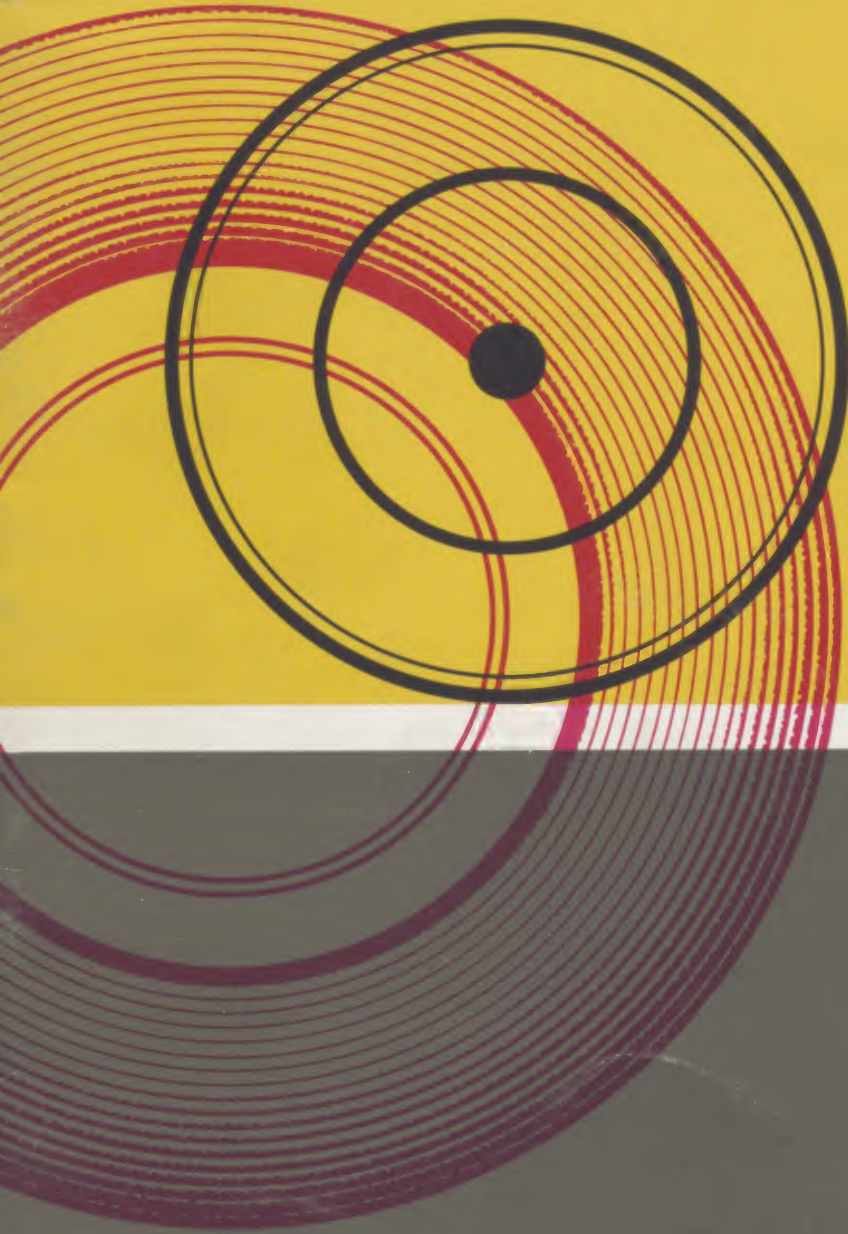


CORAS IOMPAIR EIREANN

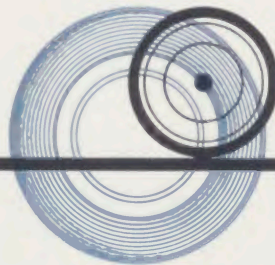


13th ANNUAL REPORT

FOR THE YEAR ENDED 31st MARCH, 1963



ANNUAL REPORT



**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 Éireann 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 Éireann 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

PLATFORMS N° 1 & 2

TRAIN	DESTINATION	TRACK	2	3	4
			1	2	4
			1	2	4

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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 irretrievably 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/Ballaghaderreen; 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, Gowran, 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 Oslanna 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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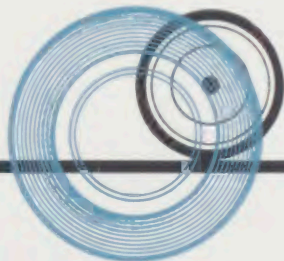
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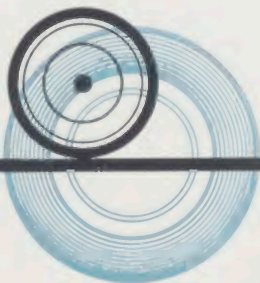
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1. One of the new 950 h.p. diesel electric locomotives. It weighs 67 tons, measures 43' 6" in length and is capable of hauling a train of 270 tons at over 70 m.p.h.
2. The C.I.E. cruiser, St. Brendan, on the river Shannon.
3. The new washing plant 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**

**WHERE  
IT CAME  
FROM**

**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  
WENT**

**Receipts  
and  
Expenditure**

<b>5.6%</b>	MISCELLANEOUS
<b>4.2%</b>	TRANSPORT STOCKS INTEREST AND SINKING FUNDS
<b>2.6%</b>	RATES, ROAD TAX,
<b>8.6%</b>	PROVISION FOR RENEWALS
<b>18.1%</b>	MATERIALS INCLUDING CATERING
<b>60.9%</b>	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
	<b>£10,146,104</b>	<b>£10,017,516</b>

## 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
	<b>7,281,557</b>	<b>6,879,688</b>
Balance to Profit and Loss Account	479,617	511,458
	<b>£7,761,174</b>	<b>£7,391,146</b>

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

<b>receipts</b>	<b>1963</b>	<b>1962</b>
	£	£
Passenger Services	<b>7,550,363</b>	7,165,485
Miscellaneous	<b>210,811</b>	225,661
	<b>£7,761,174</b>	£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

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

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

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

## CONSOLIDATED HOTELS, REFRESHMENT ROOMS AND RESTAURANT CARS WORKING

expenditure	1963	1962
	£	£
Maintenance of Buildings, Cars and Equipment	87,530	77,599
<b>working expenses :</b>	£	
Provisions, Wines, &c.	536,519	505,452
Other Direct Expenses	410,241	363,501
Other Expenditure	946,760	868,953
	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

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

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

## CONSOLIDATED PROFIT AND LOSS ACCOUNT

expenditure	1963	1962
<b>balances from :</b>	<b>£</b>	<b>£</b>
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
	<b>£1,438,451</b>	<b>£1,673,777</b>
Net Working Loss brought down	803,415	948,913
<b>interest on transport stocks :</b>		
	£	
2½% Transport Stock 1965/75.	75,000	75,000
3% Transport Stock 1975/85	105,434	105,434
5% Transport Stock 1972/77	125,000	125,000
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	—
	<b>736,017</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
6% Transport Stock 1977/82	23,167	—
	<b>173,167</b>	<b>150,000</b>
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
	<b>£1,798,466</b>	<b>£1,823,060</b>
<b>CONSOLIDATED APPROPRIATION ACCOUNT</b>		
	£	£
Balance from Profit and Loss Account	1,759,604	1,695,680
Balance to next Account	623,777	1,168,407
	<b>£2,383,381</b>	<b>£2,864,087</b>



receipts	1963	1962
<b>balances from :</b>	£	£
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	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
	£	£	£	£
<b>capital issues :</b>				
2½% Transport Stock 1965/75	3,000,000		3,000,000	3,000,000
3% Transport Stock 1975/85	3,514,460		3,514,460	3,514,460
5% Transport Stock 1972/77	2,500,000		2,500,000	2,500,000
4¼% Transport Stock 1972/77	4,500,000		4,500,000	4,500,000
5% Transport Stock 1970/75	3,000,000		3,000,000	3,000,000
6% Transport Stock 1977/82	—	2,000,000	2,000,000	—
	16,514,460	2,000,000	18,514,460	16,514,460
<b>salaries officers' &amp; clerks' (G.S.R.) superannuation fund :</b>				
Board's liability for deficiency			1,512,487	1,578,843
<b>current liabilities and provisions :</b>				
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
<b>sinking fund for redemption of Transport Stocks</b>				
			1,384,631	1,145,544
<b>appropriation account</b>			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
	£	£	£	£	£
<b>fixed assets :</b>					
Railway Rolling Stock	12,649,585	2,923,571	741,061	<b>14,832,095</b>	12,649,585
Road Passenger Vehicles	1,592,838	414,707	489,000	<b>1,518,545</b>	1,592,838
Road Freight Vehicles and Equipment	1,516,884	593,095	258,500	<b>1,851,479</b>	1,516,884
Vessels	161,592	1,435	6,770	<b>156,257</b>	161,592
Land and Buildings	958,176	292,668	—	<b>1,250,844</b>	958,176
Plant and Machinery	841,981	139,613	100,053	<b>881,541</b>	841,981
Docks, Harbours and Wharves	48,020	—	—	<b>48,020</b>	48,020
Hotels, including Catering Equipment	532,306	189,663	36,943	<b>685,026</b>	532,306
	18,301,382	4,554,752	1,632,327	<b>21,223,807</b>	18,301,382
Less : Capital Reserve (See Note)				<b>1,710,697</b>	1,780,151
				<b>19,513,110</b>	16,521,231
<b>current assets :</b>					
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
				<b>5,528,165</b>	5,678,735
<b>investments on sinking fund account</b>				<b>1,384,631</b>	1,145,544
<b>issue of transport stock — discount and expenses</b> (less amounts written off)				<b>125,087</b>	101,165
				<b>£26,550,993</b>	£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
<b>Deduct</b> : Capital Expenditure on Railway Lines and Works during year ...	116,550	
<b>Less</b> : Surplus arising on disposal of Land and Buildings and acquired assets ...	60,403	56,147
		<hr/>
		1,724,004
<b>Deduct</b> : Miscellaneous Balances written off (Net) ... ..		13,307
		<hr/>
<b>Balance at 31st March, 1963</b> ... ..		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

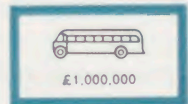
2,592,340	1963	
2,561,481	1962	



## 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	<b>1,359</b> 1,537	<b>14</b> 57	<b>324</b> 329	<b>53</b> 03	<b>286</b> 287	<b>35</b> 48	<b>1,970</b> 2,154	<b>22</b> 28
Lines jointly owned (Board's share of ownership)		<b>08</b> 08		<b>07</b> 08		<b>06</b> 05		<b>21</b> 21
Lines leased or worked by the Board	<b>102</b> 117	<b>47</b> 30	<b>4</b> 4	<b>51</b> 71	<b>8</b> 10	<b>66</b> 59	<b>116</b> 133	<b>04</b> 00
<b>total</b>	<b>1,461</b> 1,655	<b>69</b> 15	<b>329</b> 334	<b>31</b> 02	<b>295</b> 298	<b>27</b> 32	<b>2,086</b> 2,287	<b>47</b> 49

## 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> 155	<b>57</b> 57	<b>13</b> 13	<b>35</b> 35
Shannon Navigation	<b>123</b> 123	<b>00</b> 00		
Barrow Navigation	<b>30</b> 30	<b>00</b> 00		
<b>total</b>	<b>308</b> 308	<b>57</b> 57	<b>13</b> 13	<b>35</b> 35

## locomotives

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

Figures in light are in respect of 1962.



**rail motor vehicles**

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

**coaching vehicles**

TYPE	SEATS				Number of Vehicles	
	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
<b>total</b>	<b>2,640</b>	<b>2,678</b>	<b>27,066</b>	<b>27,424</b>	<b>482</b>	<b>492</b>
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
<b>total</b>					<b>748</b>	<b>763</b>

**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
<b>total</b>	<b>787</b>	<b>795</b>

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

Figures in light are in respect of 1962.

road vehicles

Passenger Vehicles	Number		SEATING CAPACITY			
			Total		Average per Vehicle	
	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
<b>total</b>	<b>1,368</b>	<b>1,349</b>	<b>74,963</b>	<b>73,731</b>	<b>54.8</b>	<b>54.7</b>

Goods and Parcels Vehicles and Horse Boxes	Under 6 tons capacity		6 tons capacity and over		Total	
	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
					<b>1,018</b>	<b>906</b>
<b>Trailers</b>						
Special Purposes					79	51
Articulated					314	291
Flat 4- Wheel					221	223
Horse Drawn Vehicles					306	306
<b>total</b>					<b>1,938</b>	<b>1,777</b>

Horses for Road Vehicles					195	211
<b>Containers</b>						
Cement					21	21
Merchandise					284	278
Livestock					227	248
Grain					20	16
Meat					101	62
Tar and Oil					33	28
<b>total</b>					<b>686</b>	<b>653</b>

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	<b>170</b>	<b>100</b>	<b>300</b>
	170	100	300
Kenmare	<b>60</b>	<b>33</b>	<b>101</b>
	60	33	101
Parknasilla	<b>83</b>	<b>37</b>	<b>151</b>
	83	37	151
Galway	<b>114</b>	<b>56</b>	<b>212</b>
	115	57	218
Mulrany	<b>64</b>	<b>20</b>	<b>114</b>
	64	20	114
Sligo	<b>60</b>	<b>28</b>	<b>103</b>
	60	28	103
Bundoran	<b>81</b>	<b>27</b>	<b>157</b>
	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
<b>total</b>	<b>2,015,768</b>	<b>1,887,787</b>

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
<b>total</b>	<b>387,871</b>	<b>541,992</b>

### 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
<b>Total Engine Miles</b>	<b>5,048,099</b> 5,015,041	<b>2,747,576</b> 2,873,521	<b>1,496,641</b> 1,785,084	<b>9,292,316</b> 9,673,646

Figures in light are in respect of 1962.

statistics of rail operations

	1963	1962
<b>Ton miles per train mile :</b>		
Train Load in Tons	79.82	77.20
<b>Wagon miles per train mile (number of wagons per train)</b>		
Loaded	21.15	19.83
Empty	7.60	6.87
	<b>Tons</b>	<b>Tons</b>
<b>Average wagon load</b>	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.
<b>Ordinary</b>			
1st Class	<b>127,205</b> 139,854	<b>145,826</b> 144,451	<b>1 2 11.13</b> 1 0 7.89
2nd Class	<b>6,495,945</b> 6,852,833	<b>2,594,995</b> 2,426,718	<b>7 11.88</b> 7 0.99
<b>total</b>	<b>6,623,150</b> 6,992,687	<b>2,740,821</b> 2,571,169	<b>8 3.32</b> 7 4.25
<b>Season</b>			
1st Class	<b>151,720</b> 189,724	<b>8,708</b> 9,216	<b>1 1.77</b> 11.66
2nd Class	<b>3,057,869</b> 2,974,157	<b>108,134</b> 96,592	<b>8.49</b> 7.79
<b>total</b>	<b>3,209,589</b> 3,163,881	<b>116,842</b> 105,808	<b>8.74</b> 8.03
		Total Units	Average Receipts per Unit
Passenger Miles		<b>336,633,900</b> 344,347,500	s. d. <b>2.04</b> 1.87
Passenger Journeys		<b>9,832,739</b> 10,156,568	<b>5 9.75</b> 5 3.26
Loaded Train Miles		<b>4,916,247</b> 4,884,053	<b>11 7.50</b> 10 11.55
Miles of Road (First Track)		<b>1,462</b> 1,655	<b>£1,955</b> £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	<b>4,008,673</b>	<b>1,942,666</b>	<b>169,148,583</b>	<b>87.07</b>	<b>2 1 3</b>	<b>5.69</b>
	3,829,496	1,868,374	167,481,284	89.64	2 1 0	5.49
Minerals	<b>504,244</b>	<b>482,392</b>	<b>34,438,353</b>	<b>71.39</b>	<b>1 0 11</b>	<b>3.51</b>
	451,031	463,420	33,041,419	71.30	19 6	3.28
Coal and Coke	<b>27,727</b>	<b>37,238</b>	<b>1,917,249</b>	<b>51.49</b>	<b>14 11</b>	<b>3.47</b>
	27,432	40,375	1,946,529	48.21	13 7	3.38
<b>total</b>	<b>4,540,644</b>	<b>2,462,296</b>	<b>205,504,185</b>	<b>83.46</b>	<b>1 16 11</b>	<b>5.30</b>
	4,307,959	2,372,169	202,469,232	85.35	1 16 4	5.11
Livestock	<b>259,135</b>	No. <b>387,871</b>	—	<b>98.51</b>	—	—
	342,949	541,992	—	93.18	—	—

	Total Units	Average Receipts per Unit
		£ s. d.
Loaded Train Miles	<b>2,645,398</b>	<b>1 16 3.45</b>
	2,766,660	1 13 7.45
Loaded Wagon Miles	<b>58,396,276</b>	<b>1 7.73</b>
	57,244,918	1 7.50
Miles of Road (First Track)	<b>1,462</b>	<b>£3,283</b>
	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	— —
<b>total</b>	<b>7,550,363</b> 7,165,485	<b>296,038,575</b> 303,556,411	<b>50,281,405</b> 51,319,655	— —
	Per Journey	Per Mile	Per Passenger Mile	
<b>Average Receipts :</b>	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	<b>2,278,148</b> 2,376,689	<b>212,853</b> 227,111	<b>400,840</b> 376,635	<b>1 17 8.0</b> 1 13 2.0
Railhead C. & D. Services	<b>1,166,478</b> 1,097,252	<b>523,007</b> 398,183	<b>352,222</b> 277,501	<b>13 5.6</b> 13 11.3
Direct Road Services	<b>10,819,246</b> 10,559,278	<b>3,073,942</b> 2,945,427	<b>1,763,611</b> 1,549,118	<b>11 5.7</b> 10 6.2
<b>total</b>	<b>14,263,872</b> 14,033,219	<b>3,809,802</b> 3,570,721	<b>2,516,673</b> 2,203,254	<b>13 2.5</b> 12 4.1
Livestock	<b>1,493,646</b> 1,855,189	No. <b>296,600</b> 376,889	<b>229,271</b> 248,571	

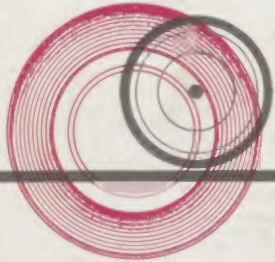
Figures in light are in respect of 1962.

One of the new fleet of horse-boxes.





**C.I.E.**



**CORAS IOMPAIR EIREANN**