



CORAS IOMPAIR EIREANN

THIRTEENTH ANNUAL REPORT *For the year ended 31st March* **1963**

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

Mr. E. Cassidy

Mr. L. Ferris

Mr. T. P. Hogan

Mr. W. McMullen

Mr. M. F. Molony

Mr. J. T. O'Farrell

MEMBERS OF THE BOARD

Coras Iompair Eireann presents its Annual Report with Statement of Accounts and Statistics attached for the year ended 31st March, 1963.

There was a net deficit for the year of £1,760,000, compared with £1,696,000 for the previous year. Operating revenue increased by £1,202,000 to a total of £21,021,000. Operating expenditure at £21,824,000 was £1,057,000 higher than last year. All sections contributed to the improvement in revenue.

Improved conditions of employment and better salaries and wages largely account for the increase in expenditure.

The deficit on railway operation amounted to £1,362,000, an improvement of £231,000 on last year. An increase of £360,000 in revenue was partly offset by additional expenditure of £129,000. The number of passengers carried, 9,833,000, was 324,000 less than in the previous year, due mainly to the unfavourable weather during the Summer and the indifferent tourist season. The development of group and individual travel, particularly in the off-season, was continued. A regular programme during the Winter of cheap week-end fares, once every month, with special return rail services on Sundays was well supported.

The total rail tonnage dealt with during the year amounted to 2,462,000, an increase of 90,000 or almost 4 per cent. on the total for the preceding year. Much of the increase in traffic was attributable to higher tonnage of fertilizers, cement and beet. Livestock numbers fell by 154,000 because of a recession in the trade and the restrictions on movement imposed by the Bovine Tuberculosis Scheme.

Revenue from road passenger operations amounted to £7,761,000, an increase of £370,000 on last year and expenditure at £7,282,000 was £402,000 higher.

The net surplus from the road freight operation was £70,000, a decrease of £49,000 compared with last year. Revenue increased by £377,000, expenditure by £426,000. There was a slight reduction in the mileage operated but the tonnage dealt with increased by approximately 6 per cent. The increase in expenditure arose mainly on the cost of operation and maintenance and depreciation charges.

Ostlanna Iompair Eireann Teoranta, which was incorporated last year, began operating as a subsidiary Company of the Board on the 1st April and continued to expand and improve the facilities provided by the Great Southern Hotels and the Catering Services. Revenue increased by £91,000, expenditure by £100,000. The surplus from the Hotels and Catering Services amounted to £85,000 which was £9,000 less than last year.

The deficit on the operation of other services, including vessels, docks and canals, amounted to £77,000, a decrease of £4,000.

The Transport Act, 1958, provides that it should be the general duty of the Board to provide reasonable, efficient and economical transport services. In many instances it is not possible to provide services which are at the same time both



PLATFOMS N° 1 & 2

TRAIN		PLATFORM			
DESTINATION	NUMBER	1	2	3	4
			2	3	4
		1	2		4
		1	2		4

TRAËIN



reasonable and economic, but the Board has proceeded on the basis that the provision of services is a predominant consideration in the legislation even though some services may be irremediably uneconomic. The Board has also taken the view that these services should be provided by the most efficient and economical means at its disposal. For that reason the Board has substituted road services for a number of rail services, but in some instances it decided to maintain the railway because to provide equivalent services by road would have been even more uneconomic.

In the light of this experience, the Board during the year initiated a further investigation into the economics of its road and rail passenger and freight services. This investigation, known for convenience by the code name "Pacemaker," will provide, it is intended, data to assist the Government in formulating its public transport policy and in framing the new legislation which must be enacted early in 1964.

During the year the investigation into the economics of the railway system continued. The investigation confirmed that adequate substitute road services, with substantial betterment in trading results, could be provided for a number of railway lines and stations. Railway services were withdrawn from the following lines :—

Portlaoise/Kilkenny; Castlecomer Junction/Deerpark; Portlaoise/Mountmellick; Clara/Banagher; Roscrea/Birr; Banteer/Newmarket; Kilfree/Ballagherreen; New Ross/Macmine Junction; Muine Bheag/Palace East; Clonsilla/Navan; Navan/Oldcastle; Athy/Ballylinan; Enfield/Edenderry.

Regular passenger services were terminated on the following sections :—

Cobh Junction/Youghal; Limerick/Tralee; Ballingrane/Foynes; Waterford/New Ross.

Railway services were withdrawn from the following small stations :—

Kildangan, Mageney, Milford, Cowran, Bennett's Bridge, Ballyhale, Mullinavat, Kilmacow, Kilmorna, Devon Road, Barnagh, Ardagh, Kilgobbin, Duleek, Beauparc, Gibbstown, Wilkinstown, Nobber and Kilmainham Wood.

Improvements were made during the year in the railway passenger services between the main centres of population. Fifty-six new diesel locomotives were added to the fleet during the year and steam locomotives were withdrawn from the service on the 31st March, 1963. From that date all the railway services will be operated exclusively by diesel power except for a short period when supplementary steam power will be used for beet traffic.

Fifty-eight single deck buses were manufactured at the Board's works during the year. Fifty-three buses were adapted for one-man operation. A programme for the heating of buses was begun and by the end of the year 400 double deck buses had been fitted with heaters. The road freight



EXIT

fleet was expanded by additional power units, trailers and containers. The mechanical loading of beet at farms was extended.

The volume of business which was handled by the Board as Air Freight Agents continued to expand during the year.

Market research surveys were carried out during the year on the Company's Coach Tours and certain rail services.

The programme for introducing new methods for more economical working and improved service was continued. Work study was applied to the operations at larger rail freight depots, at Dublin City garages and at Broadstone workshops. Palletisation of freight for transport by rail and by road was extended. Mechanical handling, giving better customer service and more economical working, was introduced at Sligo, Athlone, Thurles, Drogheda, Mullingar, Ennis, Nenagh, Roscrea, Galway, Tralee, Cork, Mallow, Limerick and North Wall, Dublin. The programme of mechanising accounts, statistics and pay systems was continued.

Improvements continued to be made to ground installations and traffic facilities. The Limerick Wagon Works were renovated at a cost of £120,000. Sheriff Street Goods Store was closed, reducing the number of main railway freight depots in Dublin from three to two, i.e., North Wall and Kingsbridge.

Extensions and reconstruction at the North Wall depots were put in hand. The first automatic barriers were installed at Grange level-crossing, Co. Tipperary. A new siding was constructed at Ballina and road freight depots were provided at Monaghan and Clones, cattle handling facilities at Bantry, a bus park and shelter at Tramore and a bus depot at Bundoran.

Improvements were also carried out to the Board's premises and facilities at Cork, Kilkenny, Limerick, Tullamore, Dundalk, Drogheda, Portlaoise, Sligo, Waterford, New Ross, Hazelhatch, Curragh Race Course, Sandycove and Blackrock, Co. Dublin, and the Dublin bus garages at Broadstone, Conyngham Road, Summerhill and Ringsend. Lost property offices were provided at Amiens Street and at Harbour Court, off O'Connell Street, Dublin.

An extensive programme was completed for the improvement of staff quarters and amenities throughout the system. New mess rooms were provided at Broadstone, Spa Road workshops, Alexandra Road, North Wall, and Kingsbridge; new or renovated staff toilets at Limerick, Cork and Summerhill Garage, Dublin; and the dormitories and mess rooms at Cork and Tralee were improved.

The building of coaches, flat wagons and vans continued in the railway workshops.



As an emergency reserve, oil storage tanks with a capacity of 5,000,000 gallons were erected in Dublin. To prevent the possibility of pollution of the River Liffey by effluent, an oil separation plant was installed at Inchicore Works at a cost of £9,000.

The Scheme of Joint Consultation was successfully continued during the year. Two meetings of each of the 37 local Joint Consultative Councils took place.

An unofficial strike of bus operatives occurred in Dublin City. The strike began on 2nd May and was extended to a number of road freight maintenance, workshop and rail operative staff. Work was resumed on the 8th May. Following protracted negotiations and a Labour Court hearing, one-man operation of day tours and appropriate private hire services began on the 9th July.

Further efforts were made during the year to establish, in consultation with the Irish Congress of Trade Unions, new machinery of negotiation of trade disputes within the Company. Final agreement had not been reached by the end of the year.

The number of training programmes was expanded and representatives of all levels of staff, managerial, supervisory, clerical and operative, attended the various courses. The Schemes of day school education operated in conjunction with the Vocational Education Authorities were expanded.

Redundancy compensation, payable under the 1958 Transport Act, amounted to £65,851 in respect of 353 employees who were retired during the year.

The scheme which was successfully initiated last year of illustrated lectures by rail hostesses was extended and a number of lectures was delivered in Britain as well as in Ireland.

The number of staff employed in the railway section was reduced by 1,287. In the road freight section the number increased by 76 and in the road passenger section decreased by 101. On other sections of the Board's services the number of staff decreased by 648 mainly because of the transfer of personnel to Ostlanna Iompair Eireann Teo. The total number employed by the Board at the end of the year was 20,186.

In June, £2,000,000 Transport Stock, redeemable not later than 1982 and bearing interest at 6 per cent., was created and issued at £99 per £100 stock. The stock is guaranteed by the State as to principal and interest. The annual cost of meeting interest and sinking fund charges on this issue is £150,000.

The Board wishes to thank all the members of the staff for their efforts throughout the year.

C. S. Andrews, *Chairman.*

M. J. Hayes, *Secretary.*

R. G. Watt, *Chief Accountant.*



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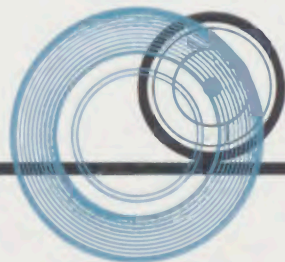
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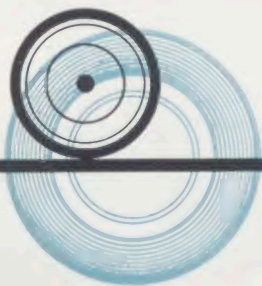
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1. One of the new 950 h.p. diesel electric locomotives. It weighs 67 tons, measures 43' 6" in length and is capable of hauling a train of 270 tons at over 70 m.p.h.
2. The C.I.E. cruiser, St. Brendan, on the river Shannon.
3. The new washing plant in action at Donnybrook Garage, Dublin.
4. Bulk cement carrier. One of the specialised fleet of C.I.E. heavy haulage trucks.







CORAS IOMPAIR ÉIREANN

**STATEMENT
OF ACCOUNTS AND
STATISTICS**



34.0% ROAD PASSENGER



21.1% GOODS TRAINS

17.1% PASSENGER TRAINS

14.0% ROAD FREIGHT

5.3% HOTELS, REFRESHMENT ROOMS
AND CARS

.8% MISCELLANEOUS

7.7% DEFICIT

WHERE IT CAME FROM



**WHERE
IT
WENT**

**Receipts
and
Expenditure**

5.6%	MISCELLANEOUS
4.2%	TRANSPORT STOCKS INTEREST AND SINKING FUNDS
2.6%	RATES, ROAD TAX,
8.6%	PROVISION FOR RENEWALS
18.1%	MATERIALS INCLUDING CATERING
60.9%	SALARIES, WAGES AND PENSIONS

CONSOLIDATED REVENUE ACCOUNTS

RAILWAY WORKING

expenditure	1963	1962
	£	£
Maintenance of Lines and Works	1,434,859	1,439,531
Maintenance of Rolling Stock	1,851,018	1,981,406
Fuel	449,157	549,543
Operating and Other Expenses	5,208,770	4,942,536
Provision for Renewal of Lines and Works	407,000	396,000
Depreciation	795,300	708,500
	£10,146,104	£10,017,516

ROAD PASSENGER WORKING

expenditure	1963	1962
	£	£
Maintenance of Buildings	40,485	29,028
Maintenance of Vehicles and Equipment	1,349,578	1,254,863
Fuel	713,940	714,496
Road Tax and Licences	282,108	281,853
Operating and Other Expenses	4,396,646	4,148,748
Depreciation	498,800	450,700
	7,281,557	6,879,688
Balance to Profit and Loss Account	479,617	511,458
	£7,761,174	£7,391,146

receipts	1963	1962
	£	£
Passenger Train Traffic	3,904,921	3,686,976
Goods Train Traffic	4,799,779	4,650,908
	8,704,700	8,337,884
Miscellaneous	79,484	86,393
	8,784,184	8,424,277
Balance to Profit and Loss Account	1,361,920	1,593,239
	£10,146,104	£10,017,516

receipts	1963	1962
	£	£
Passenger Services	7,550,363	7,165,485
Miscellaneous	210,811	225,661
	£7,761,174	£7,391,146

ROAD FREIGHT WORKING

expenditure	1963	1962
	£	£
Maintenance of Buildings	11,766	11,407
Maintenance of Vehicles and Equipment	576,713	471,671
Fuel	255,998	267,949
Road Tax and Licences	158,830	144,432
Operating and Other Expenses	1,861,602	1,629,831
Depreciation	261,200	174,400
	3,126,109	2,699,690
Balance to Profit and Loss Account	70,230	118,960
	£3,196,339	£2,818,650

VESSEL WORKING

expenditure	1963	1962
	£	£
Maintenance of Vessels and Equipment	10,065	8,436
Fuel	1,818	1,846
Operating and Other Expenses	18,922	19,690
Depreciation	6,770	6,770
	£37,575	£36,742

CANAL WORKING

expenditure	1963	1962
	£	£
Maintenance of Buildings	1,880	1,293
Maintenance of Waterways and Works	40,763	45,442
Operating and Other Expenses	30,042	33,406
	£72,685	£80,141

receipts	1963	1962
	£	£
Goods Services	3,023,347	2,755,340
Miscellaneous	16,992	13,310
From Railway, Loss on Collection and Delivery Services	156,000	50,000
	£3,196,339	£2,818,650

receipts	1963	1962
	£	£
Passenger	17,126	15,144
Goods	7,873	7,499
Miscellaneous	969	771
	25,968	23,414
Balance to Profit and Loss Account	11,607	13,328
	£37,575	£36,742

receipts	1963	1962
	£	£
Miscellaneous	4,398	4,362
Rents	25,890	23,269
	30,288	27,631
Balance to Profit and Loss Account	42,397	52,510
	£72,685	£80,141

CONSOLIDATED HOTELS, REFRESHMENT ROOMS AND RESTAURANT CARS WORKING

expenditure		1963	1962
		£	£
Maintenance of Buildings, Cars and Equipment		87,530	77,599
working expenses :	£		
Provisions, Wines, &c.	536,519		505,452
Other Direct Expenses	410,241		363,501
		946,760	868,953
Other Expenditure		89,233	76,964
		1,123,523	1,023,516
Balance to Profit and Loss Account		85,189	94,446
		£1,208,712	£1,117,962

DOCKS, HARBOURS AND WHARVES WORKING

expenditure		1963	1962
		£	£
Maintenance of Docks, Harbours and Wharves and Equipment		15,958	9,171
Dredging		8,750	8,895
Operating and Other Expenses		12,127	12,248
		£36,835	£30,314

receipts	1963	1962
	£	£
Receipts from Hotels, Refreshment Rooms and Restaurant Cars	1,208,712	1,117,962
	£1,208,712	£1,117,962

receipts	1963	1962
	£	£
Harbour, Light and Dock Dues	250	217
Wharf and Pier Dues	6,058	6,955
Craneage and Other Services	8,000	8,442
	14,308	15,614
Balance to Profit and Loss Account	22,527	14,700
	£36,835	£30,314

CONSOLIDATED PROFIT AND LOSS ACCOUNT

expenditure	1963	1962
balances from :	£	£
Railway Working	1,361,920	1,593,239
Vessel Working	11,607	13,328
Canal Working	42,397	52,510
Docks, Harbours and Wharves Working	22,527	14,700
	£1,438,451	£1,673,777
Net Working Loss brought down	803,415	948,913
interest on transport stocks :		
	£	
2½% Transport Stock 1965/75.	75,000	75,000
3% Transport Stock 1975/85	105,434	105,434
5% Transport Stock 1972/77	125,000	125,000
4½% Transport Stock 1972/77	191,250	191,250
5% Transport Stock 1970/75	150,000	150,000
6% Transport Stock 1977/82	89,333	—
	736,017	646,684
sinking funds :		
	£	
5% Transport Stock 1972/77	37,500	37,500
4½% Transport Stock 1972/77	67,500	67,500
5% Transport Stock 1970/75	45,000	45,000
6% Transport Stock 1977/82	23,167	—
	173,167	150,000
Miscellaneous Rents	10,912	8,249
Discount and Issue Expenses—Transport Stock	24,014	18,563
Guaranteed Interest—Fishguard and Rosslare Railways and Harbours Co. (in Ireland)	48,549	48,566
Statutory Contribution to Co. Donegal Railways Joint Committee	2,392	2,085
	£1,798,466	£1,823,060

CONSOLIDATED APPROPRIATION ACCOUNT

	£	£
Balance from Profit and Loss Account	1,759,604	1,695,680
Balance to next Account	623,777	1,168,407
	£2,383,381	£2,864,087

receipts	1963	1962
balances from :	£	£
Road Passenger Working	479,617	511,458
Road Freight Working	70,230	118,960
Hotels, Refreshment Rooms and Restaurant Cars Working	85,189	94,446
	635,036	724,864
Net Working Loss Carried Down	803,415	948,913
	£1,438,451	£1,673,777
Transfer Fees	—	90
Interest Received Less Paid	38,862	127,290
Balance to Appropriation Account	1,759,604	1,695,680
	£1,798,466	£1,823,060
Balance from last year	£1,168,407	£1,576,546
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 & Railway Lines previously written off £47,267		
Less :		
Special Expenditure during year on modernisation and reconstruction of rolling stock, stations and buildings and office equipment £7,293	39,974	112,541
	£2,383,381	£2,864,087

CONSOLIDATED BALANCE SHEET 31st MARCH, 1963

	Amount of Stock at 1st April, 1962	Amount Received During Year	Total	1962
	£	£	£	£
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	3,000,000
6% Transport Stock 1977/82	—	2,000,000	2,000,000	—
	16,514,460	2,000,000	18,514,460	16,514,460
salaried officers' & clerks' (G.S.R.) superannuation fund :				
Board's liability for deficiency			1,512,487	1,578,843
current liabilities and provisions :				
Amount due to Bankers (secured by investments)		113,551		—
Deferred Payments on new Diesel Locomotives		1,731,763		—
Sundry Creditors and Accrued Charges		2,495,741		2,844,859
Equalisation Account for Renewal of Lines and Works		109,156		129,337
Taxation		65,427		65,225
			4,515,638	3,039,421
sinking fund for redemption of Transport Stocks				
appropriation account			1,384,631	1,145,544
			623,777	1,168,407
			26,550,993	23,446,675

	Amount at 1st April, 1962	Additions During Year New Assets and Renewals	Deductions During Year Depreciation and Sales	Total	1962
	£	£	£	£	£
fixed assets :					
Railway Rolling Stock	12,649,585	2,923,571	741,061	14,832,095	12,649,585
Road Passenger Vehicles	1,592,838	414,707	489,000	1,518,545	1,592,838
Road Freight Vehicles and Equipment	1,516,884	593,095	258,500	1,851,479	1,516,884
Vessels	161,592	1,435	6,770	156,257	161,592
Land and Buildings	958,176	292,668	—	1,250,844	958,176
Plant and Machinery	841,981	139,613	100,053	881,541	841,981
Docks, Harbours and Wharves	48,020	—	—	48,020	48,020
Hotels, including Catering Equipment	532,306	189,663	36,943	685,026	532,306
	18,301,382	4,554,752	1,632,327	21,223,807	18,301,382
Less : Capital Reserve (See Note)				1,710,697	1,780,151
				19,513,110	16,521,231
current assets :					
Stock of Stores (less reserve)			2,428,624		2,171,731
Sundry Debtors and Payments in Advance			2,348,231		2,536,839
Cash at Bank and in Hand			51,906		170,604
Cash on Deposit and at Call			100,000		200,000
Investments (less reserve) (Market Value £580,358)			599,404		599,561
				5,528,165	5,678,735
investments on sinking fund account				1,384,631	1,145,544
issue of transport stock — discount and expenses (less amounts written off)				125,087	101,165
				£26,550,993	£23,446,675

R. G. WATT, Chief Accountant.

NOTES ON CONSOLIDATED ACCOUNTS

1. CONSOLIDATION OF ACCOUNTS

On 1st April, 1962, the Hotels Section of the Board's operations was taken over by a separate Company—Ostlanna Iompair Eireann Teoranta—which was formed as a wholly owned subsidiary of the Board in December, 1961. The Revenue Account and Balance Sheet of this Company have been consolidated with those of Coras Iompair Eireann in the foregoing Statement of Accounts.

2. BOARD'S CONTRIBUTION TO SUPERANNUATION FUNDS, PENSIONS, Etc.

The Board's contributions to superannuation funds, pensions, etc., which are apportioned over the various sections of the Undertaking and charged direct to the Working Accounts amounted in the current year to £574,118.

3. DEPRECIATION AND PROVISION FOR RENEWALS

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

Railway Lines and Works :

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

Railway Rolling Stock :

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

Road Passenger Vehicles :

Road Passenger vehicles are depreciated on the basis of replacement cost of under-age vehicles in service spread over expected life. The estimated life of single-deck buses has been increased from 15 to 16 years, giving the same economic life for all types of buses.

Road Freight Vehicles :

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

Vessels :

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

Plant and Machinery :

Plant and Machinery is depreciated on the basis of original cost spread over expected life.

4. MOVEMENT ON CAPITAL RESERVE

Balance at 31st March, 1962	£	£
...		1,780,151
Deduct : Capital Expenditure on Railway Lines and Works during year	116,550	
Less : Surplus arising on disposal of Land and Buildings and acquired assets	60,403	56,147
<hr/>		
		1,724,004
Deduct : Miscellaneous Balances written off (Net)		13,307
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Balance at 31st March, 1963		1,710,697

5. ROAD FREIGHT WORKING

The credit to this Account from Railway Working for Loss on Collection and Delivery Services, £156,000 (last year £50,000), has been revised on more up-to-date estimates.

6. SUBSIDIARY COMPANY COMMITMENTS

Capital Commitments of Ostlanna Iompair Eireann Teoranta at 31st March, 1963, amounted to approximately £113,000.

7. TAXATION POSITION OF SUBSIDIARY COMPANY

Pending a decision on the taxation position of Ostlanna Iompair Eireann Teoranta, no provision has been made in the Accounts for tax liability.

AUDITORS' REPORT

We have examined the foregoing Consolidated Balance Sheet with the Notes annexed and the Revenue Accounts connected therewith. Having compared them with the Accounts and Balance Sheets of Coras Iompair Eireann and Ostlanna Iompair Eireann Teoranta, we certify that, in our opinion, the Consolidated Balance Sheet is properly drawn up so as to exhibit a true and correct view of the state of affairs of Coras Iompair Eireann and its subsidiary at 31st March, 1963.

Dublin

26th July, 1963.


CRAIG, GARDNER & CO.,

Chartered Accountants.



RAIL PASSENGERS

revenue


£3,904,921 1963 

£3,686,976 1962 



number

9,832,739 1963 

10,156,568 1962 



RAIL FREIGHT

revenue

£4,799,779 1963 

£4,650,908 1962 



tonnage

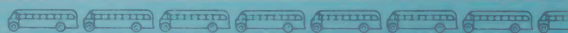
2,592,340 1963 

2,561,481 1962 

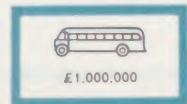


ROAD PASSENGERS

revenue

£7,550,363 1963 

£7,165,485 1962 



number

296,038,575 1963 

303,556,411 1962 

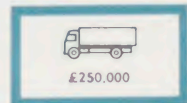


ROAD FREIGHT


revenue

£3,023,347 1963 

£2,755,340 1962 



tonnage

4,093,981 1963 

3,896,028 1962 



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	1,359 1,537	14 57	324 329	53 03	286 287	35 48	1,970 2,154	22 28
Lines jointly owned (Board's share of ownership)		08 08		07 08		06 05		21 21
Lines leased or worked by the Board	102 117	47 30	4 4	51 71	8 10	66 59	116 133	04 00
total	1,461 1,655	69 15	329 334	31 02	295 298	27 32	2,036 2,287	47 49

mileage of canals

	Open for Navigation		Supply Canals not open for Navigation	
	M.	Ch.	M.	Ch.
Grand Canal :				
Main Line and Branches	155 155	57 57	13 13	35 35
Shannon Navigation	123 123	00 00		
Barrow Navigation	30 30	00 00		
total	308 308	57 57	13 13	35 35

locomotives

	1963	1962
Steam :	No.	No.
Tender Engines	47	121
Tank Engines	6	11
Diesel Electric Locos.	164	128
Diesel Mechanical Locos.	3	3
Diesel Hydraulic Locos.	43	23
total	263	286
Tenders	47	121

Figures in light are in respect of 1962.

rail motor vehicles

	No.	1st	SEATS	
			2nd	Total
Diesel Rail Cars	86	684	3,853	4,537
	86	684	3,789	4,473

coaching vehicles

TYPE	SEATS				Number of Vehicles	
	First		Second		1963	1962
	1963	1962	1963	1962		
Carriages of Uniform Class	338	338	23,162	23,242	356	360
Composite Carriages	2,302	2,340	2,830	2,982	93	96
Restaurant Cars	—	—	1,074	1,200	33	36
total	2,640	2,678	27,066	27,424	482	492
Ambulance Coaches					5	5
Radio Vans					5	5
Holiday Camping Coaches					8	8
Post Office Vans					21	21
Luggage, Parcel and Brake Vans					167	169
Horse Boxes					60	63
total					748	763

rail service vehicles

	1963	1962
Gasholder Trucks	34	34
Ballast Wagons and Vans, etc.	447	458
Mess and Tool and Sleeping Vans	97	91
Breakdown Cranes	8	8
Travelling Cranes	17	17
Miscellaneous	163	159
Departmental Steam Locos.	—	2
Departmental Petrol Rail Motors	11	6
Coal Hopper Wagons	10	20
total	787	795

Figures in light are in respect of 1962.

rail merchandise and mineral vehicles

Freight Vehicles

	Under 8 tons	8 tons and up to 12 tons	Over 12 tons	Number	Tonnage Capacity	
					Total	Average per Vehicle
Open Wagons	3 3	3,963 4,201	7 7	3,973 4,211	43,816 45,978	11.03 10.92
Covered Wagons	25 29	4,824 4,947	144 144	4,993 5,120	55,839 56,984	11.18 11.13
Special Wagons for loads of exceptional dimensions and weight				43 43	830 830	19.30 19.30
Cattle Trucks				1,211 1,361	14,257 15,937	11.77 11.71
Flat Trucks				705 476	7,729 4,945	10.96 10.39
Miscellaneous				257 246	3,352 3,104	13.04 12.62
total				11,182 11,457	125,823 127,778	11.25 11.15
Containers						
Large Covered				86 88	544 552	6.33 6.27
Small Covered				41 46	108 121	2.63 2.63
Open Containers				85 115	191 259	2.25 2.25
Glucose Tanks				6 6	24 24	4.00 4.00
Small Wheeled				18 18	45 45	2.50 2.50
Bicycle Containers				4 4	16 16	4.00 4.00
Furniture Vans				— 1	— 1	— 1.00
Greyhound Kennels				75 92	4 5	.05 .05
total				315 370	932 1,023	
Brake Vans				212 218		

Figures in light are in respect of 1962.

road vehicles

Passenger Vehicles	SEATING CAPACITY							
	Number		Total		Average per Vehicle			
	1963	1962	1963	1962	1963	1962	1963	1962
Double-deck Buses	755	755	50,639	50,635	67.1	67.1		
Single-deck Buses	536	518	21,720	20,580	40.5	39.7		
Touring Coaches	73	72	2,572	2,484	35.2	34.5		
Ambulances	4	4	Berths 32	Berths 32	Berths 8.0	Berths 8.0		
total	1,368	1,349	74,963	73,731	54.8	54.7		
Goods and Parcels Vehicles and Horse Boxes	Under 6 tons capacity		6 tons capacity and over		Total			
	1963	1962	1963	1962	1963	1962	1963	1962
Lorries	186	194	561	480	747	674		
Vans	85	85	10	—	95	85		
Tractors	13	10	124	111	137	121		
Horse Boxes	—	—	—	—	39	26		
					1,018	906		
Trailers								
Special Purposes					79	51		
Articulated					314	291		
Flat 4-Wheel					221	223		
Horse Drawn Vehicles					306	306		
total					1,938	1,777		
Horses for Road Vehicles					195	211		
Containers								
Cement					21	21		
Merchandise					284	278		
Livestock					227	248		
Grain					20	16		
Meat					101	62		
Tar and Oil					33	28		
total					686	653		
Staff Cars					156	151		
Service Vehicles					72	59		

Figures in light are in respect of 1962.



*Interior of Great Southern Hotel.
The season was extended because of the increased number
of tourists during the year.*

hotels

Location	Number of Bedrooms	Number of Private Baths	Accommodation (Number of Persons)
Killarney	170	100	300
	170	100	300
Kenmare	60	33	101
	60	33	101
Parknasilla	83	37	151
	83	37	151
Galway	114	56	212
	115	57	218
Mulrany	64	20	114
	64	20	114
Sligo	60	28	103
	60	28	103
Bundoran	81	27	157
	81	26	157

Figures in light are in respect of 1962.

STATISTICS OF OPERATIONS

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

originating on Board's system	1963	1962
Ale and Porter (including empties)	200,276	201,082
Bacon and Hams, and Butter	30,387	33,973
Beet	351,807	320,617
Beet Pulp	41,748	45,092
Cement	519,406	417,618
Chocolate Crumb	13,187	12,376
Drapery	20,800	20,315
Flour and Bran ; Sharps and Other Mill Offal ; Oil Cake and Cattle Foods	64,901	68,739
Grain	117,359	142,330
Groceries	84,280	81,115
Gypsum	35,525	40,831
Manure—Artificial	254,752	203,569
Peat Moss	17,355	14,289
Petrol and Oil in Owners' Tank Wagons	39,855	46,557
Potatoes	3,643	4,414
Scrap Iron	14,075	13,407
Sugar	109,829	124,867
Tar and Bitumen in Bulk	78,554	78,601
Timber (other than Round)	8,818	9,324
Wines and Spirits	9,211	8,671
total	2,015,768	1,887,787

number of livestock carried by goods train	1963	1962
Horses	5,071	9,146
Cattle	291,921	422,817
Calves	8,711	15,824
Sheep	57,039	71,751
Pigs	23,780	21,695
Other Animals	1,349	759
total	387,871	541,992

engine mileage

	Coaching	Goods	Other	Total
Steam Engines	84,378 97,755	188,870 270,272	654,584 1,024,260	927,832 1,392,287
Diesel Locomotives	3,241,470 3,188,693	2,558,706 2,603,249	832,160 754,100	6,632,336 6,546,042
Diesel Railcars	1,722,251 1,728,593	— —	9,897 6,724	1,732,148 1,735,317
Total Engine Miles	5,048,099 5,015,041	2,747,576 2,873,521	1,496,641 1,785,084	9,292,316 9,673,646

Figures in light are in respect of 1962.

statistics of rail operations

	1963	1962
Ton miles per train mile :		
Train Load in Tons	79.82	77.20
Wagon miles per train mile (number of wagons per train)		
Loaded	21.15	19.83
Empty	7.60	6.87
	Tons	Tons
Average wagon load	3.77	3.89

Children on an Educational Tour inspect the Radio Train Studio.



STATISTICS OF RECEIPTS

rail passenger traffic

Class of Passenger	Number	Receipts	Average Receipts per Journey
		£	£ s. d.
Ordinary			
1st Class	127,205 139,854	145,826 144,451	1 2 11.13 1 0 7.89
2nd Class	6,495,945 6,852,833	2,594,995 2,426,718	7 11.88 7 0.99
total	6,623,150 6,992,687	2,740,821 2,571,169	8 3.32 7 4.25
Season			
1st Class	151,720 189,724	8,708 9,216	1 1.77 11.66
2nd Class	3,057,869 2,974,157	108,134 96,592	8.49 7.79
total	3,209,589 3,163,881	116,842 105,808	8.74 8.03

	Total Units	Average Receipts per Unit
Passenger Miles	336,633,900 344,347,500	s. d. 2.04 1.87
Passenger Journeys	9,832,739 10,156,568	5 9.75 5 3.26
Loaded Train Miles	4,916,247 4,884,053	11 7.50 10 11.55
Miles of Road (<i>First Track</i>)	1,462 1,655	£1,955 £1,618

Figures in light are in respect of 1962.

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	4,008,673	1,942,666	169,148,583	87.07	2 1 3	5.69
	3,829,496	1,868,374	167,481,284	89.64	2 1 0	5.49
Minerals	504,244	482,392	34,438,353	71.39	1 0 11	3.51
	451,031	463,420	33,041,419	71.30	19 6	3.28
Coal and Coke	27,727	37,238	1,917,249	51.49	14 11	3.47
	27,432	40,375	1,946,529	48.21	13 7	3.38
total	4,540,644	2,462,296	205,504,185	83.46	1 16 11	5.30
	4,307,959	2,372,169	202,469,232	85.35	1 16 4	5.11
Livestock	259,135	No. 387,871	—	98.51	—	—
	342,949	541,992	—	93.18	—	—

	Total Units	Average Receipts per Unit
		£ s. d.
Loaded Train Miles	2,645,398	1 16 3.45
	2,766,660	1 13 7.45
Loaded Wagon Miles	58,396,276	1 7.73
	57,244,918	1 7.50
Miles of Road (First Track)	1,462	£3,283
	1,655	£2,810

Figures in light are in respect of 1962.

road passenger services

	Receipts	Passengers Carried	Vehicle Miles	Passenger Miles (Estimated)
	£			
Dublin City Services	4,844,190 4,614,222	238,012,863 244,638,452	30,786,065 31,574,170	509,168,575 591,439,614
Other City Services	675,521 611,403	38,348,244 39,479,358	4,089,105 4,109,179	54,626,815 66,125,809
Provincial Services	1,568,656 1,503,202	17,942,845 17,638,325	13,193,534 13,409,050	125,492,480 126,534,544
Tours and Private Hire	461,996 436,658	1,734,623 1,800,276	2,212,701 2,227,256	— —
total	7,550,363 7,165,485	296,038,575 303,556,411	50,281,405 51,319,655	— —
	Per Journey	Per Mile	Per Passenger Mile	
Average Receipts :	s. d.	s. d.	Pence	
Dublin City Services	4.88 4.53	3 1.76 2 11.07	2.28 1.87	
Other City Services	4.23 3.72	3 3.65 2 11.71	2.97 2.22	
Provincial Services	1 8.98 1 8.45	2 4.53 2 2.90	3.00 2.85	

Figures in light are in respect of 1962.

road freight motor services

TYPE	Vehicle Miles	Tonnage	Receipts	Average Rate Per Ton
			£	£ s. d.
Scheduled Services	2,278,148 2,376,689	212,853 227,111	400,840 376,635	1 17 8.0 1 13 2.0
Railhead C. & D. Services	1,166,478 1,097,252	523,007 398,183	352,222 277,501	13 5.6 13 11.3
Direct Road Services	10,819,246 10,559,278	3,073,942 2,945,427	1,763,611 1,549,118	11 5.7 10 6.2
total	14,263,872 14,033,219	3,809,802 3,570,721	2,516,673 2,203,254	13 2.5 12 4.1
Livestock	1,493,646 1,855,189	No. 296,600 376,889	229,271 248,571	

Figures in light are in respect of 1962.

One of the new fleet of horse-boxes.



CORAS IOMPAIR EIREANN

FOURTEENTH ANNUAL REPORT *For the year ended 31st March 1964*

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

Mr. E. Cassidy

Mr. L. Ferris

Mr. T. P. Hogan

Mr. W. McMullen

Mr. M. F. Molony

Mr. J. T. O'Farrell

MEMBERS OF THE BOARD

Coras Iompair Eireann presents its Annual Report with Statement of Accounts and Statistics attached for the year ended 31st March, 1964.

The net deficit for the year was £1,606,000, an improvement of £154,000 on last year. Part of the "Ninth Round" of salary and wage rate adjustments, which with other increases granted cost £397,000, was absorbed during the year. Operating revenue was £21,050,000, an increase of £29,000 on last year. Operating expenditure decreased by £238,000 to £21,586,000. Higher rates and charges, introduced on 16th March, 1964, brought additional revenue of £56,000.

A strike of bus operatives in April and May, 1963, resulted in a net loss of £342,000.

The overall improvement on last year's figures was achieved mainly because of a substantial increase in revenue from rail and road freight and from hotels and catering services and because of economies achieved by the complete transition to diesel power, the substitution of road services for uneconomic branch lines, the closing of a number of small railway stations and the extension of one-man bus operations.

The commercial campaign was successfully maintained during the year. A number of major "package deals" was negotiated. Off-peak rail passenger traffic, particularly on week-ends during the winter, was the subject of sustained promotion and a worthwhile increase in revenue was earned. Reduced day-return fares were introduced in September on provincial bus services on selected days of the week. Tourist services were further expanded. Coach tour passengers reached a record number. A pilot programme, mainly for the British market, of inclusive "Centre Holidays" was well received. Angling holidays were successfully introduced for British and Continental visitors. Two more representatives were appointed in Great Britain, bringing the total permanent staff representation there to seven.

By a combination of an increase in revenue and a curtailment of expenditure, the deficit on rail operation was reduced by £457,000 to a total of £905,000. Revenue was £115,000 greater and expenditure £342,000 less than last year. Goods train traffic earned £153,000 more than last year but passenger traffic revenue decreased by £42,000.

Traffic which contributed to the increase in rail tonnage included cement, groceries, ale and porter, and gypsum. The total tonnage dealt with on the railways was 2,471,000, an increase of 9,000 over last year. Rail expenditure was reduced in spite of the "Ninth Round" and other salary and wage rate increases. This reduction was achieved mainly because of the extension of diesel traction, the substitution of road transport for a number of branch railway lines, the closing of a number of small stations and reduced expenditure on the maintenance of rolling stock.



B168

The estimated drop in road passenger receipts because of the bus strike was £715,000. The surplus on bus operations decreased by £207,000. Revenue was £7,297,000, a decrease of £464,000. Expenditure was reduced by £257,000 to £7,024,000.

Revenue from road freight operations increased by £287,000 to £3,484,000. Expenditure was £3,447,000, an increase of £321,000 on last year. Increased revenue was earned from traffic in cement, meat and beet, from heavy haulage, the development of new business and from scheduled and railhead services. The additional expenditure was mainly due to an increase in operating, maintenance, fuel and depreciation charges. The tonnage carried by C.I.E. road vehicles was 4,528,000, an increase of 10.6% on last year, and the mileage operated increased by 7.3%.

Services operated by Oslanna Iompair Eireann Teo. achieved a surplus of £135,000, an increase of £49,000. The surplus from the Great Southern Hotels increased by £48,000 and from the catering services by £1,000. Facilities provided in the Great Southern Hotels were further expanded and improved. General repairs and re-decoration were carried out to a number of railway station buffets.

The deficit on other services, including vessels, docks and canals, was £76,000, a decrease of £200.

The cost of Interest and Sinking Fund Charges increased by £113,000 over last year.

The "Pacemaker" investigation, which was begun last year, into the economics of internal public transport was concluded. The report indicated how various alternative transport systems would have progressed if operated by C.I.E. in the conditions prevailing in September 1963. It analysed the economics of C.I.E. services and the dilemma of public transport in its efforts to resolve the conflict between solvency and service. The report, together with recommendations and estimates based on it, was submitted by the Board to the Minister for Transport and Power, for consideration in the formulation of future transport policy.

Following investigations into the economics of rail transport and of substitute road services, 68 small railway stations were closed. Regular passenger services were withdrawn from the Claremorris/Collooney railway line and from the Thurles/Clonmel line. Adequate road services, with substantial betterment in trading results, were substituted for the rail services withdrawn. As a result, schedules were re-organised and railway passenger services, particularly on the Midland section, were accelerated.

Rail services were operated exclusively by diesel power throughout the year and high standards of reliability and punctuality of service were generally attained.



**BAR
BUFFET**

A non-stop train, leaving Kingsbridge at 6.30 p.m., was introduced between Dublin and Cork in January. The express bus service between Dublin and Cavan was extended to Enniskillen in June. Another express bus service was inaugurated in February between Monaghan and Dublin.

One-man operation of single-deck buses was introduced in May and was extended to 100 routes during the year. A survey of Cork city bus services was begun in October with the object of effecting improvements.

Offices and customs clearance facilities for the Board's air freight traffic were established at Dublin Airport. This traffic, which mainly consisted of chilled meat, textiles and machinery, was considerably expanded.

An automatic level crossing barrier was erected at Commons, near Castlebellingham, in September. New railhead and improved working facilities were installed for the road services which were substituted for uneconomic railway services. Mechanical handling and lifting machinery was added to the Board's equipment. New and more efficient methods of dealing with traffic were introduced and the use of pallets and containers was extended.

Extensive improvements were carried out to the Board's installations throughout the country :

A marshalling yard at East Wall Road, Dublin, was constructed and officially opened.

Structural alterations for more economical working were made at North Wall freight depots.

New Area offices were constructed at Galway.

Tralee goods store was improved.

A new goods office was constructed at Ballinasloe.

Extensions were carried out to goods stores at Rathluirc, Ballina and Roscommon.

New offices were constructed and new servicing facilities for lorries and buses provided at Broadstone.

The campaign to raise the general level of staff amenities throughout the system was sustained. New canteens and shower rooms were provided at Broadstone ; a messroom at Amiens Street ; staff locker rooms at Inchicore and Broadstone ; and toilets at Spa Road, Conyngham Road and Ringsend garages, Dublin, and at Drogheda bus depot. The central medical unit in Transport House, Dublin, was re-constructed and renovated.



The scheme of Joint Consultation which was successfully continued during the year was re-organised, in consultation with the trade unions, to reflect the new pattern of management within the Company.

A strike of bus drivers and conductors took place from 8th April to 11th May. It concerned the extension of one-man bus operation to single-deck bus services.

After lengthy consideration, new machinery was established, in consultation with the Irish Congress of Trade Unions, for the negotiation and settlement of trade disputes within the Company.

An attitude survey of road passenger staff was begun during the year. The survey is sponsored by the Board, the Irish Transport & General Workers Union, the Workers Union of Ireland, the National Association of Transport Employees and the Human Sciences Committee and is being conducted by the Tavistock Institute on Human Relations.

A record number of 200 training and refresher courses was held during the year. A school for training bus conductors as drivers was established at Broadstone. Two hundred and seventy-one apprentices were enrolled at the College of Technology, Dublin, and a further 31 apprentices were enrolled in provincial vocational schools.

A new design scheme for an extensive range of the Board's services was introduced in December.

The total number of staff, exclusive of personnel employed by Oslanna Iompair Eireann Teoranta, at the end of the year was 19,424, a decrease of 762. The decrease in the number employed in the railway section was 611, in the road freight section 58 and in the road passenger section 93.

The Board wishes to thank all the members of the staff for their efforts throughout the year.

C. S. Andrews, *Chairman.*

M. J. Hayes, *Secretary.*

R. G. Watt, *Chief Accountant.*

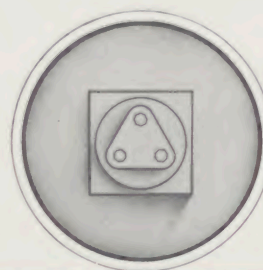




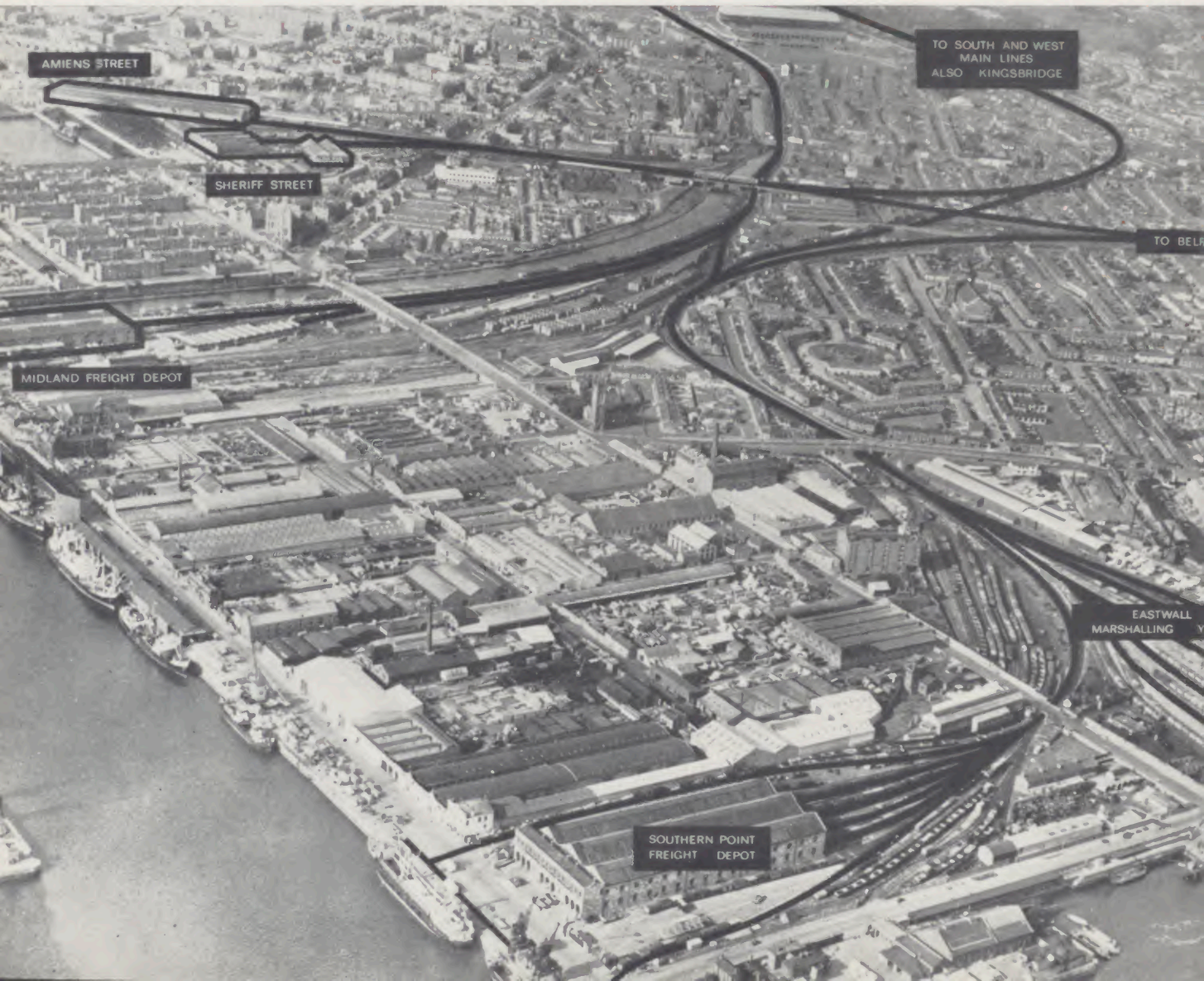
One of the fleet of limousines which are used for private tours.



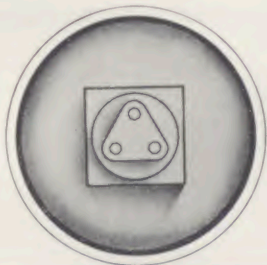
The Worldmaster Coach which visited a number of cities in Britain on a promotional tour.



Aerial view of the North Wall, Dublin, where a marshalling yard was constructed and freight depots renovated during the year.



**STATEMENT
OF ACCOUNTS
AND
STATISTICS**



CORAS IOMPAIR ÉIREANN

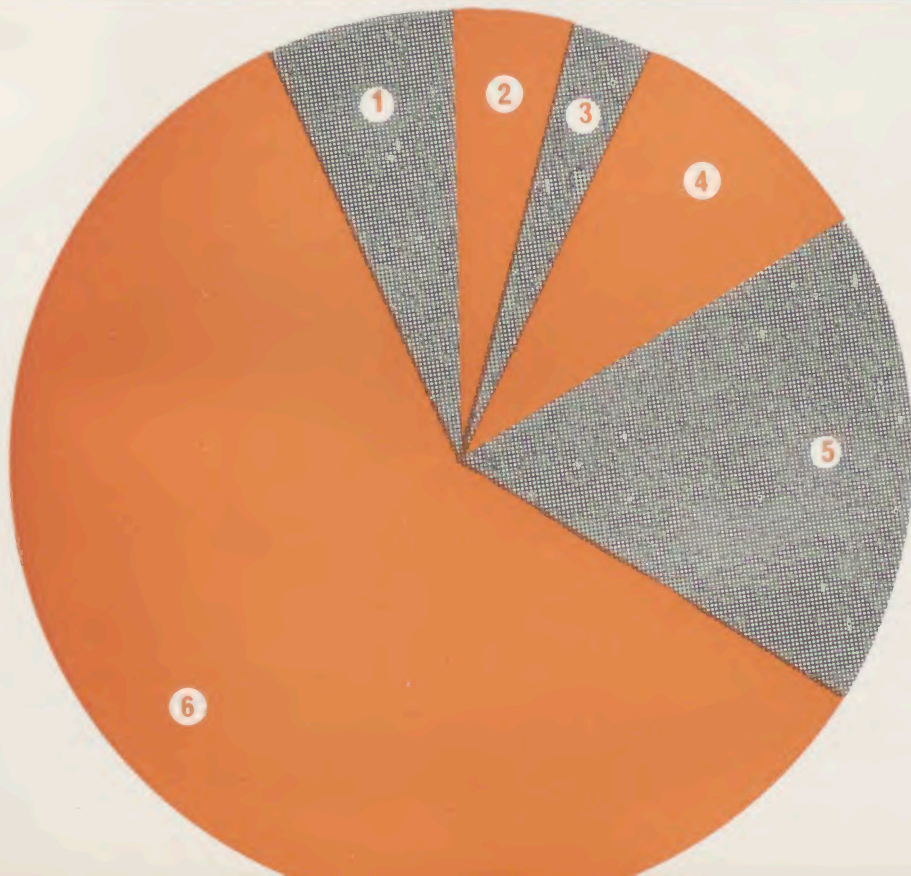
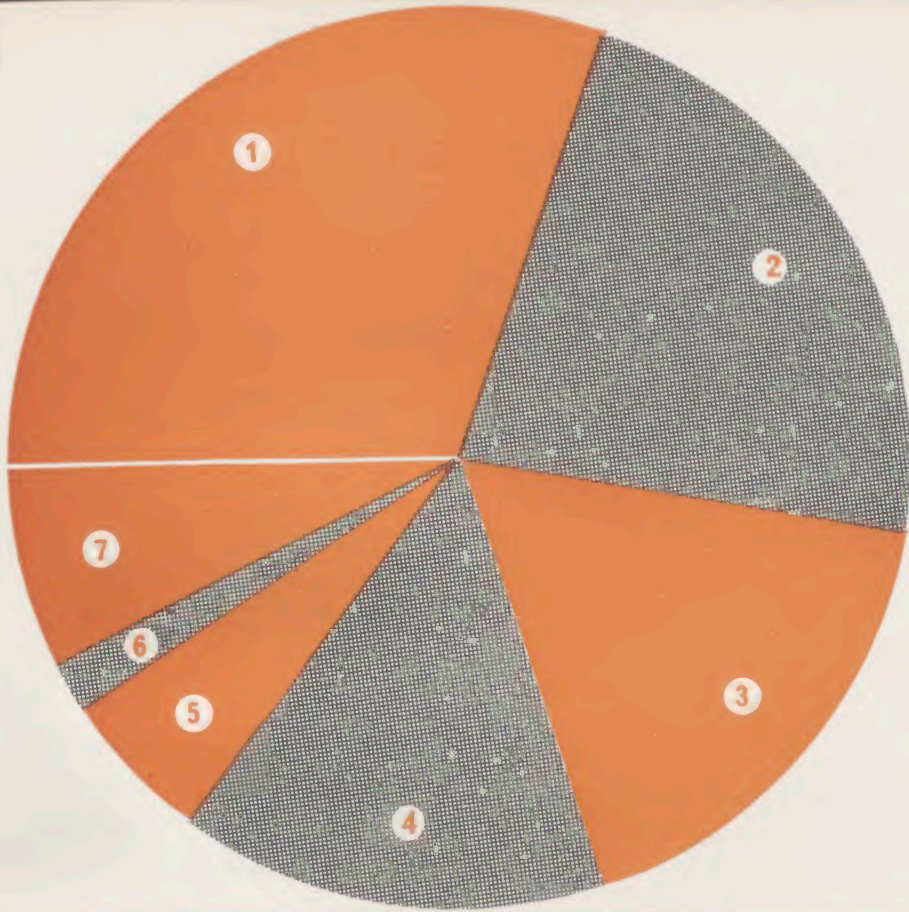
RECEIPTS AND EXPENDITURE

WHERE IT CAME FROM

1	Road Passenger	32.3%
2	Goods Trains	21.9%
3	Passenger Trains	17.1%
4	Road Freight	15.4%
5	Hotels, Refreshment Rooms and Cars	5.7%
6	Miscellaneous	.5%
7	Deficit	7.1%

WHERE IT WENT

1	Miscellaneous	6.9%
2	Transport Stocks Interest and Sinking Funds	4.4%
3	Rates, Road Tax	2.7%
4	Provision for Renewals	9.0%
5	Materials including Catering	17.5%
6	Salaries, Wages & Pensions	59.5%



CONSOLIDATED REVENUE ACCOUNTS

RAILWAY WORKING

expenditure	1964	1963
	£	£
Maintenance of Lines and Works	1,423,083	1,434,859
Maintenance of Rolling Stock	1,755,963	1,851,018
Fuel	290,794	449,157
Operating and Other Expenses	5,107,062	5,208,770
Provision for Renewal of Lines and Works	384,343	407,000
Depreciation	842,386	795,300
	£9,803,631	£10,146,104

ROAD PASSENGER WORKING

expenditure	1964	1963
	£	£
Maintenance of Buildings	44,776	40,485
Maintenance of Vehicles and Equipment	1,345,229	1,349,578
Fuel	625,934	713,940
Road Tax and Licences	281,778	282,108
Operating and Other Expenses	4,239,143	4,396,646
Depreciation	487,551	498,800
	7,024,411	7,281,557
Balance to Profit and Loss Account	272,708	479,617
	£7,297,119	£7,761,174

receipts	1964	1963
	£	£
Passenger Train Traffic	3,863,317	3,904,921
Goods Train Traffic	4,952,433	4,799,779
	8,815,750	8,704,700
Miscellaneous	83,112	79,484
	8,898,862	8,784,184
Balance to Profit and Loss Account	904,769	1,361,920
	£9,803,631	£10,146,104

receipts	1964	1963
	£	£
Passenger Services	7,104,336	7,550,363
Miscellaneous	192,783	210,811
	£7,297,119	£7,761,174

ROAD FREIGHT WORKING

expenditure	1964	1963
	£	£
Maintenance of Buildings	13,012	11,766
Maintenance of Vehicles and Equipment	657,860	576,713
Fuel	270,079	255,998
Road Tax and Licences	167,567	158,830
Operating and Other Expenses	2,035,807	1,861,602
Depreciation	302,413	261,200
	3,446,738	3,126,109
Balance to Profit and Loss Account	36,864	70,230
	£3,483,602	£3,196,339

VESSEL WORKING

expenditure	1964	1963
	£	£
Maintenance of Vessels and Equipment	16,189	10,065
Fuel	1,865	1,818
Operating and Other Expenses	20,298	18,922
Depreciation	5,360	6,770
	£43,712	£37,575

CANAL WORKING

expenditure	1964	1963
	£	£
Maintenance of Buildings	2,204	1,880
Maintenance of Waterways and Works	40,945	40,763
Operating and Other Expenses	29,466	30,042
	£72,615	£72,685

receipts	1964	1963
	£	£
Goods Services	3,225,814	3,023,347
Miscellaneous	21,288	16,992
From Railway, Loss on Collection and Delivery Services	236,500	156,000
	£3,483,602	£3,196,339

receipts	1964	1963
	£	£
Passenger	21,521	17,126
Goods	8,019	7,873
Miscellaneous	980	969
	30,520	25,968
Balance to Profit and Loss Account	13,192	11,607
	£43,712	£37,575

receipts	1964	1963
	£	£
Miscellaneous	4,672	4,398
Rents	25,472	25,890
	30,144	30,288
Balance to Profit and Loss Account	42,471	42,397
	£72,615	£72,685

CONSOLIDATED HOTELS, REFRESHMENT ROOMS AND RESTAURANT CARS WORKING

expenditure	1964	1963
	£	£
Maintenance of Buildings, Cars and Equipment	80,789	87,530
working expenses:	£	
Provisions, Wines, etc.	559,573	536,519
Other Direct Expenses	440,684	410,241
	1,000,257	946,760
Other Expenditure	77,918	89,233
	1,158,964	1,123,523
Balance to Profit and Loss Account	134,872	85,189
	£1,293,836	£1,208,712

DOCKS, HARBOURS AND WHARVES WORKING

expenditure	1964	1963
	£	£
Maintenance of Docks, Harbours and Wharves and Equipment	13,982	15,958
Dredging	10,148	8,750
Operating and Other Expenses	12,289	12,127
	£36,419	£36,835

receipts	1964	1963
	£	£
Receipts from Hotels, Refreshment Rooms and Restaurant Cars	1,293,836	1,208,712
	£1,293,836	£1,208,712

receipts	1964	1963
	£	£
Harbour, Light and Dock Dues	312	250
Wharf and Pier Dues	5,374	6,058
Crannage and Other Services	10,086	8,000
	15,772	14,308
Balance to Profit and Loss Account	20,647	22,527
	£36,419	£36,835

CONSOLIDATED PROFIT AND LOSS ACCOUNT

expenditure	1964	1963
balances from :	£	£
Railway Working	904,769	1,361,920
Vessel Working	13,192	11,607
Canal Working	42,471	42,397
Docks, Harbours and Wharves Working	20,647	22,527
	£981,079	£1,438,451
Net Working Loss brought down	536,635	803,415
interest on transport stocks :		
	£	
2½% Transport Stock 1965/75.	75,000	75,000
3% Transport Stock 1975/85	105,434	105,434
5% Transport Stock 1972/77	125,000	125,000
4½% Transport Stock 1972/77	191,250	191,250
5% Transport Stock 1970/75	150,000	150,000
6% Transport Stock 1977/82	120,000	89,333
	766,684	736,017
sinking funds :		
5% Transport Stock 1972/77	37,500	37,500
4½% Transport Stock 1972/77	67,500	67,500
5% Transport Stock 1970/75	45,000	45,000
6% Transport Stock 1977/82	30,000	23,167
	180,000	173,167
Miscellaneous Rents	9,338	10,912
Discount and Issue Expenses—Transport Stock	23,963	24,014
Guaranteed Interest—Fishguard and Rosslare Railways and Harbours Co. (in Ireland)	48,478	48,549
Interest Paid Less Received	46,701	Cr. 38,862
	£1,611,799	£1,757,212

CONSOLIDATED APPROPRIATION ACCOUNT

	£	£
Balance from Profit and Loss Account	1,605,881	1,759,604
Balance to next Account	342,555	623,777
	£1,948,436	£2,383,381

receipts	1964	1963
balances from :	£	£
Road Passenger Working	272,708	479,617
Road Freight Working	36,864	70,230
Hotels, Refreshment Rooms and Restaurant Cars Working	134,872	85,189
	444,444	635,036
Net Working Loss Carried Down	536,635	803,415
	£981,079	£1,438,451
Statutory Contribution — Co. Donegal Railway's Joint Committee	5,918	Dr. 2,392
Balance to Appropriation Account	1,605,881	1,759,604
	£1,611,799	£1,757,212
	£	£
Balance from last year	623,777	1,168,407
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 & Railway Lines previously written off	149,659	39,974
	£1,948,436	£2,383,381

CONSOLIDATED BALANCE SHEET 31st MARCH, 1964

	Amount of Stock at 1st April, 1963	Amount Received During Year	Total	1963
	£	£	£	£
capital issues :				
2½% Transport Stock 1965/75	3,000,000	—	3,000,000	3,000,000
3% Transport Stock 1975/85	3,514,460	—	3,514,460	3,514,460
5% Transport Stock 1972/77	2,500,000	—	2,500,000	2,500,000
4¼% Transport Stock 1972/77	4,500,000	—	4,500,000	4,500,000
5% Transport Stock 1970/75	3,000,000	—	3,000,000	3,000,000
6% Transport Stock 1977/82	2,000,000	—	2,000,000	2,000,000
	18,514,460	—	18,514,460	18,514,460
salaries officers' and clerks' (G.S.R.) superannuation fund:				
Board's liability for deficiency			1,313,419	1,512,487
current liabilities and provisions:				
Amount due to Bankers (secured by investments)		—		113,551
Deferred Payments on new Diesel Locomotives		1,372,130		1,731,763
Sundry Creditors and Accrued Charges		2,800,933		2,495,741
Temporary Advances under Section 13, Transport Act, 1963 (see note 6)		1,000,000		—
Equalisation Account for Renewal of Lines and Works		—		109,156
Taxation		105,381		65,427
			5,278,444	4,515,638
sinking fund for redemption of Transport Stocks:				
appropriation account			1,645,375	1,384,631
			342,555	623,777
			£27,094,253	£26,550,993

	Amount at 1st April, 1963	Additions During Year New Assets and Renewals	Deductions During Year Depreciation and Sales	Total	1963
	£	£	£	£	£
fixed assets:					
Railway Rolling Stock	14,832,095	703,034	835,378	14,699,751	14,832,095
Road Passenger Vehicles	1,518,545	444,510	484,650	1,478,405	1,518,545
Road Freight Vehicles and Equipment	1,851,479	199,889	304,163	1,747,205	1,851,479
Vessels	156,257	1,820	5,360	152,717	156,257
Land and Buildings	1,250,844	180,475	—	1,431,319	1,250,844
Plant and Machinery	881,541	111,275	110,246	882,570	881,541
Docks, Harbours and Wharves	48,020	—	—	48,020	48,020
Hotels, including Catering Equipment	685,026	94,641	27,828	751,839	685,026
	21,223,807	1,735,644	1,767,625	21,191,826	21,223,807
Less: Capital Reserve (See Note 4)				1,657,788	1,710,697
				19,534,038	19,513,110
current assets:					
Stock of Stores (less reserve)			2,501,757		2,428,624
Sundry Debtors and Payments in Advance			2,193,195		2,348,231
Cash at Bank and in Hand			340,087		51,906
Cash on Deposit and at Call			180,000		100,000
Investments (less reserve) (Market Value £583,134)			598,677		599,404
				5,813,716	5,528,165
investments on sinking fund account				1,645,375	1,384,631
issue of transport stock—discount and expenses (Less amounts written off)				101,124	125,087
				£27,094,253	£26,550,993

R. G. WATT, Chief Accountant.

NOTES ON CONSOLIDATED ACCOUNTS

1. CONSOLIDATION OF ACCOUNTS

The Revenue Account and Balance Sheet of Ostlanna Iompair Eireann Teoranta — a wholly owned subsidiary of the Board — have been consolidated with those of Coras Iompair Eireann in the foregoing Statement of Accounts.

2. BOARD'S CONTRIBUTION TO SUPERANNUATION FUNDS, PENSIONS, Etc.

The Board's contributions to superannuation funds, pensions, etc. which are apportioned over the various sections of the Undertaking amounted in the current year to £647,538.

3. DEPRECIATION AND PROVISION FOR RENEWALS

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

Railway Lines and Works:

The provision for renewal of railway lines and works is the balance of actual cost of carrying out the programme of renewals necessary to maintain the running lines at the required standard over the period of five years ended 31st March, 1964.

Railway Rolling Stock:

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

Road Passenger Vehicles:

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

Road Freight Vehicles :

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

Vessels :

Vessels are depreciated on the basis of original cost spread over expected life. The expected life of the River Shannon Vessels has been increased from 12 to 18 years.

Plant and Machinery :

Plant and Machinery is depreciated on the basis of original cost spread over expected life.

Hotels, including Catering Equipment :

Hotel Furnishings and Catering Equipment are depreciated on the basis of original cost spread over expected life. No depreciation has been written off Hotel Premises.

4. MOVEMENT ON CAPITAL RESERVE

Balance at 31st March, 1963	...	...	...	...	...	...	...	£	1,710,697
Deduct : Capital Expenditure on Railway Lines and Works during year	...	...						139,476	
Less : Surplus arising on disposal of Land and Buildings and acquired assets	...							86,567	52,909
<hr/>									
Balance at 31st March, 1964	...	...	...						1,657,788

5. ROAD FREIGHT WORKING

The credit to this Account from Railway Working for Loss on Collection and Delivery Services, £236,500 (last year £156,000) is based on current estimates.

6. ADVANCES UNDER SECTION 13 — TRANSPORT ACT 1963

Under Section 7 of the Transport Bill 1964, it is proposed that the sum of £1,000,000 advanced by the Minister for Finance under the above Act, shall be treated as a non-repayable grant from 1st April, 1964.

7. SUBSIDIARY COMPANY

- (a) Pending the determination of the liability, if any, no provision for Income Tax to date has been made in the Accounts other than tax deducted from Interest for which the Company is accountable.
- (b) Capital commitments of the Company at 31st March, 1964, were approximately £116,787.

AUDITORS' REPORT

We have examined the foregoing Consolidated Balance Sheet with the Notes annexed and the Revenue Accounts connected therewith. Having compared them with the Accounts and Balance Sheets of Coras Iompair Eireann and Oslanna Iompair Eireann, Teoranta, we certify that, in our opinion, the Consolidated Balance Sheet is properly drawn up so as to exhibit a true and correct view of the state of affairs of Coras Iompair Eireann and its subsidiary at 31st March, 1964.

Dublin.

21st July, 1964.

CRAIG, GARDNER & CO.,
Chartered Accountants.



RAIL PASSENGERS

revenue

£3,863,317

1964



£3,904,921

1963



number

9,846,173

1964



9,832,739

1963



RAIL FREIGHT

revenue

£4,952,433

1964



£4,799,779

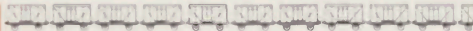
1963



tonnage

2,604,365

1964



2,592,340

1963



ROAD PASSENGERS

revenue

£7,104,336

1964



£7,550,363

1963



number

271,531,863

1964



296,038,575

1963



ROAD FREIGHT

revenue

£3,225,814

1964



£3,023,347

1963



tonnage

4,528,081

1964



4,093,981

1963



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	1,355 1,359	63 14	319 324	1 53	273 286	29 35	1,948 1,970	13 22
Lines jointly owned (Board's share of ownership)		08 08		07 07		06 06		21 21
Lines leased or worked by the Board	102 102	47 47	4 4	51 51	8 8	68 66	116 116	06 04
total	1,458 1,461	38 69	323 329	59 31	282 295	23 27	2,064 2,085	40 47

mileage of canals

	Open for Navigation		Supply Canals not open for Navigation	
	M.	Ch.	M.	Ch.
Grand Canal : Main Line and Branches	155 155	57 57	13 13	35 35
Shannon Navigation	123 123	00 00		
Barrow Navigation	30 30	00 00		
total	308 308	57 57	13 13	35 35

locomotives

	1964	1963
Steam :	No.	No.
Tender Engines	18	47
Tank Engines	—	6
Diesel Electric Locomotives	165	164
Diesel Mechanical Locomotives	3	3
Diesel Hydraulic Locomotives	44	43
total	230	263
Tenders	18	47

Figures in light type are in respect of 1963.

rail motor vehicles

	No.	SEATS		Total
		1st	2nd	
Diesel Rail Cars	86 86	684 684	3,855 3,853	4,539 4,537

coaching vehicles

TYPE	SEATS				Number of Vehicles	
	First		Second		1964	1963
	1964	1963	1964	1963		
Carriages of Uniform Class	264	338	21,084	23,162	320	356
Composite Carriages	2,196	2,302	2,587	2,830	87	93
Restaurant Cars	—	—	1,068	1,074	33	33
total	2,460	2,640	24,739	27,066	440	482
Ambulance Coaches					4	5
Radio Vans					5	5
Holiday Camping Coaches					8	8
Post Office Vans					21	21
Luggage, Parcel and Brake Vans					169	167
Horse Boxes					58	60
total					705	748

rail service vehicles

	1964	1963
Gasholder Trucks	31	34
Ballast Wagons and Vans, etc.	438	447
Mess and Tool and Sleeping Vans	112	97
Breakdown Cranes	6	8
Travelling Cranes	11	17
Miscellaneous	195	163
Departmental Petrol Rail Motors	9	11
Coal Hopper Wagons	—	10
total	802	787

Figures in light type are in respect of 1963.

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	2 3	4,172 3,963	7 7	4,181 3,973	46,352 43,816	11.09 11.03
Covered Wagons	20 25	4,649 4,824	142 144	4,811 4,993	53,977 55,839	11.22 11.18
Special Wagons for loads of exceptional dimensions and weight				36 43	788 830	21.89 19.30
Cattle Trucks				1,130 1,211	13,560 14,257	12.00 11.77
Flat Trucks				674 705	7,437 7,729	11.03 10.96
Miscellaneous				280 257	3,608 3,352	12.89 13.04
total				11,112 11,182	125,722 125,823	11.31 11.25
containers						
Large Covered				86 86	544 544	6.33 6.33
Small Covered				42 41	111 108	2.64 2.63
Open Containers				85 85	191 191	2.25 2.25
Glucose Tanks				6 6	24 24	4.00 4.00
Small Wheeled				18 18	45 45	2.50 2.50
Bicycle Containers				4 4	16 16	4.00 4.00
Greyhound Kennels				73 75	4 4	.05 .05
total				314 315	935 932	
brake vans				209 212		

Figures in light type are in respect of 1963.

road vehicles

passenger vehicles

	Number		SEATING CAPACITY			
			Total		Average per Vehicle	
	1964	1963	1964	1963	1964	1963
Double-deck Buses	755	755	50,639	50,639	67.1	67.1
Single-deck Buses	546	536	22,072	21,720	40.4	40.5
Touring Coaches	66	73	2,568	2,572	38.9	35.2
Ambulances	4	4	Berths 32	Berths 32	Berths 8.0	Berths 8.0
total	1,371	1,368	75,311	74,963	54.9	54.8

goods and parcels vehicles and horse boxes

	Under 6 tons capacity		6 tons capacity and over		Total	
	1964	1963	1964	1963	1964	1963
Lorries	161	186	567	561	728	747
Vans	82	85	10	10	92	95
Tractors	14	13	109	124	123	137
Horse Boxes	—	—	—	—	34	39
total					977	1,018

trailers

Special Purposes	85	79
Articulated	306	314
Flat 4-Wheel	236	221
Horse Drawn Vehicles	306	306

total

	1,910	1,938
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Horses for Road Vehicles

	197	195
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containers

Cement	21	21
Merchandise	273	284
Livestock	214	227
Grain	21	20
Meat	100	101
Tar and Oil	33	33

total

	662	686
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Staff Cars
Service Vehicles

	172	156
	74	72

Figures in light type are in respect of 1963.



Interior of new stainless steel kitchen car.

hotels

Location	Number of Bedrooms	Number of Private Baths	Accommodation (Number of Persons)
Killarney	170	120	300
	170	100	300
Kenmare	60	33	101
	60	33	101
Parknasilla	83	37	151
	83	37	151
Galway	115	56	212
	114	56	212
Mulrany	72	28	126
	64	20	114
Sligo	60	28	103
	60	28	103
Bundoran	81	27	157
	81	27	157

Figures in light type are in respect of 1963.

STATISTICS OF OPERATIONS

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

originating on Board's system	1964 tons	1963 tons
Ale and Porter (including empties)	203,232	200,276
Bacon and Hams, and Butter	31,319	30,387
Beet	334,678	351,807
Beet Pulp	34,877	41,748
Cement	591,528	519,406
Chocolate Crumb	13,545	13,187
Drapery	20,990	20,800
Flour and Bran ; Sharps and Other Mill Offal ; Oil Cake and Cattle Foods	62,441	64,901
Grain	93,687	117,359
Groceries	88,654	84,280
Gypsum	38,458	35,525
Manure—Artificial	238,591	254,752
Peat Moss	19,343	17,355
Petrol and Oil in Owners' Tank Wagons	29,987	39,855
Potatoes	2,579	3,643
Scrap Iron	15,509	14,075
Sugar	105,309	109,829
Tar and Bitumen in Bulk	72,963	78,554
Timber (other than Round)	8,305	8,818
Wines and Spirits	9,797	9,211
total	2,015,792	2,015,768

number of livestock carried by goods train	1964	1963
Horses	3,688	5,071
Cattle	297,166	291,921
Calves	10,574	8,711
Sheep	44,459	57,039
Pigs	22,661	23,780
Other Animals	719	1,349
total	379,267	387,871

engine mileage	Coaching	Goods	Other	Total
Steam Engines	— 84,378	— 188,870	— 654,584	— 927,832
Diesel Locomotives	3,123,304 3,241,470	2,690,339 2,558,706	1,115,965 832,160	6,929,608 6,632,336
Diesel Railcars	1,549,361 1,722,251	— —	32,812 9,897	1,582,173 1,732,148
Total Engine Miles	4,672,665 5,048,099	2,690,339 2,747,576	1,148,777 1,496,641	8,511,781 9,292,316

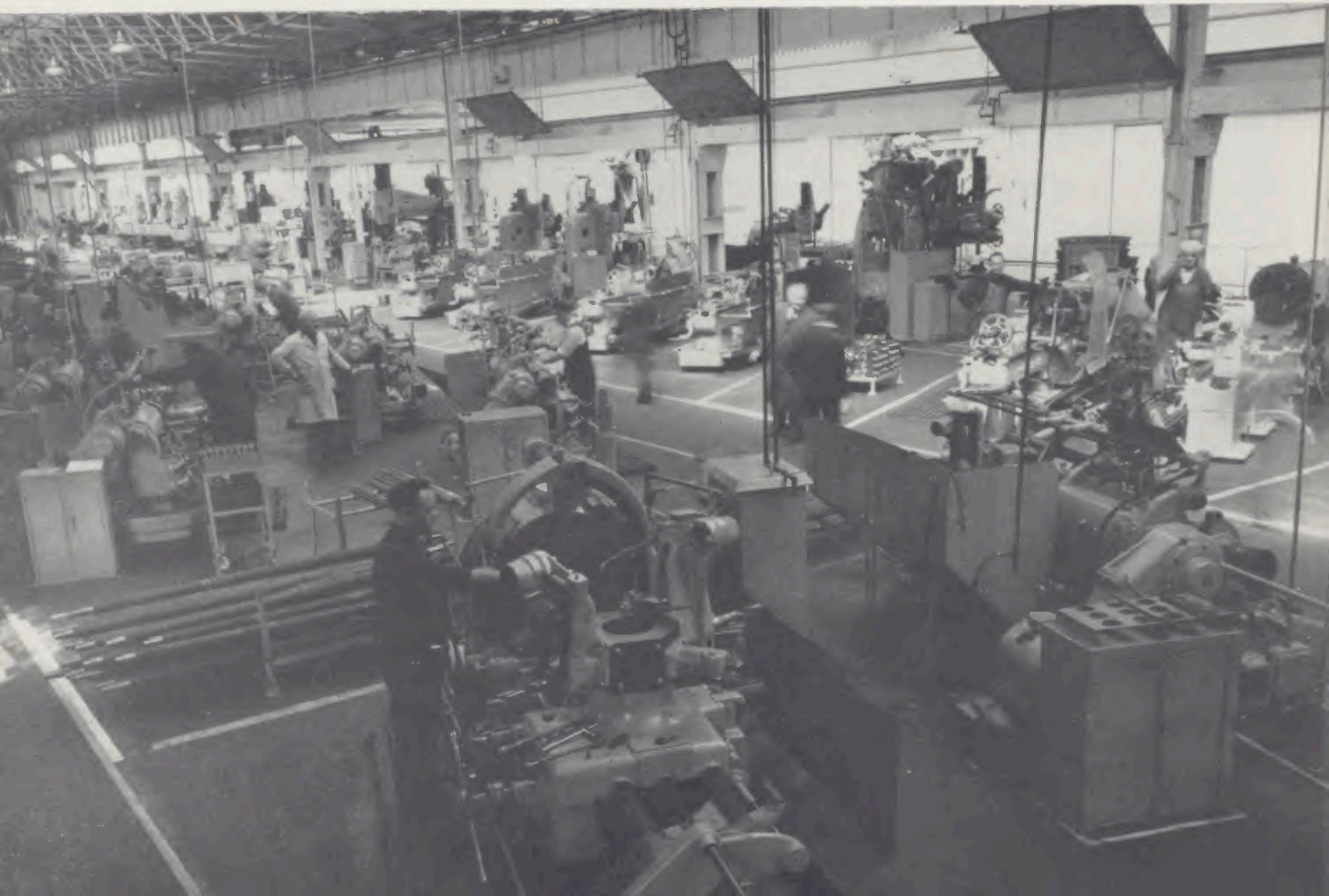
Figures in light type are in respect of 1963.

statistics of rail operations

	1964	1963
Ton miles per train mile :		
Train Load in Tons	82.19	79.82
Wagon miles per train mile (number of wagons per train)		
Loaded	21.10	21.15
Empty	7.14	7.60
	Tons	Tons
Average wagon load	3.89	3.77

Figures in light type are in respect of 1963.

The Machine Shop, Inchicore Works.



STATISTICS OF RECEIPTS

rail passenger traffic

Class of Passenger	Number	Receipts	Average Receipts per Journey
		£	£ s. d.
Ordinary			
1st Class	109,041 127,205	142,769 145,826	1 6 2.24 1 2 11.13
2nd Class	6,639,195 6,495,945	2,565,851 2,594,995	7 8.75 7 11.88
total	6,748,236 6,623,150	2,708,620 2,740,821	8 0.33 8 3.32
Season			
1st Class	112,658 151,720	8,375 8,708	1 5.84 1 1.77
2nd Class	2,985,279 3,057,869	104,714 108,134	8.42 8.49
total	3,097,937 3,209,589	113,089 116,842	8.76 8.74
		Total Units	Average Receipts per Unit
	Passenger Miles	330,991,000 336,633,900	s. d. 2.05 2.04
	Passenger Journeys	9,846,173 9,832,739	5 8.78 5 9.75
	Loaded Train Miles	4,550,619 4,916,247	12 4.82 11 7.50
	Miles of Road (First Track)	1,458 1,462	£1,935 £1,955

Figures in light type are in respect of 1963.

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	4,174,605	1,971,020	171,637,928	87.08	2 2 4	5.84
	4,008,673	1,942,666	169,148,583	87.07	2 1 3	5.69
Minerals	489,016	464,639	34,796,428	74.89	1 1 1	3.37
	504,244	482,392	34,438,353	71.39	1 0 11	3.51
Coal and Coke	23,439	35,388	1,590,880	44.96	13 3	3.54
	27,727	37,238	1,917,249	51.49	14 11	3.47
total	4,687,060	2,471,047	208,025,236	84.19	1 17 11	5.41
	4,540,644	2,462,296	205,504,185	83.46	1 16 11	5.30
Livestock	265,373	No. 379,267	—	99.11	—	—
	259,135	387,871	—	98.51	—	—

	Total Units	Average Receipts per Unit
		£ s. d.
Loaded Train Miles	2,590,289	1 18 2.86
	2,645,398	1 16 3.45
Loaded Wagon Miles	57,071,439	1 8.83
	58,396,276	1 7.73
Miles of Road (First Track)	1,458	£3,397
	1,462	£3,283

Figures in light type are in respect of 1963.

road passenger services

	Receipts	Passengers Carried	Vehicle Miles	Passenger Miles (Estimated)
	£			
Dublin City Services	4,510,659 4,844,190	218,920,924 238,012,863	27,821,806 30,786,065	469,825,355 509,168,575
Other City Services	611,785 675,521	34,238,793 38,348,244	3,783,361 4,089,105	49,028,031 54,626,815
Provincial Services	1,510,148 1,568,656	16,608,482 17,942,845	12,629,447 13,193,534	120,223,440 125,492,480
Tours and Private Hire	471,744 461,996	1,763,664 1,734,623	2,283,907 2,212,701	— —
total	7,104,336 7,550,363	271,531,863 296,038,575	46,518,521 50,281,405	— —
	Per Journey	Per Mile	Per Passenger Mile	
average receipts :	s. d.	s. d.	pence	
Dublin City Services	4.94 4.88	3 2.91 3 1.76	2.30 2.28	
Other City Services	4.29 4.23	3 2.81 3 3.65	2.99 2.97	
Provincial Services	1 9.82 1 8.98	2 4.70 2 4.53	3.01 3.00	

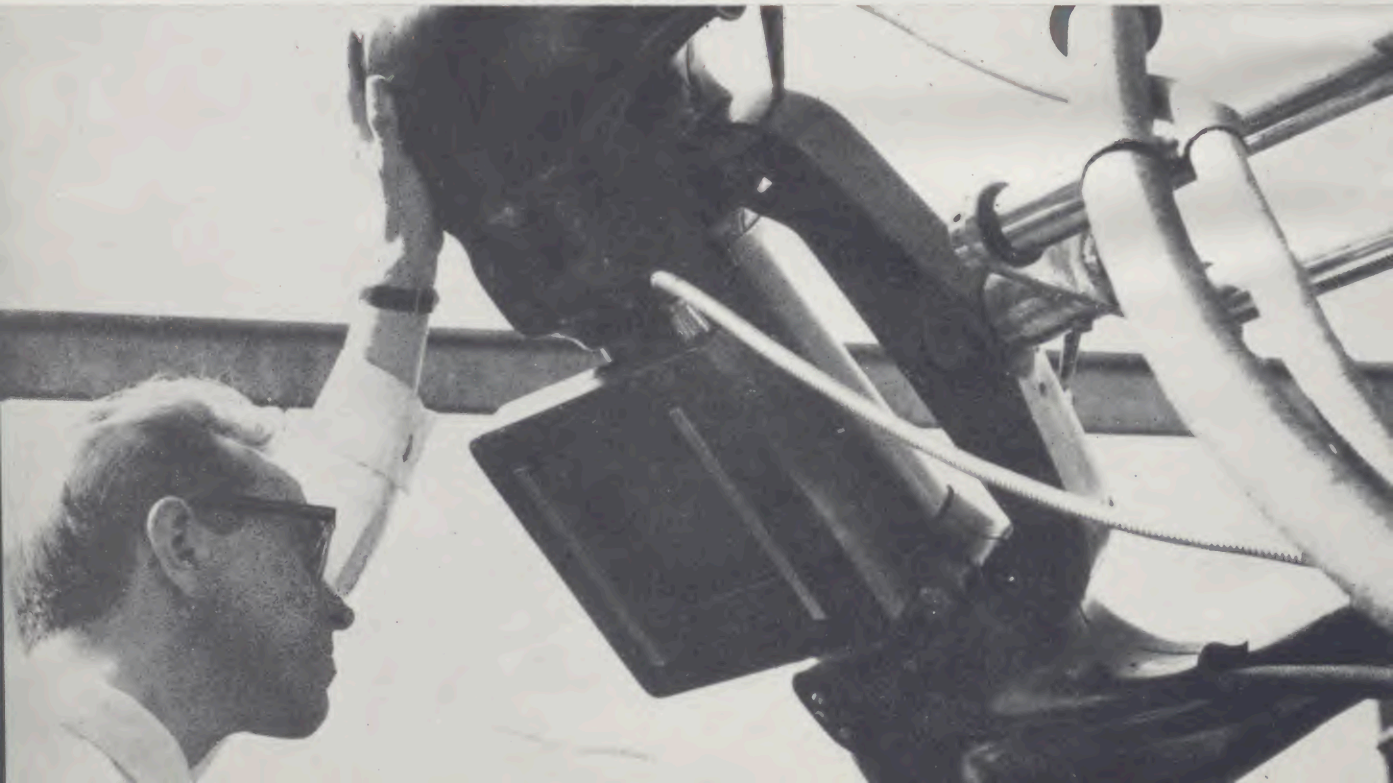
Figures in light type are in respect of 1963.

road freight motor services

TYPE	Vehicle Miles	Tonnage	Receipts	Average Rate Per Ton
			£	£ s. d.
Scheduled Services	2,346,544 2,278,148	231,430 212,853	416,653 400,840	1 16 0.1 1 17 8.0
Railhead C. & D. Services	1,149,752 1,166,478	560,955 523,007	372,413 352,222	13 3.3 13 5.6
Direct Road Services	11,834,664 10,819,246	3,442,880 3,073,942	1,947,156 1,763,611	11 3.7 11 5.7
total	15,330,960 14,263,872	4,235,265 3,809,802	2,736,222 2,516,673	12 11.1 13 2.5
Livestock	1,567,342 1,493,646	No. 320,198 296,600	237,506 229,271	

Figures in light type are in respect of 1963.

Industrial X-Ray Machine for inspecting welds and detecting cracks in metals used in the C.I.E. Laboratories, Inchicore, Dublin.



CORAS IOMPAIR EIREANN

FIFTEENTH ANNUAL REPORT *For the year ended 31st March* **1965**

MEMBERS OF THE BOARD

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

Mr. E. Cassidy

Mr. L. Ferris

Mr. T. P. Hogan

Mr. W. McMullen

Mr. M. F. Molony

Mr. J. T. O'Farrell

Coras Iompair Éireann presents its annual report with statement of accounts and statistics attached for the year ended 31st March, 1965.

During the year the Transport Act, 1964, was enacted. The Minister for Transport and Power saw the Board of C.I.E. and outlined to the Board policies, based on the provisions of the Act, which he expected them to pursue.

There was a net deficit for the year of £1,475,000, an improvement of £131,000 from the previous year and a saving of £525,000 on the annual subsidy. This saving is committed to meet deficits in succeeding years; it has been applied temporarily to meet essential commitments on Capital Account. Operating revenue increased by £2,808,000 to £23,621,000 and operating expenditure was £24,057,000, an increase of £2,707,000. In these comparisons the 1963/64 figures for railway revenue and expenditure have been amended to reflect the altered treatment of the loss on collection and delivery services referred to in Section 5 of the Notes on Consolidated Accounts. Where relevant, the 1963/64 statistical data have also been adjusted. Of the increase in expenditure, £1.7 million was due to the application for the first full year of the "Ninth Round" of salary and wage rate adjustments together with other increases in rates of pay and improvements in conditions of service. Increased fares and charges accounted for an additional yield of £1.6 million.

An overall improvement was achieved during the year by an increase in passenger traffic and by operating economies which were mainly secured from re-organisations introduced but not fully effective in the previous year. These included the substitution of road services for a number of rail lines and the closure of some small stations, the substitution of diesel for steam traction and the extension of one-man bus operations. The increase in labour costs led to an increase in maintenance charges and, since replacement costs also rose, in depreciation charges.

A deficit of £1,202,000 occurred on railway working. Revenue was increased by £611,000 but expenditure rose by £908,000, mainly because of higher labour costs. The number of rail passenger miles operated, 333,145,700, was a slight increase on last year. Freight tonnage decreased by 4.49 per cent, and the number of livestock carried dropped by 23.87 per cent.

There was a surplus of £660,000 from Road Passenger operations which, when account is taken of the estimated loss of £342,000 during the strike of bus operatives in April and May, 1963, represented an increase of £46,000 on last year. There was greater public support during the year for the regular services and for the coach and day tours but maintenance costs were higher.

A surplus was achieved on Road Freight operations of £45,000, an increase of £8,000 on last year. Revenue totalled £3,747,000, an increase of £263,000, and expenditure was £3,702,000, an increase of £255,000. The rise in revenue was mainly attributable to the rates increase introduced during the year but additional revenue was also earned from ferry traffic and from furniture removals, cement, grain, limestone and barytes. There was a decrease in livestock and meat traffic.

The hotels and catering services operated by Oslanna Iompair Éireann Teoranta achieved a surplus of £145,000, an increase of £10,000. The catering services surplus was £17,000 higher than last year. A comprehensive programme of expansion, renovation or re-decoration was carried out in the seven Great Southern Hotels, the station buffets and railway dining cars. About 70 members of the hotels staff were sent to continental hotels for a six months course. Promotional tours were undertaken in the United States, Britain and Germany. Bed occupancy in the hotels was 10,000 more than last year.



Ireland
comes to **BRITAIN**

C.I.E. COACH TOUR

AZD 171

TO MILLS
BARCLAYS

The deficit on other services, including vessels, docks and canals, increased by £9,000 to £85,000. The principal cause was the cost of dredging Rosslare Harbour.

Interest and Sinking Fund Charges included in the Consolidated Profit and Loss Account decreased by £30,000 from last year, partly because of the reduction in interest payable on foot of deferred-payment arrangements for diesel locomotives. A provision of £50,000 for redemption of the 2½ per cent and 3 per cent Transport Stocks has been made in the Consolidated Appropriation Account.

In spite of the continued growth in competition from private transport, the commercial sales campaign enabled the Board to maintain its share of the transport market. The principal "Package Deals" concluded during the year related to cross-channel bacon traffic, steel traffic from Cobh and fertilisers from the new nitrogenous factory at Arklow. A revised system of charging for rail merchandise traffic of 1 ton and less was, in general, well received by the trading public. To improve the general quality of service and to meet an increasing demand for the provision of international transport facilities, Aerlod Teoranta, a new subsidiary company to handle air-freight, was incorporated in July. The cross-channel unit-load traffic of the Board, involving the shipment of freight in containers to Britain and direct door-to-door collection and delivery, continued to expand.

Tourist facilities were expanded and increased promotional work was undertaken abroad. Returns from coach tours reached a record level, with a notable increase from the American market. "Golden Holiday" tours were vigorously promoted on the British market: a 104-seater aircraft was chartered each week during the summer to bring tourists from Manchester, via Shannon Airport, to various centres where hotel accommodation and day tours were provided. With the co-operation of other tourist interests, two world-master coaches were brought on a tour of Great Britain in February and a one-day promotional tour to Northern Ireland was also undertaken. A special promotional campaign, aimed at the American wholesale tour operators, was carried out in August. Cheap week-end fares and Sunday trains brought increased revenue from rail passenger traffic.

The timekeeping of passenger and freight trains was improved during the year. The operation of special Sunday train services was extended. During the summer a late evening train was introduced on weekdays from Waterford to Dublin and on Sundays a new return service was operated between the two cities. Additional passenger trains were provided to serve the daylight sailings on the Rosslare/Fishguard route. Express bus services were introduced between Cork and Glengarriff, between Dublin and Letterkenny and, in conjunction with the Ulster Transport Authority, between Dublin and Derry.

The termination by the Ulster Transport Authority of its rail freight services early in 1965 presented the Board with a major operating problem. Because of the volume of railway freight originating in this part of the country for destinations in Northern Ireland and because of the flow of traffic between County Donegal and other counties, it became necessary for the Board to make arrangements for the passage of its freight trains over the Ulster Transport network and to provide for the loading and unloading of freight in Belfast and Derry and for its local distribution by road. The Board also provided new road services to places near the Border.



The systematic improvement of the facilities and environmental conditions of C.I.E. was pressed ahead during the year:

Extensions or renovations were carried out at the Board's stations, depots or workshops at Kingsbridge, Cork, Portarlington, Mallow, Killarney, Tralee, Limerick, Grange, Campile, Kilrane, Ballycullane, Kilmallock, Waterford, Ballina, Athenry, Athlone, Ballinasloe, Carrick-on-Shannon, Inchicore, Cabra, North Wall, Spa Road and Broadstone.

Automatic barriers were installed at level crossings at Dromiskin on the Dublin/Belfast line; at Emly on the Kingsbridge/Cork line; at Craughwell on the Limerick/Claremorris line and on the approaches to the new Nitrigin Eireann Teoranta factory at Arklow.

Gantries were erected at Roscrea and Rathluirc stations and high-capacity mobile cranes were provided at Cork, Derry, Dundalk, Galway, Limerick, Sligo, Waterford and North Wall, Dublin.

New sidings were installed at New Ross Kildare, Drogheda, Coolnamona Peat Moss factory and Hargreave's Wharf, Cork. A new marshalling yard was laid for the Nitrigin Eireann Teoranta factory at Arklow and warehousing facilities were provided at Cork. Facilities for the pre-heating of trains were provided at Kingsbridge, Westland Row, Amiens Street, Waterford, Galway, Limerick and Bray.

Improvements were carried out at Dublin garages and at Cork, Macroom, Killarney, Clones, Ceanannus Mor, Dundalk and Longford.

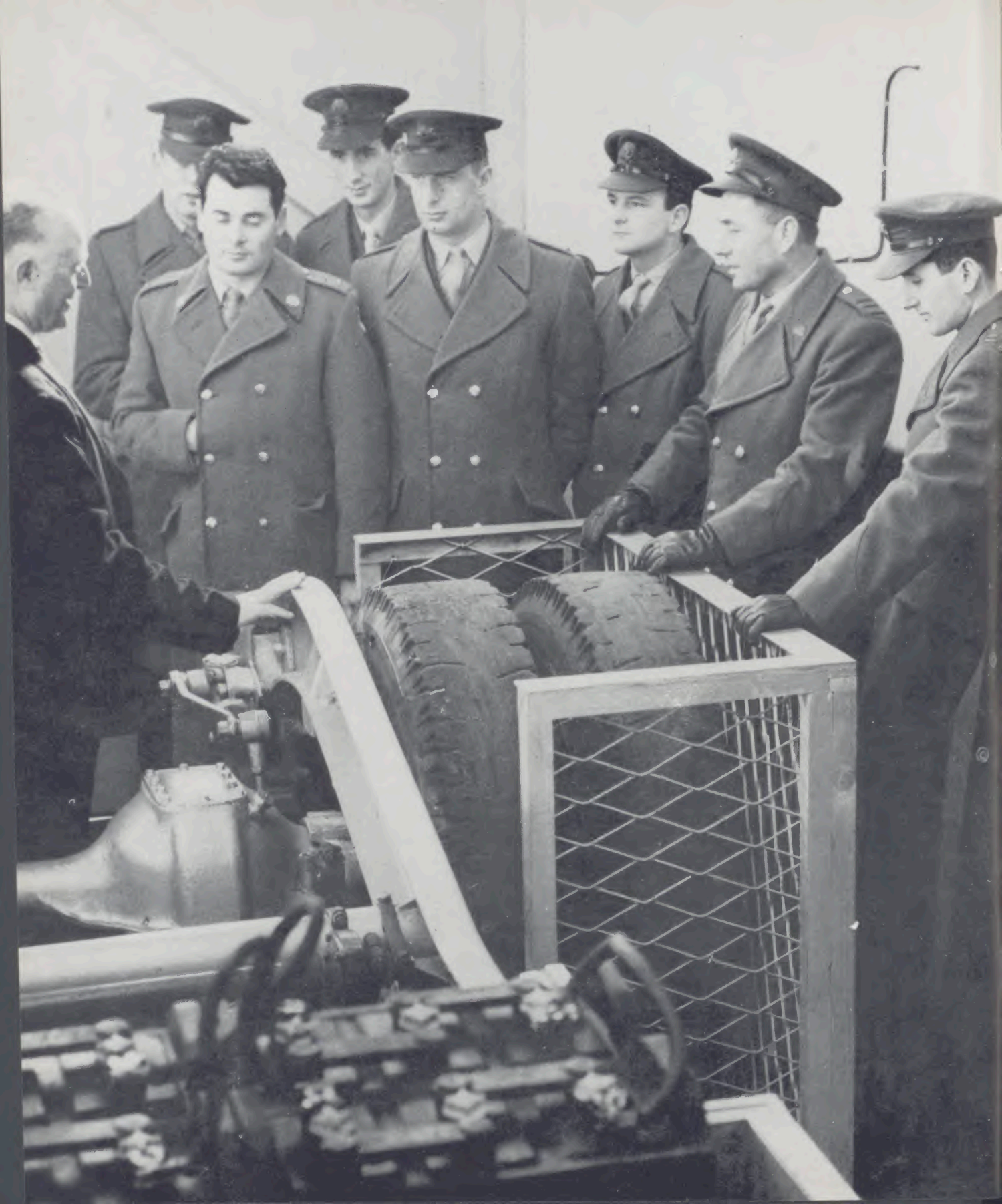
A new system of traffic control by radio and telephone was introduced in the Dublin City bus services. A traffic planning section was established and carried out a survey of passenger movements. Bus schedules and routes were altered as a result of the survey and a 10 per cent increase in capacity was provided during peak hours in some areas.

A programme was begun at Broadstone and Spa Road for the construction of 260 new single-deck buses by the use of prefabricated, metal body-sections. Fifty new single-deck buses, all equipped for one-man operation, were introduced during the year and four Worldmaster tourist coaches were also added to the fleet.

A new system of production planning and control was introduced at Inchicore. As a consequence, delivery times for new components and cycle times for repair work were reduced and control of output and of performance was considerably improved. The system was inspected in December by An Taoiseach and members of the Board.

Management accounting techniques were improved and refined during the year. The pay-rolls for some 19,000 weekly paid employees are now mechanically prepared.

The programme for developing more efficient and economical working methods at stations was extended and greater use was made of pallets and containers. Mechanical handling was extended to Longford, Ballina, Ballinasloe and Rathluirc. The substitution of motor for horse transport was extended in Dundalk, Mallow, Sligo, Mullingar, Youghal and Athlone.



An extensive investigation into road freight working was conducted during the year and as a result improvements were made in the systems of management and administration.

The Board's policy of improving its staff amenities was pursued throughout the system:

New messrooms were provided in Cork Rathluirc, Waterford and the dormitories in Thurles and Mallow were reconstructed.

Existing amenities were improved in Tullamore, Kingsbridge, An Uaimh, Drogheda, Tralee, Athlone, Longford, Sligo and Claremorris.

Uniforms of a better quality were issued to bus crews and the period of uniform renewal was reduced.

During the year, a survey of staff absence due to illness and accidents for 1963 showed that the average number of days lost per employee per annum because of illness was 5.5 and because of accidents was 0.24. The figures reveal, when compared with previous surveys, a decreasing trend and compare favourably with those of other national transport undertakings from which similar statistics have been received. These vary between 9.5 and 15.14 for illness and 2.4 and 0.54 for accidents.

The recommendations issued by the Commission on pensions and sickness benefit payments were received and the increased sickness pay and the interim increases in pensions were implemented.

The attitude survey of the road passenger staff which began in the previous year and which was undertaken with the co-operation of the trade unions was completed and a draft report was made to the Steering Committee by the Tavistock Institute of Human Relations.

Although stability of wages and salaries was expected when the "Ninth Round" National Wages Agreement was concluded, major claims were made on C.I.E. for service pay and extra annual leave and for increased wages and reduced working hours for road passenger operative grades; for reduced weekly working hours for road freight operative grades; for service pay for electricians; for a transport differential payment for skilled shop-workers and for a further salary status claim for clerical staffs.

A new trade union catering for bus workers, the National Busmen's Union, was formed during the year. As a properly constituted trade union with a negotiating licence and with members in the road passenger section, it was fully recognised by the Board. In May, 1964, the N.B.U. subscribed to the agreement in force regulating the rates of pay and conditions of service of bus drivers and conductors. Arrangements were also made for the union to participate in the disciplinary procedures, including the Appeals Board, for road passenger employees. In short, the position of the union in C.I.E. was formalised. However, the union was not officially recognised by the Irish Congress of Trade Unions and consequently has not been admitted to the Trade Union Group which is an integral part of the C.I.E. negotiating machinery. The National Busmen's Union, therefore, is isolated from the Trade Union Group and its formation would appear to have created a problem which has not been resolved by the trade union movement.



Two meetings of each of the 33 local Joint Consultative Councils were held during the year. Four meetings took place of the Top Consultative Group, comprising union officials nominated by the Irish Congress of Trade Unions and the General Manager and senior executives of the Board.

Sixty training programmes were conducted during the year, consisting of 288 separate courses which were attended by 3,063 members of the staff. In addition, 206 members of the staff attended 51 courses conducted by other training organisations. At the request of personnel in Dublin city bus services, Irish classes were introduced. Two further scholarships were awarded to apprentices under the C.I.E. Engineering Scholarship Scheme and three apprentices represented Ireland in trade competitions abroad. A total of 241 apprentices were enrolled at the Colleges of Technology, Dublin, and 32 more were enrolled at various Technical Schools throughout the country. Fifty-five messengers and other juvenile staff benefited from the Continuation Educational Scholarship Scheme under which they were released from work to attend special classes on two half-days each week.

A week-end conference of senior management was held in Killarney during the year to disseminate and discuss certain policies of the Board.

C.I.E. was host in June to a meeting of the International Railway Congress Association which was attended by over 450 delegates from 24 countries. The inaugural session was addressed by An Taoiseach and the Minister for Transport and Power spoke at the closing ceremony.

The total number of staff, exclusive of personnel employed by Oslanna Iompair Eireann Teoranta, at the end of the year was 19,339.

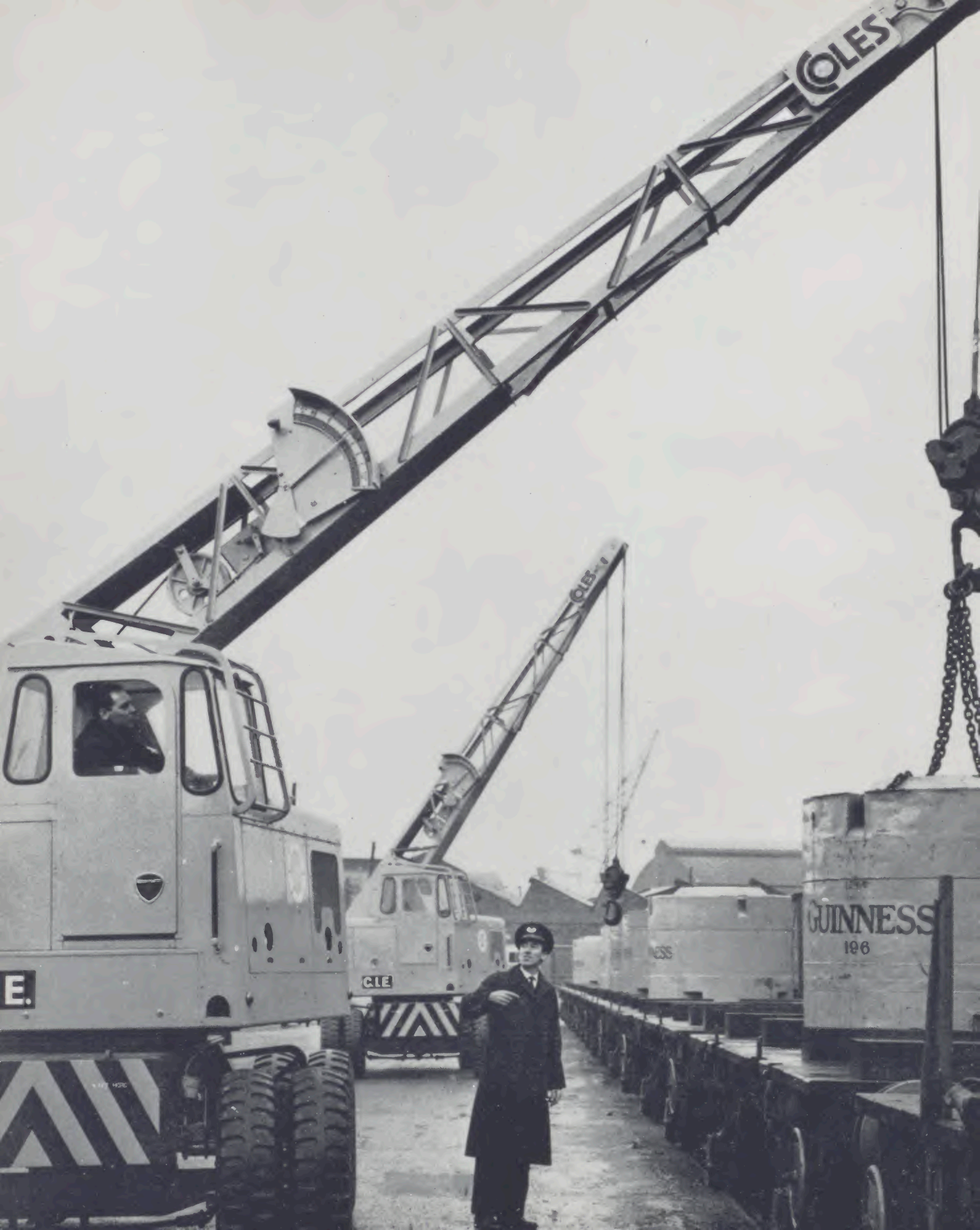
Salaries and wages, exclusive of Oslanna Iompair Eireann, for the year amounted to £15,442,000, an increase of £2,041,000 over the previous year.

The Board thanks all members of the staff for their efforts throughout the year.

C. S. Andrews, Chairman.

M. J. Hayes, Secretary.

R. G. Watt, Chief Accountant.



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GUINNESS
196

1957 1526

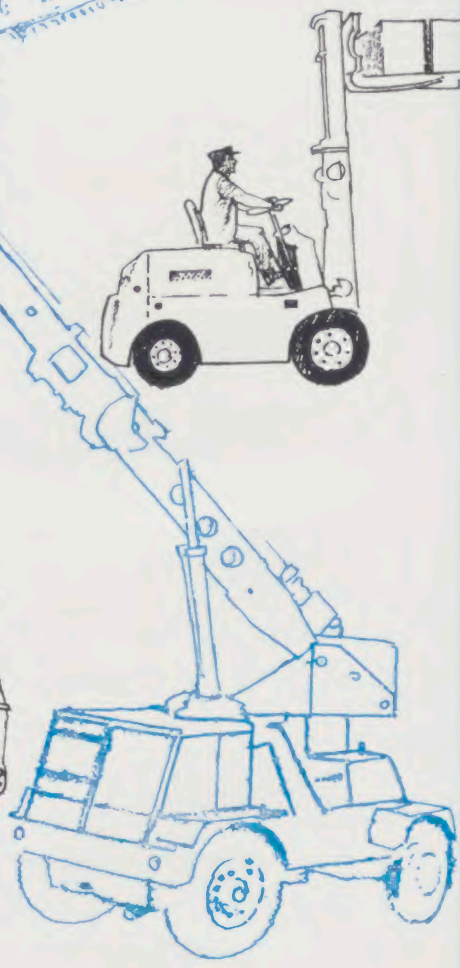
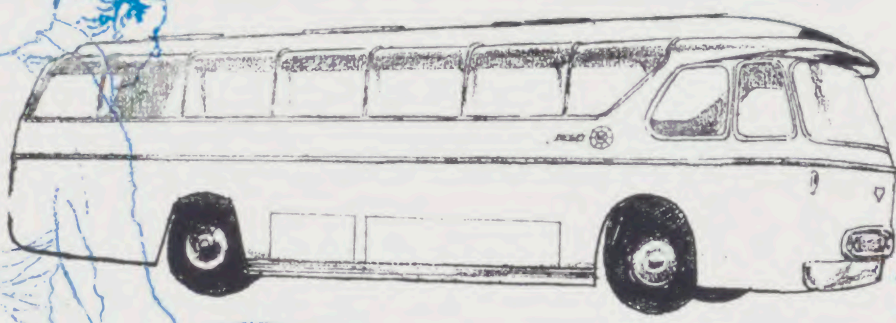
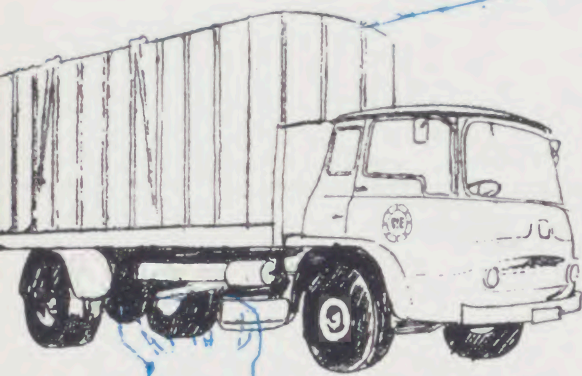
**STATEMENT
OF ACCOUNTS
AND STATISTICS**

CORAS IOMPAIR EIREANN



New mobile freight cranes at North Wall, Dublin.

receipts and expenditure



where it came from

36.3%	ROAD PASSENGER
20.1%	GOODS TRAINS
16.4%	PASSENGER TRAINS
15.0%	ROAD FREIGHT
5.7%	HOTELS, REFRESHMENT ROOMS AND CARS
0.6%	MISCELLANEOUS
5.9%	DEFICIT

where it went

5.1%	MISCELLANEOUS
4.0%	TRANSPORT STOCKS INTEREST AND SINKING FUNDS
2.5%	RATES, ROAD TAX
9.9%	PROVISION FOR RENEWALS
17.1%	MATERIALS INCLUDING CATERING
61.4%	SALARIES, WAGES AND PENSIONS

CONSOLIDATED REVENUE ACCOUNTS

CONSOLIDATED RAILWAY WORKING

expenditure	1965	1964
	£	£
Maintenance of Lines and Works	1,520,894	1,423,083
Maintenance of Rolling Stock	1,872,106	1,755,963
Fuel	268,194	290,794
Operating and Other Expenses	5,244,721	4,870,562
Provision for Renewal of Lines and Works	682,000	384,343
Depreciation	887,130	842,386
	£10,475,045	£9,567,131

ROAD PASSENGER WORKING

expenditure	1965	1964
	£	£
Maintenance of Buildings	54,966	44,776
Maintenance of Vehicles and Equipment	1,670,207	1,345,229
Fuel	689,771	625,934
Road Tax and Licences	295,751	281,778
Operating and Other Expenses	5,127,660	4,239,143
Depreciation	603,120	487,551
	8,441,475	7,024,411
Balance to Profit and Loss Account	660,333	272,708
	£9,101,808	£7,297,119

receipts	1965	1964
	£	£
Passenger Train Traffic	4,120,286	3,856,839
Goods Train Traffic	5,054,652	4,722,411
	9,174,938	8,579,250
Miscellaneous	98,104	83,112
	9,273,042	8,662,362
Balance to Profit and Loss Account	1,202,003	904,769
	£10,475,045	£9,567,131

receipts	1965	1964
	£	£
Passenger Services	8,872,603	7,104,336
Miscellaneous	229,205	192,783
	£9,101,808	£7,297,119

ROAD FREIGHT WORKING

expenditure	1965	1964
	£	£
Maintenance of Buildings	22,904	13,012
Maintenance of Vehicles and Equipment	690,619	657,860
Fuel	286,035	270,079
Road Tax and Licences	173,104	167,567
Operating and Other Expenses	2,221,915	2,035,807
Depreciation	307,300	302,413
	3,701,877	3,446,738
Balance to Profit and Loss Account	45,310	36,864
	£3,747,187	£3,483,602

VESSEL WORKING

expenditure	1965	1964
	£	£
Maintenance of Vessels and Equipment	13,829	16,189
Fuel	1,598	1,865
Operating and Other Expenses	22,479	20,298
Depreciation	5,360	5,360
	£43,266	£43,712

CANAL WORKING

expenditure	1965	1964
	£	£
Maintenance of Buildings	1,226	2,204
Maintenance of Waterways and Works	46,807	40,945
Operating and Other Expenses	28,347	29,466
	£76,380	£72,615

receipts	1965	1964
	£	£
Goods Services	3,718,639	3,462,314
Miscellaneous	28,548	21,288
	£3,747,187	£3,483,602

receipts	1965	1964
	£	£
Passenger	19,429	21,521
Goods	8,719	8,019
Miscellaneous	964	980
	29,112	30,520
Balance to Profit and Loss Account	14,154	13,192
	£43,266	£43,712

receipts	1965	1964
	£	£
Miscellaneous	5,397	4,672
Rents	27,417	25,472
	32,814	30,144
Balance to Profit and Loss Account	43,566	42,471
	£76,380	£72,615

CONSOLIDATED HOTELS, REFRESHMENT ROOMS AND RESTAURANT CARS WORKING

expenditure	1965	1964
	£	£
Maintenance of Buildings, Cars and Equipment	93,163	80,789
working expenses	£	
Provisions, Wines, etc.	644,770	578,009
Other Direct Expenses	463,188	424,030
	1,107,958	1,002,039
Other Expenditure	81,260	76,136
	1,282,381	1,158,964
Balance to Profit and Loss Account	145,112	134,872
	£1,427,493	£1,293,836

DOCKS, HARBOURS AND WHARVES WORKING

expenditure	1965	1964
	£	£
Maintenance of Docks, Harbours and Wharves and Equipment	12,370	13,982
Dredging	15,475	10,148
Operating and Other Expenses	9,185	12,289
	£37,030	£36,419

receipts	1965	1964
	£	£
Receipts from Hotels, Refreshment Rooms and Restaurant Cars	1,427,493	1,293,836
	£1,427,493	£1,293,836

receipts	1965	1964
	£	£
Harbour, Light and Dock Dues	234	312
Wharf and Pier Dues	5,878	5,374
Crane and Other Services	3,342	10,086
	9,454	15,772
Balance to Profit and Loss Account	27,576	20,647
	£37,030	£36,419

CONSOLIDATED PROFIT AND LOSS ACCOUNT

		1965	1964
expenditure			
<hr/>			
balances from:		£	£
Railway Working		1,202,003	904,769
Vessel Working		14,154	13,192
Canal Working		43,566	42,471
Docks, Harbours and Wharves Working		27,576	20,647
<hr/>			
		£1,287,299	£981,079
<hr/>			
Net Working Loss brought down		436,544	536,635
interest on transport stock:			
	£		
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		150,000
6% Transport Stock 1977/82	120,000		120,000
<hr/>			
		766,684	766,684
sinking funds:			
	£		
5% Transport Stock 1972/77	37,500		37,500
4¼% Transport Stock 1972/77	67,500		67,500
5% Transport Stock 1970/75	45,000		45,000
6% Transport Stock 1977/82	30,000		30,000
<hr/>			
		180,000	180,000
Miscellaneous Rents		15,002	9,338
Discount and Issue Expenses—Transport Stock		18,206	23,963
Guaranteed Interest—Fishguard and Rosslare Railways and Harbours Co. (in Ireland)		48,627	48,478
Interest Paid Less Received		11,200	46,701
<hr/>			
		£1,476,263	£1,611,799

CONSOLIDATED APPROPRIATION ACCOUNT

		£	£
Balance from Profit and Loss Account		1,475,319	1,605,881
Provision under Section 33, Transport Act, 1950 for redemption of 2½% and 3% Transport Stocks		50,000	—
Balance to Next Account		1,942,057	342,555
<hr/>			
		£3,467,376	£1,948,436

receipts	1965	1964
balances from:	£	£
Road Passenger Working	660,333	272,708
Road Freight Working	45,310	36,864
Hotels, Refreshment Rooms and Restaurant Cars Working	145,112	134,872
	850,755	444,444
Net Working Loss Carried Down	436,544	536,635
	£1,287,299	£981,079
Statutory Contribution — Co. Donegal Railway's Joint Committee	944	5,918
Balance to Appropriation Account	1,475,319	1,605,881

	£1,476,263	£1,611,799
Balance from last year	£ 342,555	£ 623,777
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
Non-repayable State Grant under Section 6 of the Transport Act, 1964	2,000,000	—
Advance under Section 13, Transport Act, 1963 treated as Non-repayable State Grant under Section 7 Transport Act, 1964	1,000,000	—
Surplus arising on disposal of Rolling Stock and Railway Lines previously written off	124,821	149,659
	£3,467,376	£1,948,436

CONSOLIDATED BALANCE SHEET 31st MARCH, 1965

	Amount of Stock at 1st April, 1964	Amount Received During Year	Total	1964
	£	£	£	£
capital issues:				
2½% Transport Stock 1965/75	3,000,000	—	3,000,000	3,000,000
3% Transport Stock 1975/85	3,514,460	—	3,514,460	3,514,460
5% Transport Stock 1972/77	2,500,000	—	2,500,000	2,500,000
4¼% Transport Stock 1972/77	4,500,000	—	4,500,000	4,500,000
5% Transport Stock 1970/75	3,000,000	—	3,000,000	3,000,000
6% Transport Stock 1977/82	2,000,000	—	2,000,000	2,000,000
	18,514,460	—	18,514,460	18,514,460
salaries officers' and clerks' (G.S.R.) superannuation fund:				
Board's Liability for Deficiency			2,029,711	1,313,419
current liabilities and provisions:				
Amount due to Bankers (secured by investments)		181,241		—
Deferred Payments on Diesel Locomotives		1,012,536		1,372,130
Sundry Creditors and Accrued Charges		3,014,550		2,800,933
Temporary Advances under Section 13, Transport Act, 1963		—		1,000,000
Equalisation Account for Renewal of Lines and Works		104,142		—
Taxation		128,666		105,381
			4,441,135	5,278,444
sinking fund for redemption of transport stocks				
provision for redemption of 2½% and 3% transport stocks			1,921,668	1,645,375
appropriation account			50,000	—
			1,942,057	342,555
			£28,899,031	£27,094,253

	Amount at 1st April, 1964	Additions During Year New Assets and Renewals	Deductions During Year Depreciation and Sales	Total	1964
	£	£	£	£	£
fixed assets:					
Railway Rolling Stock	14,699,751	729,913	877,250	14,552,414	14,699,751
Road Passenger Vehicles	1,478,405	1,004,075	601,600	1,880,880	1,478,405
Road Freight Vehicles and Equipment	1,747,205	565,434	303,000	2,009,639	1,747,205
Vessels	152,717	—	5,360	147,357	152,717
Land and Buildings	1,431,319	170,034	—	1,601,353	1,431,319
Plant and Machinery	882,570	327,353	116,460	1,093,463	882,570
Docks, Harbours and Wharves	48,020	—	48,020	—	48,020
Hotels, including Catering Equipment	751,839	130,860	31,535	851,164	751,839
	21,191,826	2,927,669	1,983,225	22,136,270	21,191,826
Less: Capital Reserve (see Note 4)				737,521	1,657,788
				21,398,749	19,534,038
current assets:					
Stock of Stores (less reserve)			2,332,775		2,501,757
Sundry Debtors and Payments in Advance			2,314,796		2,193,195
Cash at Bank and in Hand			15,452		340,087
Cash on Deposit			235,000		180,000
Investments (less reserve) (Market Value £563,291)			597,673		598,677
				5,495,696	5,813,716
investments on sinking fund account				1,921,668	1,645,375
issue of transport stock—discount and expenses (Less amounts written off)				82,918	101,124
				£28,899,031	£27,094,253

R. G. WATT, Chief Accountant.

NOTES ON CONSOLIDATED ACCOUNTS

I. CONSOLIDATION OF ACCOUNTS

The Revenue Account and Balance Sheet of Ostlanna Iompair Eireann — a wholly owned subsidiary of the Board — have been consolidated with those of Coras Iompair Eireann in the foregoing Statement of Accounts.

On 7th July, 1964, a separate Company — Aerlud Teoranta — was formed as a wholly owned subsidiary of the Board to carry on the business of booking and customs clearance agents at Dublin and Shannon Airports. The Revenue Account (which is included under Consolidated Railway Working) and Balance Sheet of this Company have also been consolidated with the accounts of Coras Iompair Eireann in the foregoing Statement of Accounts.

2. BOARD'S CONTRIBUTION TO SUPERANNUATION FUNDS, PENSIONS, ETC.

The Board's contributions to superannuation funds, pensions, etc., which are apportioned over the various sections of the Undertaking amounted in the current year to £636,118.

3. DEPRECIATION AND PROVISION FOR RENEWALS

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

Railway Lines and Works:

The provision for renewal of railway lines and works is the estimated average annual cost of carrying out the programme of renewals necessary to maintain the running lines at the required standard over the period of five years ending 31st March, 1969, based on the actual expenditure for the year ended 31st March, 1965, and estimated expenditure for the next four years. In previous years the provision was similarly based on the expenditure for the five years ended 31st March, 1964.

Railway Rolling Stock:

Locomotives and rail cars (other than those completely written off or acquired at no cost) are depreciated on the basis of original cost spread over expected life. The provision for depreciation of coaching stock and wagons is based on the replacement cost of the number of vehicles required for the working of the Undertaking. The expected life of certain types of wagons has been increased from 40 to 50 years.

Road Passenger Vehicles:

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

Road Freight Vehicles:

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

Vessels:

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

Plant and Machinery:

Plant and Machinery is depreciated on the basis of original cost spread over expected life.

Hotels, including Catering Equipment:

Hotel Furnishings and Catering Equipment are depreciated on the basis of original cost spread over expected life. No depreciation has been written off Hotel Premises.

4. MOVEMENT ON CAPITAL RESERVE

Balance at 31st March, 1964	£	£
		1,657,788
Deduct: Capital Expenditure on Railway Lines and Works during year	233,133	
Less: Surplus arising on disposal of Land and Buildings and acquired Assets	29,158	203,975
		<u>1,453,813</u>
Deduct: Transfer to Salaried Officers' and Clerks' (G.S.R.) Superannuation Fund — Increase in Board's liability for deficiency at 31st March, 1965, on actuarial revaluation of fund		716,292
Balance at 31st March, 1965		737,521

5. LOSS ON COLLECTION AND DELIVERY SERVICES

The credit to Road Freight Working from Railway Working for loss on collection and delivery services amounts to £236,500 and is the same as in the previous year. In Road Freight Working the credit has been included in receipts from Goods Services. The charge to Railway Working has been debited to receipts and not to expenditure as in previous years. Corresponding adjustments have been made in the comparative figures for the year ended 31st March, 1964.

6. SUBSIDIARY COMPANY — OSTLANNA IOMPAIR EIREANN TEORANTA

- (a) The Company's Income Tax position has not yet been finally determined but it would appear that the Capital Allowances available are sufficient to eliminate any Income Tax liability to date. No provision has been made in the Accounts other than Tax deducted from Loan Interest for which the Company is accountable.
- (b) Capital commitments of the Company at 31st March, 1965, were approximately £347,000.
- (c) The comparative figures for the year ended 31st March, 1964, have been adjusted to give effect to a re-grouping of certain items of expenditure in the current year's Accounts.

AUDITORS' REPORT

We have examined the foregoing Consolidated Balance Sheet and Revenue Accounts, with the Notes annexed, and have obtained all the information and explanations which we considered necessary for our Audit.

In our opinion, proper books of Accounts have been kept by the Board and its subsidiaries and the foregoing Consolidated Balance Sheet and Revenue Accounts, which are in agreement therewith, give with the Notes annexed a true and fair view of the state of affairs of the Board and its subsidiaries at 31st March, 1965, and of the consolidated net revenue deficit for the year ended on that date.

CRAIG, GARDNER & CO.,

Chartered Accountants

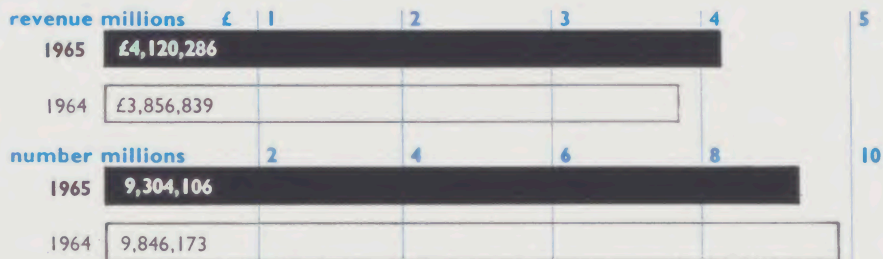
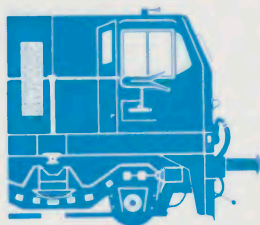
Dublin.

11th August, 1965.

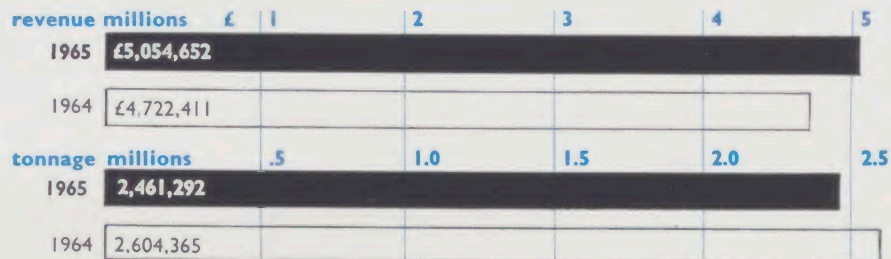
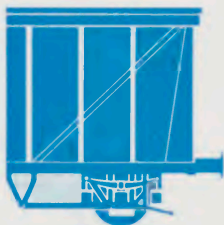


Perpetual Trophy presented by C.I.E. for best entry in N.A.I.D.A. Industrial Parade

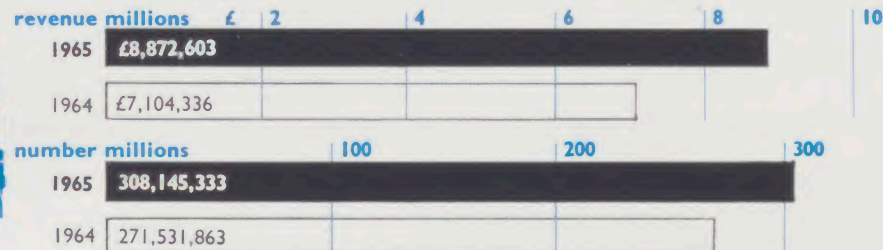
RAIL PASSENGERS



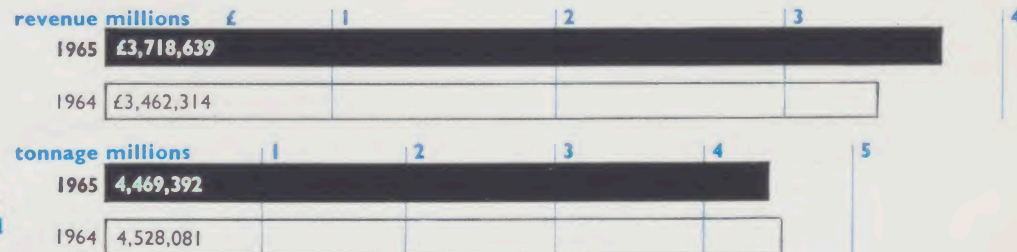
RAIL FREIGHT



ROAD PASSENGERS



ROAD FREIGHT



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	1355 1355	61 63	314 319	23 01	264 273	52 29	1934 1948	56 13
Lines jointly owned (Board's share of ownership)		08 08		07 07		06 06		21 21
Lines leased or worked by the Board	102 102	47 47	4 4	40 51	8 8	64 68	115 116	71 06
total	1458 1458	36 38	318 323	70 59	273 282	42 23	2050 2064	68 40

mileage of canals:

	Open for Navigation		Supply Canals not open for Navigation	
	M.	Ch.	M.	Ch.
Grand Canal: Main Line and Branches	155 155	57 57	13 13	35 35
Shannon Navigation	123 123	00 00		
Barrow Navigation	30 30	00 00		
total	308 308	57 57	13 13	35 35

locomotives

	1965	1964
Steam Tender Engines	No. —	No. 18
Diesel Electric Locomotives	165	165
Diesel Mechanical Locomotives	3	3
Diesel Hydraulic Locomotives	44	44
total	212	230
Tenders	—	18

Figures in light type are in respect of 1964.

rail motor vehicles

	No.	SEAT		Total
		1st	2nd	
Diesel Rail Cars	86 86	684 684	3,855 3,855	4,539 4,539

rail coaching vehicles

	SEATS				Number of Vehicles	
	First		Second		1965	1964
	1965	1964	1965	1964	1965	1964
Carriages of Uniform Class	264	264	21,577	21,084	331	320
Composite Carriages	2,142	2,196	2,483	2,587	83	87
Restaurant Cars	—	—	994	1,068	31	33
total	2,406	2,460	25,054	24,739	445	440
Ambulance Coaches					4	4
Radio Vans					5	5
Holiday Camping Coaches					8	8
Post Office Vans					18	21
Luggage, Parcel and Brake Vans					168	169
Horseboxes					52	58
total					700	705

rail service vehicles

	1965	1964
Gasholder Trucks	31	31
Ballast Wagons and Vans, etc.	546	438
Mess and Tool, and Sleeping Vans	118	112
Breakdown Cranes	5	6
Travelling Cranes	7	11
Miscellaneous	178	195
Departmental Petrol Rail Motors	9	9
total	894	802

Figures in light type are in respect of 1964.

rail merchandise and mineral vehicles

freight vehicles

	Under 8 tons	8 tons and up to 12 tons	Over 12 tons	Number	Tonnage Capacity	
					Total	Average per Vehicle
Open Wagons	—	3,718	—	3,718	41,694	11.21
	2	4,172	7	4,181	46,352	11.09
Covered Wagons	4	4,617	137	4,758	54,273	11.41
	20	4,649	142	4,811	53,977	11.22
Special Wagons for loads of exceptional dimensions and weight				76	1,176	15.47
				36	788	21.89
Cattle trucks				821	9,852	12.00
				1,130	13,560	12.00
Flat Trucks				575	6,456	11.23
				674	7,437	11.03
Miscellaneous				290	3,946	13.61
				280	3,608	12.89
total				10,238	117,397	11.47
				11,112	125,722	11.31
containers						
Large Covered				126	984	7.81
				86	544	6.33
Large Covered Insulated				1	12	12.00
				—	—	—
Small Covered				68	206	3.03
				42	111	2.64
Small Covered Wheeled				16	40	2.50
				18	45	2.50
Open				64	144	2.25
				85	191	2.25
Bicycle				4	16	4.00
				4	16	4.00
Lancashire Flats				79	790	10.00
				—	—	—
Dog Kennels				77	4	.05
				73	4	.05
Glucose Tanks				6	24	4.00
				6	24	4.00
total				441	2,220	
				314	935	
brake vans				198		
				209		

Figures in light type are in respect of 1964.

road vehicles

passenger vehicles	SEATING CAPACITY					
	Number		Total		Average per Vehicle	
	1965	1964	1965	1964	1965	1964
Double-deck Buses	770	755	51,925	50,639	67.4	67.1
Single-deck Buses	545	546	22,454	22,072	41.2	40.4
Touring Coaches	70	66	2,728	2,568	39.0	38.9
Ambulances	4	4	Berths 32	Berths 32	Berths 8.0	Berths 8.0
total	1,389	1,371	77,139	75,311	55.5	54.9
goods and parcels vehicles and horseboxes	Under 6 tons capacity		6 tons capacity and over		Total	
	1965	1964	1965	1964	1965	1964
Lorries	73	161	647	567	720	728
Vans	90	82	9	10	99	92
Tractors	33	14	131	109	164	123
Horseboxes	—	—	—	—	29	34
					1,012	977
trailers						
Special Purposes					73	85
Articulated					351	306
Flat 4-Wheel					257	236
Horse-Drawn Vehicles					260	306
total					1,953	1,910
Horses for Road Vehicles					197	197
containers						
Cement					21	21
Merchandise					276	273
Livestock					213	214
Grain					18	21
Insulated					119	100
Tar and Oil					33	33
Refrigerated					1	—
total					681	662
Staff Cars					176	172
Service Vehicles					89	74

Figures in light type are in respect of 1964.

hotels

Location	Number of Bedrooms	Number of Private Baths	Accommodation (Number of Persons)
Killarney	170 170	120 120	300 300
Kenmare	60 60	33 33	101 101
Parknasilla	83 83	37 37	151 151
Galway	115 115	56 56	212 212
Mulrany	72 72	28 28	126 126
Sligo	60 60	28 28	103 103
Bundoran	81 81	27 27	157 157

Figures in light type are in respect of 1964.

The high standard of C.I.E. catering services was maintained



STATISTICS OF RAIL OPERATIONS

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

originating on Board's system	1965 tons	1964 tons
Ale and Porter (including empties)	198,704	203,232
Bacon and Hams, and Butter	32,916	31,319
Beet	306,508	334,678
Beet Pulp	25,532	34,877
Cement	642,965	591,528
Chocolate Crumb	12,023	13,545
Drapery	20,843	20,990
Flour and Bran; Sharps and other Mill Offal; Oil Cake and Cattle Foods	51,346	62,441
Grain	84,437	93,687
Groceries	86,574	88,654
Gypsum	40,104	38,458
Manure: Artificial	192,044	238,591
Peat Moss	17,714	19,343
Petrol and Oil in Owners' Tank Wagons	36,122	29,987
Potatoes	3,183	2,579
Scrap Iron	13,992	15,509
Sugar	81,807	105,309
Tar and Bitumen in Bulk	67,218	72,963
Timber (other than round)	8,015	8,305
Wines and Spirits	9,709	9,797
total	1,931,756	2,015,792

number of livestock carried by goods train

	1965	1964
Horses	3,836	3,688
Cattle	223,932	297,166
Calves	7,813	10,574
Sheep	38,927	44,459
Pigs	13,392	22,661
Other Animals	841	719
total	288,741	379,267

engine mileage

	Coaching	Goods	Other	Total
Diesel Locomotives	3,205,960 3,123,304	2,787,518 2,690,339	1,071,712 1,115,965	7,065,190 6,929,608
Diesel Railcars	1,343,828 1,549,361	— —	23,433 32,812	1,367,261 1,582,173
total	4,549,788 4,672,665	2,787,518 2,690,339	1,095,145 1,148,777	8,432,451 8,511,781

Figures in light type are in respect of 1964.

statistics of rail operations

freight train working

	1965	1964
Ton miles per train mile: Train Load in Tons	77.30	82.19
Wagon miles per train mile (number of wagons per train):		
Loaded	20.78	21.10
Empty	6.91	7.14
Average wagon load	Tons 3.72	Tons 3.89

Figures in light type are in respect of 1964.

A scene typical of modern C.I.E. train travel services



STATISTICS OF RECEIPTS

rail passenger traffic

Class of Passenger	Number	Receipts	Average Receipts per Journey
		£	£ s. d.
Ordinary			
1st Class	118,426 109,041	171,785 142,769	1 9 0.14 1 6 2.24
2nd Class	6,188,849 6,639,195	2,775,060 2,565,851	8 11.62 7 8.75
total	6,307,275 6,748,236	2,946,845 2,708,620	9 4.13 8 0.33
Season			
1st Class	102,334 112,658	8,618 8,375	1 8.21 1 5.84
2nd Class	2,894,497 2,985,279	108,377 104,714	8.99 8.42
total	2,996,831 3,097,937	116,995 113,089	9.37 8.76
		Total Units	Average Receipts per Unit
			s. d.
Passenger Miles		333,145,700 330,991,000	2.21 2.05
Passenger Journeys		9,304,106 9,846,173	6 7.03 5 8.78
Loaded Train Miles		4,430,951 4,550,619	13 9.95 12 4.82
Miles of Road (<i>First Track</i>)		1,458 1,458	£2,101 £1,935

Figures in light type are in respect of 1964.

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	4,344,578	1,909,670	170,943,192	89.51	2 5 6	6.10
	3,944,583	1,971,020	171,637,928	87.08	2 0 0	5.52
Minerals	496,297	433,335	32,562,650	75.14	1 2 11	3.66
	489,016	464,639	34,796,428	74.89	1 1 1	3.37
Coal and Coke	15,227	17,047	852,691	50.02	17 10	4.29
	23,439	35,388	1,590,880	44.96	13 3	3.54
total	4,856,102	2,360,052	204,358,533	86.59	2 1 2	5.70
	4,457,038	2,471,047	208,025,236	84.19	1 16 1	5.14
Livestock	198,550	Number 288,741		98.73		
	265,373	379,267		99.11		

	Total Units	Average Receipts per Unit
		£. s. d.
Loaded Train Miles	2,683,854	1 17 8.01
	2,590,289	1 16 5.55
Loaded Wagon Miles	57,927,291	1 8.94
	57,071,439	1 7.86
Miles of Road (First Track)	1,458	£3,467
	1,458	£3,239

Figures in light type are in respect of 1964.

road passenger services

	Receipts	Passengers Carried	Vehicle Miles	Passenger Miles (Estimated)
	£			
Dublin City Services	5,625,838 4,510,659	247,660,359 218,920,924	30,969,327 27,821,806	565,779,607 469,825,355
Other City Services	770,396 611,785	38,447,846 34,238,793	4,253,178 3,783,361	60,889,371 49,028,031
Provincial Services	1,888,459 1,510,148	19,851,250 16,608,482	14,276,834 12,629,447	137,342,473 120,223,440
Tours and Private Hire	587,910 471,744	2,185,878 1,763,664	2,633,746 2,283,907	— —
total	8,872,603 7,104,336	308,145,333 271,531,863	52,133,085 46,518,521	— —

	Per Journey	Per Vehicle Mile	Per Passenger Mile
	s. d.	s. d.	Pence
average receipts			
Dublin City Services	5.45 4.94	3 7.60 3 2.91	2.39 2.30
Other City Services	4.81 4.29	3 7.47 3 2.81	3.04 2.99
Provincial Services	1 10.83 1 9.82	2 7.75 2 4.70	3.30 3.01

Figures in light type are in respect of 1964.

road freight motor services

TYPE	Vehicle Miles	Tonnage	Receipts	Average Receipts per Ton
			£	£ s. d.
Scheduled Services	2,471,618 2,346,544	225,192 231,430	491,425 445,253	2 3 7.7 1 18 5.7
Railhead C. & D. Services	1,198,804 1,149,752	584,537 560,955	610,729 546,413	1 0 10.8 19 5.8
Direct Road Services	12,354,552 11,834,664	3,418,708 3,442,880	2,117,899 1,947,156	12 4.7 11 3.7
total	16,024,974 15,330,960	4,228,437 4,235,265	3,220,053 2,938,822	15 2.8 13 10.5
Livestock	1,225,131 1,567,342	No. 205,957 320,198	187,456 237,506	— —

Figures in light type are in respect of 1964.

C.I.E. blood donors who responded to an emergency call from a Dublin hospital





