interest on transport stocks</b>			
	£		
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
		<b>646,684</b>	609,934
<b>sinking funds</b>			
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
		<b>150,000</b>	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 Cc. Donegal Railways Joint Committee		746	14,565
		<b>£861,774</b>	£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
	<b>1,922,720</b>	£1,411,038

receipts	1961	1960
<b>balances from :</b>	£	£
Road Passenger Working	764,305	748,690
Road Freight Working	132,548	142,486
Hoteis, Refreshment Rooms and Restaurant Cars Working	76,573	60,308
	<b>£973,426</b>	<b>£951,484</b>
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
	<b>£861,774</b>	<b>£824,567</b>
	£	£
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	£128,186	236,038
	<b>£1,922,720</b>	<b>£1,411,038</b>

## BALANCE SHEET 31st MARCH 1961

	Amount of Stock at 1st April, 1960	Amount Received During Year	Total	1960
	£	£	£	£
<b>capital issues</b>				
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
<b>Salaried Officers' &amp; Clerks' (G.S.R.) Superannuation Fund</b>				
Board's liability for deficiency			1,711,555	1,844,275
<b>current liabilities and provisions</b>				
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
<b>sinking fund for Redemption of 4¼% and 5% Transport Stocks</b>				
			848,574	661,828
<b>Provision for Redemption of 2½% and 3% Transport Stocks</b>				
			100,000	—
<b>appropriation account</b>				
			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
	£	£	£	£	£
<b>fixed assets</b>					
Railway Rolling Stock	12,179,408	1,427,835	684,815	<b>12,922,428</b>	12,179,408
Road Passenger Vehicles	1,678,900	359,277	416,000	<b>1,622,177</b>	1,678,900
Road Freight Vehicles and Equipment	186,592	546,531	129,492	<b>603,631</b>	186,592
Vessels	173,208	1,879	6,725	<b>168,362</b>	173,208
Land and Buildings	598,105	176,717	—	<b>774,822</b>	598,105
Plant and Machinery	507,422	81,061	15,213	<b>573,270</b>	507,422
Docks, Harbours and Wharves	48,020	—	—	<b>48,020</b>	48,020
Hotels, including Catering Equipment	273,099	110,744	3,750	<b>380,093</b>	273,099
	15,644,754	2,704,044	1,255,995	<b>17,092,803</b>	15,644,754
Less : Capital Reserve (See Note)				<b>1,824,857</b>	1,658,559
<b>current assets</b>				<b>15,267,946</b>	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
				<b>6,895,772</b>	6,954,211
<b>investments on sinking fund account</b>				<b>848,574</b>	661,828
<b>issue of transport stock — discount and expenses</b> (less amounts written off)				<b>119,728</b>	138,291
				<b>£23,132,020</b>	£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
<b>Add :</b> Surplus arising on disposal of Land and Buildings and acquired assets	232,018	
<b>Less :</b> Capital Expenditure on Railway Lines and Works during year	50,343	181,675
		1,840,234
<b>Deduct :</b> Miscellaneous balances written off		15,377
		1,824,857
<b>balance as at 31st March, 1961</b>		

## 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.*

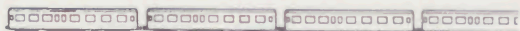


## RAIL PASSENGERS

revenue

£3,708,498

1961



£3,513,452

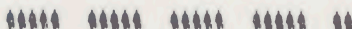
1960



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

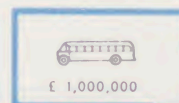
£6,710,108

1961



£6,596,453

1960



passengers

291,292,000

1961



300,220,000

1960

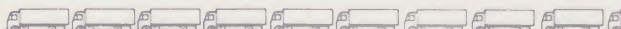


## ROAD FREIGHT

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

### mileage of canals

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

### locomotives

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

Figures in light are in respect of the year 1960.



### Rail Motor vehicles

	No.	SEATS		Total
		1st.	2nd	
Diesel Rail Cars	<b>89</b> 89	<b>815</b> 839	<b>3,870</b> 3,762	<b>4,685</b> 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	<b>484</b>	649	<b>25,165</b>	29,784	<b>388</b>	460
Composite Carriages	<b>2,598</b>	3,110	<b>3,610</b>	5,019	<b>106</b>	147
Restaurant Cars	—	—	<b>1,197</b>	1,207	<b>36</b>	36
<b>total</b>	<b>3,082</b>	3,759	<b>29,972</b>	36,010	<b>530</b>	643
Ambulance Coaches					<b>5</b>	4
Radio Vans					<b>4</b>	4
Holiday Camping Coaches					<b>8</b>	6
Post Office Vans					<b>21</b>	21
Luggage, Parcel & Brake Vans					<b>171</b>	212
Carriage Trucks & Flat Trucks					<b>62</b>	64
Horse Boxes					<b>94</b>	132
Miscellaneous					<b>26</b>	63
<b>total</b>					<b>921</b>	1,149

### rail service vehicles

	1961	1960
Gasholder Trucks	<b>34</b>	34
Ballast Trucks	<b>466</b>	470
Mess and Tool Vans	<b>89</b>	87
Breakdown Cranes	<b>8</b>	10
Travelling Cranes	<b>17</b>	14
Miscellaneous	<b>157</b>	147
Departmental Steam Locos	<b>2</b>	1
Departmental Petrol Rail Motors	<b>6</b>	7
<b>total</b>	<b>779</b>	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	<b>7</b> 82	<b>4,387</b> 5,044	<b>7</b> 16	<b>4,401</b> 5,142	<b>47,825</b> 54,828	<b>10.87</b> 10.66
Covered Wagons	<b>15</b> 97	<b>5,013</b> 5,287	<b>156</b> 157	<b>5,184</b> 5,541	<b>57,567</b> 59,733	<b>11.10</b> 10.78
Special Wagons for loads of exceptional dimensions and weight				<b>45</b> 47	<b>833</b> 842	<b>18.51</b> 17.91
Cattle Trucks				<b>1,393</b> 1,664	<b>16,141</b> 17,920	<b>11.59</b> 10.77
Rail & Timber Trucks (including twin trucks)				<b>441</b> 465	<b>4,706</b> 4,909	<b>10.67</b> 10.56
Miscellaneous				<b>177</b> 181	<b>2,300</b> 2,339	<b>12.99</b> 12.92
<b>total</b>				<b>11,641</b> 13,040	<b>129,372</b> 140,571	<b>11.11</b> 10.78
<b>Containers</b>						
Large Covered				<b>28</b> 29	<b>106</b> 110	<b>3.79</b> 3.79
Small Covered				<b>41</b> 42	<b>109</b> 111	<b>2.66</b> 2.64
Open Bulk				<b>115</b> 115	<b>259</b> 259	<b>2.25</b> 2.25
Insulated				<b>25</b> 25	<b>100</b> 100	<b>4.00</b> 4.00
Mobile Milk Tanks				<b>4</b> 6	— —	— —
Glucose Tanks				<b>2</b> —	<b>8</b> —	<b>4.00</b> —
Small Wheeled				<b>7</b> 6	<b>7</b> 6	<b>1.00</b> 1.00
Bicycle Containers				<b>4</b> 3	<b>16</b> 12	<b>4.00</b> 4.00
Furniture Vans				<b>1</b> 1	<b>1</b> 1	<b>1.00</b> 1.00
Greyhound Kennels				<b>75</b> 75	— —	— —
<b>total</b>				<b>302</b> 302	<b>606</b> 599	
<b>Brake Vans</b>						
				<b>222</b> 242		

Figures in light are in respect of the year 1960.

road vehicles

Passenger Vehicles

	Number		SEATING CAPACITY					
			Total		Average per Vehicle			
	1961	1960	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		
<b>Total</b>	<b>1,343</b>	<b>1,328</b>	<b>73,368</b>	<b>70,602</b>	<b>54.6</b>	<b>53.1</b>		

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
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<b>total</b>	<b>1,586</b>	<b>1,474</b>
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Horses for Road Vehicles	232	239
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Containers

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

<b>total</b>	<b>506</b>	<b>400</b>
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Staff Cars (including 6 Station Wagons)	125	107
Service Vehicles	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	<b>170</b> 170	<b>100</b> 100	<b>300</b> 300
Kenmare	<b>49</b> 41	<b>24</b> 13	<b>88</b> 72
Parknasilla	<b>83</b> 83	<b>36</b> 27	<b>144</b> 139
Galway	<b>115</b> 91	<b>57</b> 33	<b>216</b> 168
Mulrany	<b>60</b> 51	<b>12</b> 10	<b>106</b> 86
Sligo	<b>57</b> 40	<b>27</b> 8	<b>100</b> 64
Bundoran	<b>80</b> 78	<b>26</b> 15	<b>156</b> 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
<b>total</b>	<b>2,028,459</b>	<b>1,878,589</b>

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
<b>total</b>	<b>528,217</b>	<b>486,921</b>

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
<b>Total Engine Miles</b>	<b>5,408,152</b> 5,711,546	<b>2,971,411</b> 2,938,341	<b>1,919,142</b> 1,876,209	<b>10,298,705</b> 10,526,096

Figures in light are in respect of the year 1960.

statistics of rail operations

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

Figures in light are in respect of the year 1960.



# STATISTICS OF RECEIPTS

## rail passenger traffic

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

	Total Units	Average Receipts per unit
Passenger Miles	<b>352,141,700</b>	<b>1.86d.</b>
	344,085,300	1.79d.
Passenger Journeys	<b>11,053,487</b>	<b>59.30d.</b>
	12,276,367	50.21d.
Loaded Train Miles	<b>5,289,115</b>	<b>10s. 4d.</b>
	5,529,268	9s. 4d.
Miles of Road ( <i>First Track</i> )	<b>1,747</b>	<b>£1,563</b>
	1,808	£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	<b>3,717,295</b>	<b>1,871,591</b>	<b>165,556,150</b>	<b>88.46</b>	<b>1 19 9</b>	<b>5.39</b>
	3,448,563	1,748,020	155,895,060	89.18	1 19 5	5.31
Minerals	<b>524,116</b>	<b>589,798</b>	<b>39,083,282</b>	<b>66.27</b>	<b>17 9</b>	<b>3.22</b>
	497,678	580,728	36,982,438	63.68	17 2	3.23
Coal and Coke	<b>32,375</b>	<b>48,993</b>	<b>2,306,262</b>	<b>47.07</b>	<b>13 3</b>	<b>3.37</b>
	19,950	32,835	1,298,125	39.53	12 2	3.69
<b>total</b>	<b>4,273,786</b>	<b>2,510,382</b>	<b>206,945,694</b>	<b>82.44</b>	<b>1 14 1</b>	<b>4.96</b>
	3,966,191	2,361,583	194,175,623	82.22	1 13 7	4.90
Livestock	<b>317,693</b>	<b>528,217</b>	—	<b>90.64</b>		
	300,816	486,921	—	86.94		

	Total Units	Average Receipts per Unit
Loaded Train Miles	<b>2,863,896</b>	<b>£1 12 1d.</b>
	2,833,669	£1 10 1d.
Loaded Wagon Miles	<b>64,054,170</b>	<b>17.20 pence</b>
	62,881,178	16.29 pence
Miles of Road (First Track)	<b>1,747</b>	<b>£2,628</b>
	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	<b>4,354,111</b> 4,304,143	<b>236,275,913</b> 245,352,552	<b>30,989,992</b> 32,331,371	<b>585,786,070</b> 606,638,712
Other City Services	<b>574,354</b> 555,171	<b>38,091,692</b> 37,742,528	<b>3,998,632</b> 4,062,432	<b>65,649,858</b> 63,979,923
Provincial Services	<b>1,382,899</b> 1,373,382	<b>15,207,941</b> 15,598,554	<b>12,559,739</b> 12,678,132	<b>117,268,433</b> 124,343,136
Tours and Private Hire	<b>398,744</b> 363,757	<b>1,716,135</b> 1,526,773	<b>2,110,705</b> 1,953,404	— —
<b>total</b>	<b>6,710,108</b> 6,596,453	<b>291,291,681</b> 300,220,407	<b>49,659,068</b> 51,025,339	— —
	Per Journey	Per Mile	Per Passenger Mile	
	d.	d.	d.	
<b>Average Receipts:</b>				
Dublin City Services	<b>4.42</b> 4.21	<b>33.72</b> 31.95	<b>1.78</b> 1.70	
Other City Services	<b>3.62</b> 3.53	<b>34.47</b> 32.80	<b>2.10</b> 2.08	
Provincial Services	<b>21.82</b> 21.13	<b>26.43</b> 26.00	<b>2.83</b> 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	<b>2,172,591</b> 1,850,332	<b>215,287</b> 182,609	<b>344,241</b> 277,000	<b>31</b>	<b>11.8</b> 30 4.1
Railhead C. & D. Services	<b>1,020,304</b> 1,043,138	<b>428,811</b> 408,771	<b>254,537</b> 225,784	<b>11</b>	<b>10.5</b> 11 0.6
Direct Road Services	<b>8,947,545</b> 7,981,513	<b>2,355,224</b> 1,905,606	<b>1,245,033</b> 1,085,976	<b>10</b>	<b>6.9</b> 11 4.8
<b>total</b>	<b>12,140,440</b> 10,874,983	<b>2,999,322</b> 2,496,986	<b>1,843,811</b> 1,588,760	<b>12</b>	<b>3.5</b> 12 8.7
Livestock	<b>1,637,560</b> 1,605,834	No. <b>305,455</b> 309,832	<b>211,868</b> 199,214		

grand canal traffic

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

Figures in light are in respect of the year 1960.



**C.I.E.**

**CORAS IOMPAIR EIREANN**