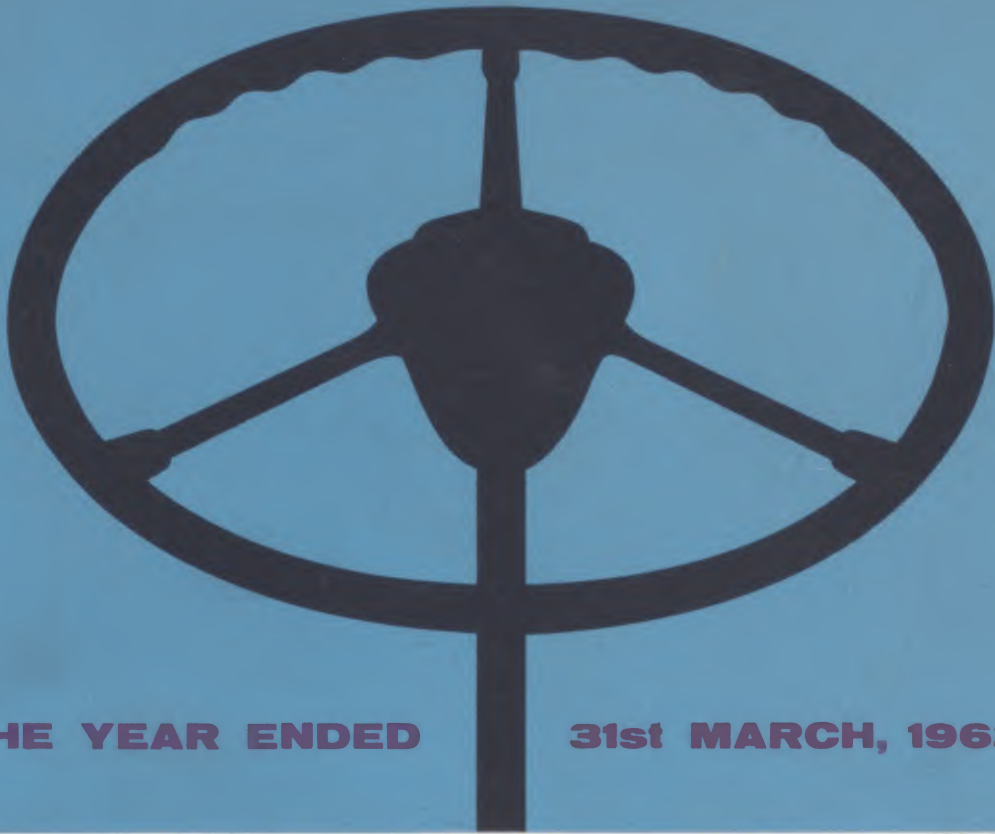
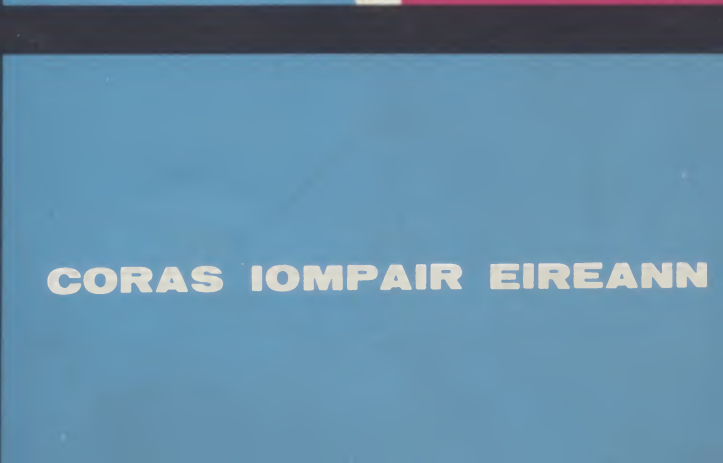


**12th ANNUAL REPORT**



**FOR THE YEAR ENDED**

**31st MARCH, 1962**



**CORAS IOMPAIR EIREANN**

**CORAS IOMPAIR EIREANN**



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

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

Mr. E. Cassidy

Mr. L. Ferris

Mr. T. P. Hogan

Mr. W. McMullen

Mr. M. F. Molony

Mr. J. T. O'Farrell

## **MEMBERS OF THE BOARD**

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

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

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

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

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

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

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

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

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

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

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





C.I.E

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

CH TOURS

FL



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

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

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

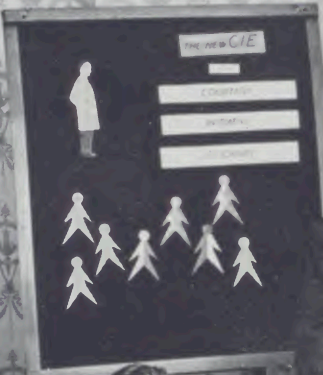
The revenue from the Board's Hotels and Catering Services was £127,000 greater than last year and the net profit on the year's working, £94,000, was an improvement of £18,000 on last year. These increases in turnover and profit were mainly due to the increased accommodation and expanded amenities provided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

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

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

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

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



DUTIES  
TO THE PUBLIC  
1.



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

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

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

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

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

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

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

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

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

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





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

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

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

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

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

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

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

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

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

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

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

C. S. Andrews, *Chairman.*

M. J. Hayes, *Secretary.*

R. G. Watt, *Chief Accountant.*





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

*The Civil Engineer's Department maintains hundreds of bridges.*

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

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









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

**GO**

**PLACES** with

**C.I.E.**

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

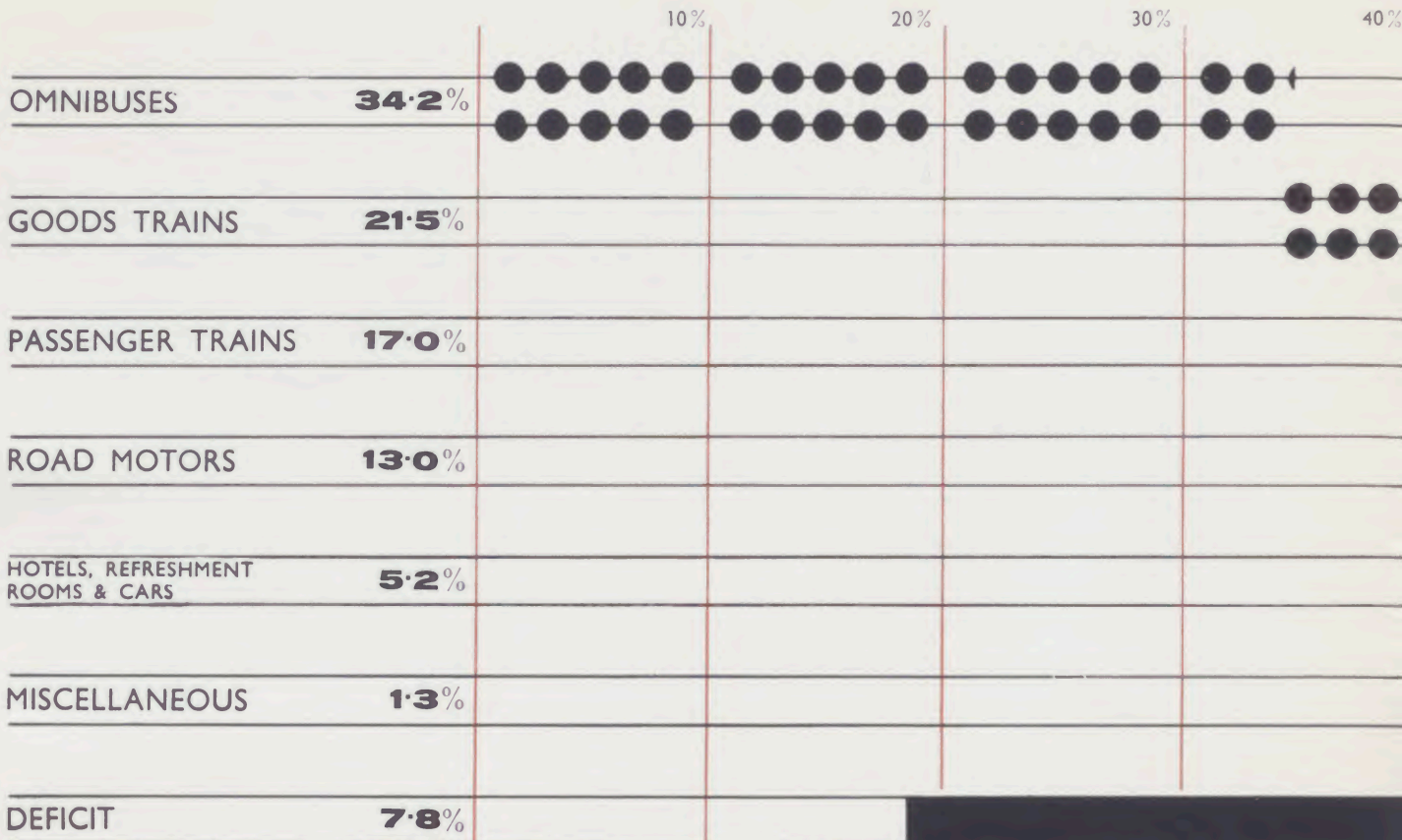
*This advertisement won the Newspaper Managers' Association Advertisement of the Year Award at the "Best Sellers of '62" Exhibition, held by the Institute of Creative Advertising.*



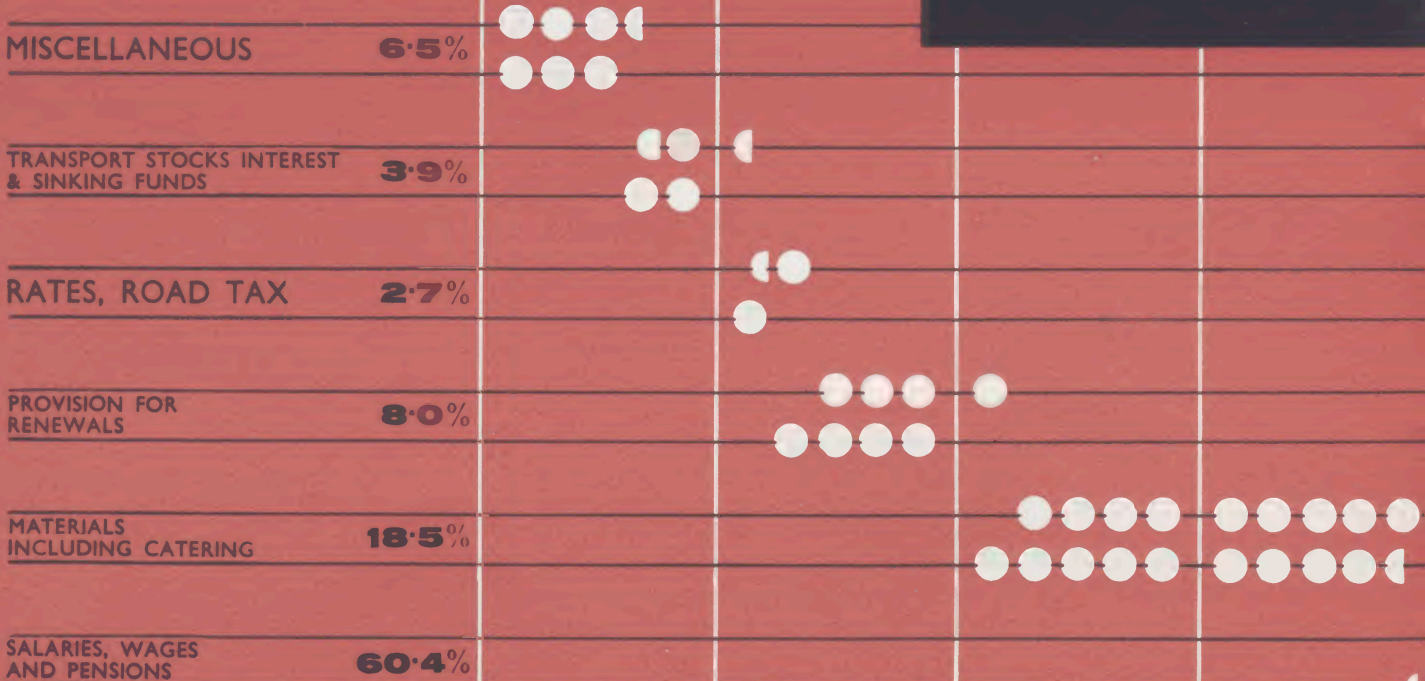
**CORAS IOMPAIR EIREANN**



**STATEMENT OF ACCOUNTS AND STATISTICS**



**RECEIPTS  
AND  
EXPENDITURE**



50%

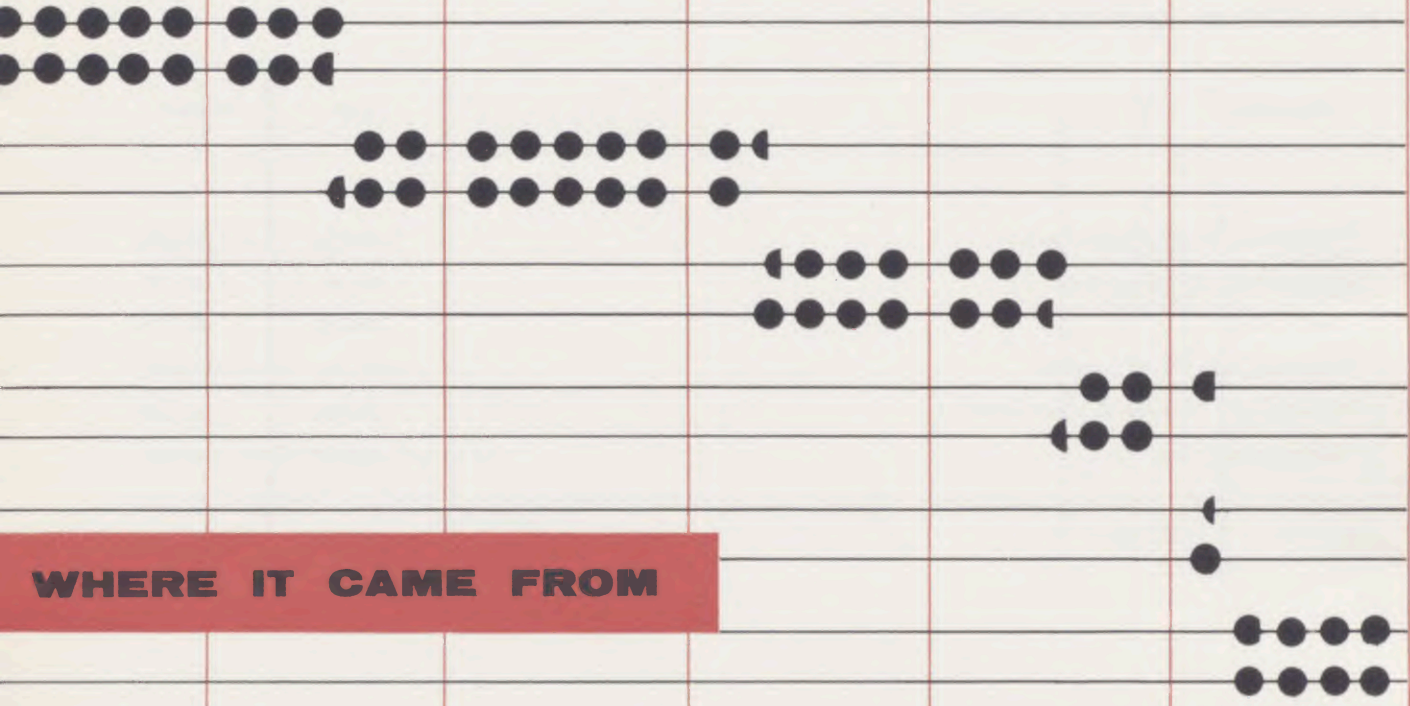
60%

70%

80%

90%

100%



**WHERE IT CAME FROM**

**WHERE IT WENT**





## REVENUE ACCOUNTS

### RAILWAY WORKING

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

### ROAD PASSENGER WORKING

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

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

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

## ROAD FREIGHT WORKING

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

## VESSEL WORKING

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

## CANAL WORKING

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



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

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

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

## HOTELS, REFRESHMENT ROOMS AND RESTAURANT CARS WORKING

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

## DOCKS, HARBOURS AND WHARVES WORKING

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



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

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

## PROFIT AND LOSS ACCOUNT

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

## APPROPRIATION ACCOUNT

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



| receipts  | 1962              | 1961        |
|---|-------------------|-------------|
| <b>balances from :</b>  | <b>£</b>          | <b>£</b>    |
| Road Passenger Working  | 511,458           | 764,305     |
| Road Freight Working  | 118,960           | 132,548     |
| Hotels, Refreshment Rooms and Restaurant Cars Working   | 94,446            | 76,573      |
|   | <b>724,864</b>    | 973,426     |
| Net Working Loss carried down   | <b>948,913</b>    | Cr. 420,654 |
|   | <b>£1,673,777</b> | £552,772    |
| Transfer Fees   | 90                | 208         |
| Interest Received less Paid   | 127,290           | 190,272     |
| Balance to Appropriation Account  | 1,695,680         | 246,174     |
|   | <b>£1,823,060</b> | £436,654    |
| Balance from last year  | £ 1,576,546       | £ 702,032   |
| Non Repayable-State Grant under Section 10 of the Transport Act 1958 and Section 23 of the Great Northern Railway Act 1958                | 1,175,000         | 1,175,000   |
| Surplus arising on disposal of Rolling Stock and Railway Lines previously written off, £201,197<br>Less :                                 |                   |             |
| Special expenditure during year on modernisation and reconstruction of rolling stock, stations and buildings and office equipment £88,656 | 112,541           | 45,688      |
|   | <b>£2,864,087</b> | £1,922,720  |

## BALANCE SHEET 31st MARCH 1962

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



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

R. G. WATT, Chief Accountant.

# NOTES ON THE ACCOUNTS

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

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

## 2. DEPRECIATION AND PROVISION FOR RENEWALS

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

### Railway Lines and Works :

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

### Railway Rolling Stock :

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

### Road Passenger Vehicles :

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

### Road Freight Vehicles :

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

### Vessels :

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

### Plant and Machinery :

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

## 3. MOVEMENT ON CAPITAL RESERVE

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

## AUDITORS' REPORT

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

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

CRAIG, GARDNER & CO.,  
*Chartered Accountants.*

*Dublin.*

26th June, 1962.

*Train washing plant at Kingsbridge.*







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

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



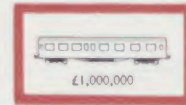
## RAIL PASSENGERS

revenue

£3,686,976



£3,708,498



number

10,156,568



11,053,487



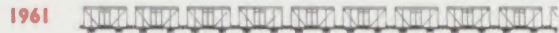
## RAIL FREIGHT

revenue

£4,650,908



£4,591,481



tonnage

2,561,481



2,686,368



## ROAD PASSENGERS

revenue

£7,165,485



£6,710,108



number

303,556,411



291,291,681



## ROAD FREIGHT

revenue

£2,755,340



£2,323,686



tonnage

3,896,028



3,344,609





# STATISTICS OF ASSETS

## mileage of railway lines

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

## mileage of canals

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

## locomotives

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

Figures in light are in respect of the year 1961.



**rail motor vehicles**

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

**coaching vehicles**

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

**rail service vehicles**

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

Figures in light are in respect of the year 1961.

**rail merchandise and mineral vehicles**

**Freight Vehicles**

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

Figures in light are in respect of the year 1961.

road vehicles

Passenger Vehicles

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

Goods and Parcels Vehicles and Horse Boxes

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

Trailers

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

total

1,777 1,586

Horses for Road Vehicles

211 232

Containers

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

total

653 506

Staff Cars  
Service Vehicles

151 125  
59 54

Figures in light are in respect of the year 1961





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

**hotels**

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

Figures in light are in respect of the year 1961.

## STATISTICS OF OPERATIONS

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

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

147

number of livestock carried by goods train

|               | 1962           | 1961           |
|---------------|----------------|----------------|
| Horses        | 9,146          | 8,047          |
| Cattle        | 422,817        | 391,792        |
| Calves        | 15,824         | 15,975         |
| Sheep         | 71,751         | 91,029         |
| Pigs          | 21,695         | 20,842         |
| Other Animals | 759            | 532            |
| <b>total</b>  | <b>541,992</b> | <b>528,217</b> |

engine mileage

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

Figures in light are in respect of the year 1961.

statistics of rail operations

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

Figures in light are in respect of the year 1961.



# STATISTICS OF RECEIPTS

## rail passenger traffic

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

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

Figures in light are in respect of the year 1961.

freight train traffic

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

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

Figures in light are in respect of the year 1961.

road passenger services

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

Figures in light are in respect of the year 1961.



road freight services

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

Figures in light are in respect of the year 1961.

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





**C.I.E.**

**CORAS IOMPAIR EIREANN**

