

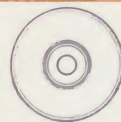
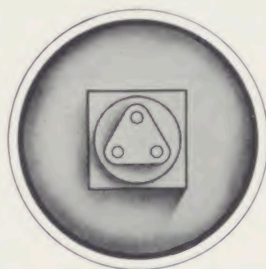
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CORAS IOMPAIR EIREANN



14th ANNUAL REPORT

FOR THE YEAR ENDED 31 MARCH 1964



CORAS IOMPAIR EIREANN

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

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

Mr. E. Cassidy

Mr. L. Ferris

Mr. T. P. Hogan

Mr. W. McMullen

Mr. M. F. Molony

Mr. J. T. O'Farrell

MEMBERS OF THE BOARD

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

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

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

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

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

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

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



B168

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

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

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

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

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

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

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

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



FAIRY

**BAR
BUFFET**

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

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

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

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

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

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

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

New Area offices were constructed at Galway.

Tralee goods store was improved.

A new goods office was constructed at Ballinasloe.

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

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

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



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

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

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

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

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

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

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

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

C. S. Andrews, *Chairman.*

M. J. Hayes, *Secretary.*

R. G. Watt, *Chief Accountant.*

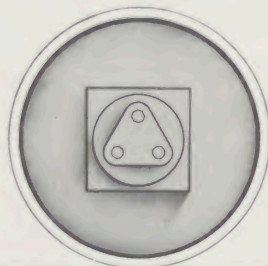




One of the fleet of limousines which are used for private tours.



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



The Perpetual Trophy which was presented by the Board to Glor na nGael

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



AMIENS STREET

SHERIFF STREET

MIDLAND FREIGHT DEPOT

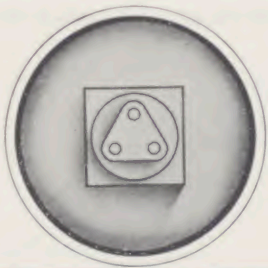
SOUTHERN POINT
FREIGHT DEPOT

EASTWALL
MARSHALLING

TO SOUTH AND WEST
MAIN LINES
ALSO KINGSBRIDGE

TO BR

**STATEMENT
OF ACCOUNTS
AND
STATISTICS**



CORAS IOMPAIR EIREANN

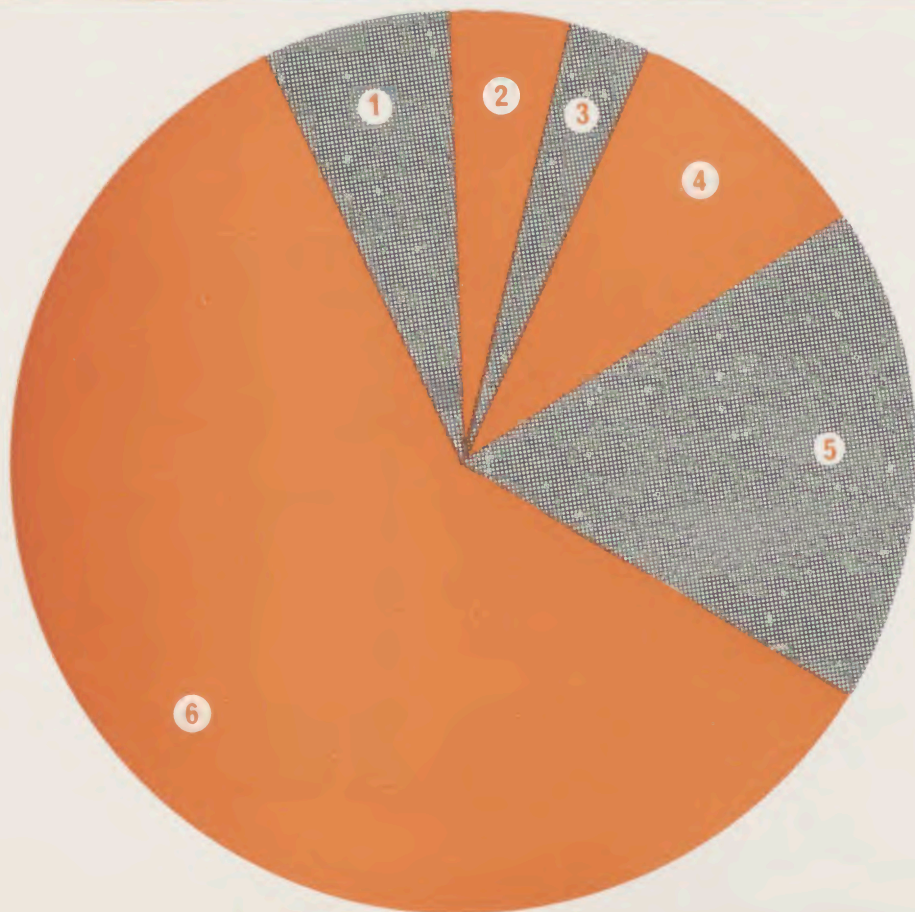
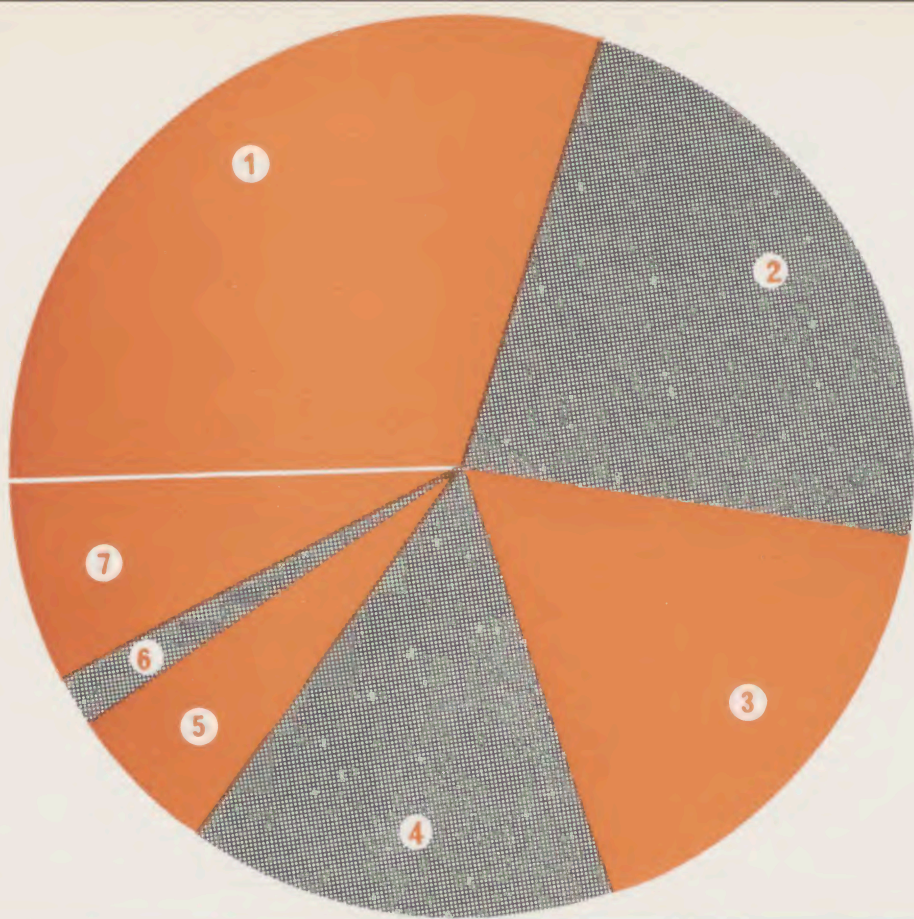
RECEIPTS AND EXPENDITURE

WHERE IT CAME FROM

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

WHERE IT WENT

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



CONSOLIDATED REVENUE ACCOUNTS

RAILWAY WORKING

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

ROAD PASSENGER WORKING

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

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

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

ROAD FREIGHT WORKING

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

VESSEL WORKING

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

CANAL WORKING

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

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

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

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

CONSOLIDATED HOTELS, REFRESHMENT ROOMS AND RESTAURANT CARS WORKING

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

DOCKS, HARBOURS AND WHARVES WORKING

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

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

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

CONSOLIDATED PROFIT AND LOSS ACCOUNT

expenditure	1964	1963
balances from :	£	£
Railway Working	904,769	1,361,920
Vessel Working	13,192	11,607
Canal Working	42,471	42,397
Docks, Harbours and Wharves Working	20,647	22,527
	£981,079	£1,438,451
Net Working Loss brought down	536,635	803,415
interest on transport stocks :		
2½% Transport Stock 1965/75.	£ 75,000	75,000
3% Transport Stock 1975/85	105,434	105,434
5% Transport Stock 1972/77	125,000	125,000
4½% Transport Stock 1972/77	191,250	191,250
5% Transport Stock 1970/75	150,000	150,000
6% Transport Stock 1977/82	120,000	89,333
	766,684	736,017
sinking funds :		
5% Transport Stock 1972/77	£ 37,500	37,500
4½% Transport Stock 1972/77	67,500	67,500
5% Transport Stock 1970/75	45,000	45,000
6% Transport Stock 1977/82	30,000	23,167
	180,000	173,167
Miscellaneous Rents	9,338	10,912
Discount and Issue Expenses—Transport Stock	23,963	24,014
Guaranteed Interest—Fishguard and Rosslare Railways and Harbours Co. (in Ireland)	48,478	48,549
Interest Paid Less Received	46,701	Cr. 38,862
	£1,611,799	£1,757,212
CONSOLIDATED APPROPRIATION ACCOUNT		
	£	£
Balance from Profit and Loss Account	1,605,881	1,759,604
Balance to next Account	342,555	623,777
	£1,948,436	£2,383,381

receipts	1964	1963
balances from :	£	£
Road Passenger Working	272,708	479,617
Road Freight Working	36,864	70,230
Hotels, Refreshment Rooms and Restaurant Cars Working	134,872	85,189
	444,444	635,036
Net Working Loss Carried Down	536,635	803,415
	£981,079	£1,438,451
Statutory Contribution — Co. Donegal Railway's Joint Committee	5,918	Dr. 2,392
Balance to Appropriation Account	1,605,881	1,759,604

	£1,611,799	£1,757,212
	£	£
Balance from last year	623,777	1,168,407
Non-repayable State Grant under Section 10 of the Transport Act, 1958 and Section 23 of the Great Northern Railway Act, 1958	1,175,000	1,175,000
Surplus arising on disposal of Rolling Stock & Railway Lines previously written off	149,659	39,974
	£1,948,436	£2,383,381

CONSOLIDATED BALANCE SHEET 31st MARCH, 1964

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

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

R. G. WATT, Chief Accountant.

NOTES ON CONSOLIDATED ACCOUNTS

1. CONSOLIDATION OF ACCOUNTS

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

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

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

3. DEPRECIATION AND PROVISION FOR RENEWALS

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

Railway Lines and Works:

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

Railway Rolling Stock:

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

Road Passenger Vehicles:

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

Road Freight Vehicles :

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

Vessels :

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

Plant and Machinery :

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

Hotels, including Catering Equipment :

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

4. MOVEMENT ON CAPITAL RESERVE

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

5. ROAD FREIGHT WORKING

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

6. ADVANCES UNDER SECTION 13 — TRANSPORT ACT 1963

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

7. SUBSIDIARY COMPANY

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

AUDITORS' REPORT

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

Dublin.

21st July, 1964.

CRAIG, GARDNER & CO.,

Chartered Accountants.



RAIL PASSENGERS

revenue

£3,863,317

1964



£3,904,921

1963



number

9,846,173

1964



9,832,739

1963



RAIL FREIGHT

revenue

£4,952,433

1964



£4,799,779

1963



tonnage

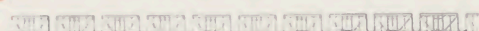
2,604,365

1964



2,592,340

1963



ROAD PASSENGERS

revenue

£7,104,336

1964



£7,550,363

1963



number

271,531,863

1964



296,038,575

1963



ROAD FREIGHT

revenue

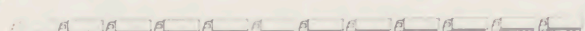
£3,225,814

1964



£3,023,347

1963



tonnage

4,528,081

1964



4,093,981

1963



STATISTICS OF ASSETS

mileage of railway lines

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

mileage of canals

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

locomotives

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

Figures in light type are in respect of 1963.

rail motor vehicles

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

coaching vehicles

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

rail service vehicles

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

Figures in light type are in respect of 1963.

rail merchandise and mineral vehicles

freight vehicles

	Under 8 tons	8 tons and up to 12 tons	Over 12 tons	Number	Tonnage Capacity	
					Total	Average per Vehicle
Open Wagons	2 3	4,172 3,963	7 7	4,181 3,973	46,352 43,816	11.09 11.03
Covered Wagons	20 25	4,649 4,824	142 144	4,811 4,993	53,977 55,839	11.22 11.18
Special Wagons for loads of exceptional dimensions and weight				36 43	788 830	21.89 19.30
Cattle Trucks				1,130 1,211	13,560 14,257	12.00 11.77
Flat Trucks				674 705	7,437 7,729	11.03 10.96
Miscellaneous				280 257	3,608 3,352	12.89 13.04
total				11,112 11,182	125,722 125,823	11.31 11.25
containers						
Large Covered				86 86	544 544	6.33 6.33
Small Covered				42 41	111 108	2.64 2.63
Open Containers				85 85	191 191	2.25 2.25
Glucose Tanks				6 6	24 24	4.00 4.00
Small Wheeled				18 18	45 45	2.50 2.50
Bicycle Containers				4 4	16 16	4.00 4.00
Greyhound Kennels				73 75	4 4	.05 .05
total				314 315	935 932	
brake vans						
				209 212		

Figures in light type are in respect of 1963.

road vehicles

passenger vehicles	SEATING CAPACITY					
	Number		Total		Average per Vehicle	
	1964	1963	1964	1963	1964	1963
Double-deck Buses	755	755	50,639	50,639	67.1	67.1
Single-deck Buses	546	536	22,072	21,720	40.4	40.5
Touring Coaches	66	73	2,568	2,572	38.9	35.2
Ambulances	4	4	Berths 32	Berths 32	Berths 8.0	Berths 8.0
total	1,371	1,368	75,311	74,963	54.9	54.8
goods and parcels vehicles and horse boxes	Under 6 tons capacity		6 tons capacity and over		Total	
	1964	1963	1964	1963	1964	1963
	Lorries	161	186	567	561	728	747
Vans	82	85	10	10	92	95
Tractors	14	13	109	124	123	137
Horse Boxes	—	—	—	—	34	39
					977	1,018
trailers	Special Purposes				85	79
	Articulated				306	314
	Flat 4-Wheel				236	221
	Horse Drawn Vehicles				306	306
total				1,910	1,938	
Horses for Road Vehicles				197	195	
containers	Cement				21	21
	Merchandise				273	284
	Livestock				214	227
	Grain				21	20
	Meat				100	101
	Tar and Oil				33	33
total				662	686	
Staff Cars				172	156	
Service Vehicles				74	72	

Figures in light type are in respect of 1963.



Interior of new stainless steel kitchen car.

hotels

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

Figures in light type are in respect of 1963.

STATISTICS OF OPERATIONS

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

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

total 2,015,792 2,015,768

number of livestock carried by goods train

	1964	1963
Horses	3,688	5,071
Cattle	297,166	291,921
Calves	10,574	8,711
Sheep	44,459	57,039
Pigs	22,661	23,780
Other Animals	719	1,349

total 379,267 387,871

engine mileage

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

Figures in light type are in respect of 1963.

statistics of rail operations

	1964	1953
Ton miles per train mile :		
Train Load in Tons	82.19	79.82
Wagon miles per train mile (number of wagons per train)		
Loaded	21.10	21.15
Empty	7.14	7.60
Average wagon load	3.89	3.77

Figures in light type are in respect of 1963.

The Machine Shop, Inchicore Works.



STATISTICS OF RECEIPTS

rail passenger traffic

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

Figures in light type are in respect of 1963.

freight train traffic

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

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

Figures in light type are in respect of 1963.

road passenger services

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

Figures in light type are in respect of 1963.

road freight motor services

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

Figures in light type are in respect of 1963.

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

