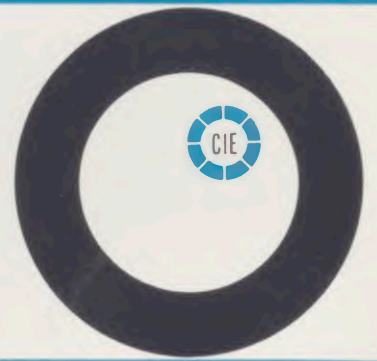


# CORAS IOMPAIR EIREANN



**15<sup>ú</sup>**

cuntas bliantúil don bhliain dar críoch 31<sup>ú</sup> marta 1965



**CORAS IOMPAIR EIREANN**

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

## **MEMBERS OF THE BOARD**

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

**Mr. E. Cassidy**

**Mr. L. Ferris**

**Mr. T. P. Hogan**

**Mr. W. McMullen**

**Mr. M. F. Molony**

**Mr. J. T. O'Farrell**

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

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

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

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

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

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

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

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





*Ireland*  
comes to BRITAIN

C.I.E. COACH TOUR

AZD 171

BARCLAYS

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

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

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

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

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

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







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

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

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

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

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

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

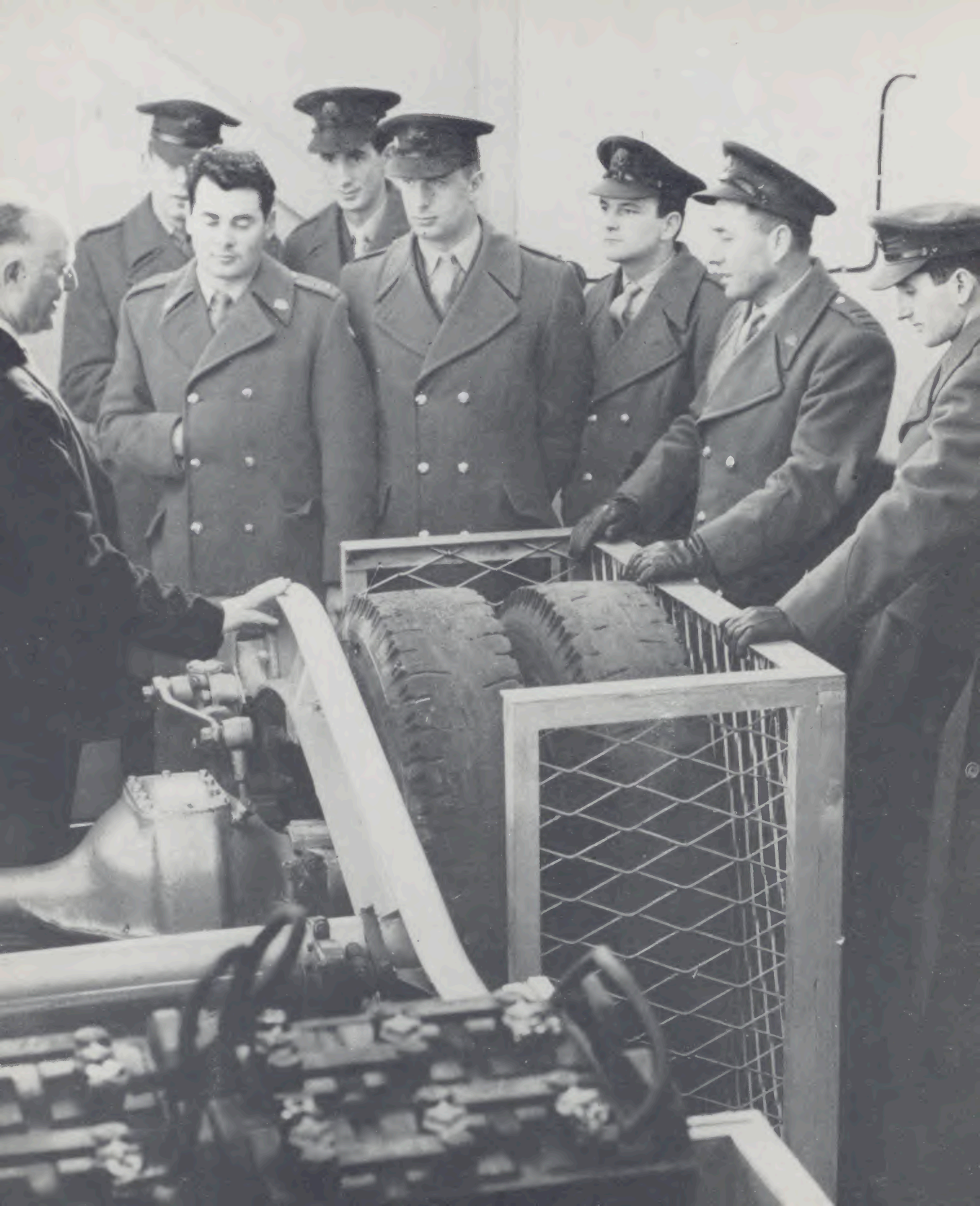
A new system of traffic control by radio and telephone was introduced in the Dublin City bus services. A traffic planning section was established and carried out a survey of passenger movements. Bus schedules and routes were altered as a result of the survey and a 10 per cent increase in capacity was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

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

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

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

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





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

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

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

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

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

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

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

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

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

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





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

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

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

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

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

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

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

C. S. Andrews, Chairman.

M. J. Hayes, Secretary.

R. G. Watt, Chief Accountant.







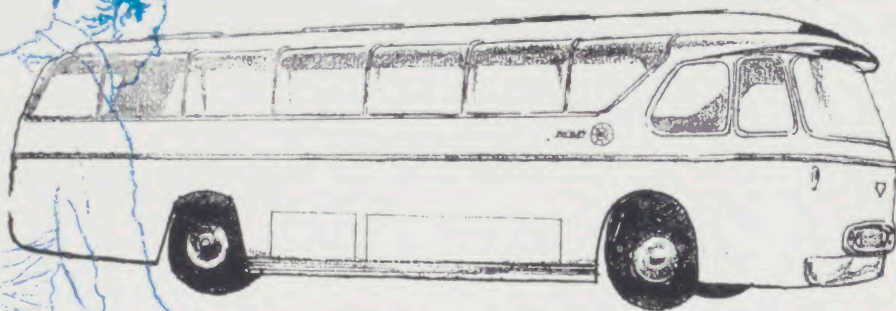
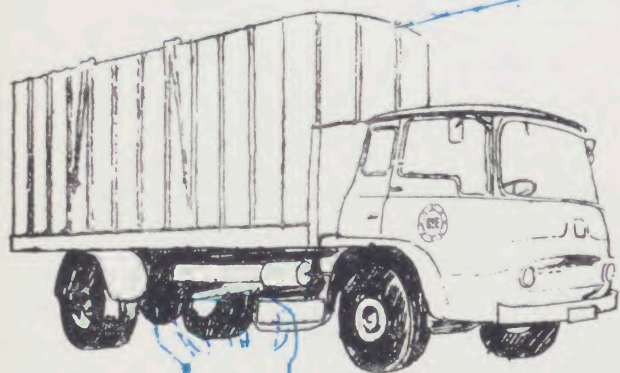
**STATEMENT  
OF ACCOUNTS  
AND STATISTICS**

**CORAS IOMPAIR EIREANN**



*New mobile freight cranes at North Wall, Dublin.*

receipts and expenditure



## where it came from

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

## where it went

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



# CONSOLIDATED REVENUE ACCOUNTS

## CONSOLIDATED RAILWAY WORKING

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

## ROAD PASSENGER WORKING

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

receipts	1965	1964
	£	£
Passenger Train Traffic	4,120,286	3,856,839
Goods Train Traffic	5,054,652	4,722,411
Miscellaneous	98,104	83,112
Balance to Profit and Loss Account	1,202,003	904,769
	<b>£10,475,045</b>	£9,567,131

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

## ROAD FREIGHT WORKING

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

## VESSEL WORKING

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

## CANAL WORKING

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



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

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

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

## CONSOLIDATED HOTELS, REFRESHMENT ROOMS AND RESTAURANT CARS WORKING

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

## DOCKS, HARBOURS AND WHARVES WORKING

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

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

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



## CONSOLIDATED PROFIT AND LOSS ACCOUNT

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

## CONSOLIDATED APPROPRIATION ACCOUNT

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

receipts	1965	1964
<b>balances from:</b>	£	£
Road Passenger Working	660,333	272,708
Road Freight Working	45,310	36,864
Hotels, Refreshment Rooms and Restaurant Cars Working	145,112	134,872
	850,755	444,444
Net Working Loss Carried Down	436,544	536,635
	£1,287,299	£981,079
Statutory Contribution — Co. Donegal Railway's Joint Committee	944	5,918
Balance to Appropriation Account	1,475,319	1,605,881
	£1,476,263	£1,611,799
Balance from last year	£ 342,555	£ 623,777
Non-repayable State Grant under Section 10 of the Transport Act, 1958 and Section 23 of the Great Northern Railway Act, 1958	—	1,175,000
Non-repayable State Grant under Section 6 of the Transport Act, 1964	2,000,000	—
Advance under Section 13, Transport Act, 1963 treated as Non-repayable State Grant under Section 7 Transport Act, 1964	1,000,000	—
Surplus arising on disposal of Rolling Stock and Railway Lines previously written off	124,821	149,659
	£3,467,376	£1,948,436

CONSOLIDATED BALANCE SHEET 31st MARCH, 1965

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



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

R. G. WATT, Chief Accountant.

# NOTES ON CONSOLIDATED ACCOUNTS

## 1. CONSOLIDATION OF ACCOUNTS

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

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

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

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

## 3. DEPRECIATION AND PROVISION FOR RENEWALS

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

### **Railway Lines and Works:**

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

### **Railway Rolling Stock:**

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

### **Road Passenger Vehicles:**

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

### **Road Freight Vehicles:**

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

### **Vessels:**

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

### **Plant and Machinery:**

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

### **Hotels, including Catering Equipment:**

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

#### 4. MOVEMENT ON CAPITAL RESERVE

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

#### 5. LOSS ON COLLECTION AND DELIVERY SERVICES

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

#### 6. SUBSIDIARY COMPANY — OSLANNA IOMPAIR EIREANN TEORANTA

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

#### AUDITORS' REPORT

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

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

CRAIG, GARDNER & CO.,

Chartered Accountants

Dublin.

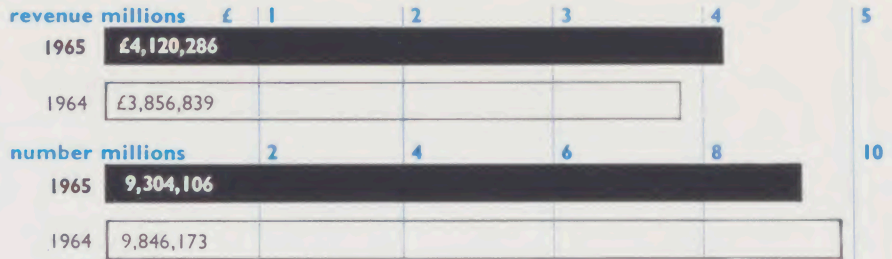
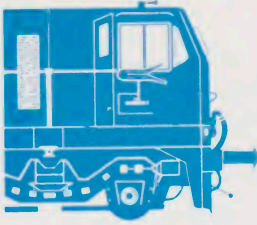
11th August, 1965.



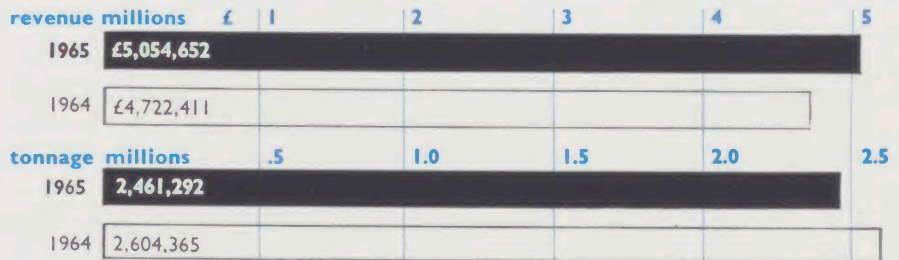
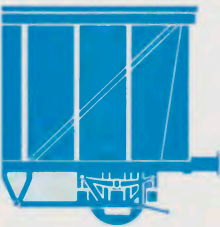


*Perpetual Trophy presented by C.I.E. for best entry in N.A.I.D.A. Industrial Parade*

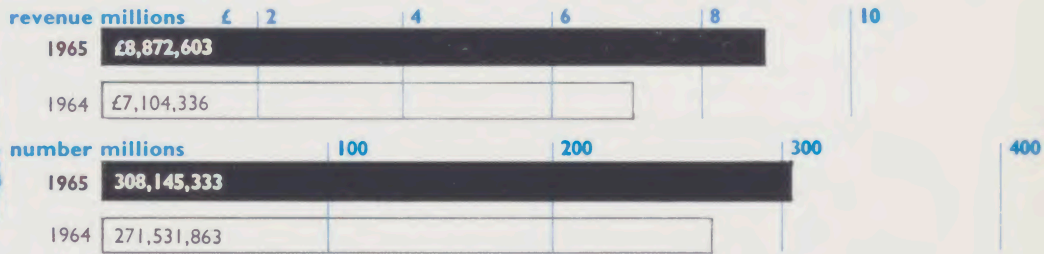
## RAIL PASSENGERS



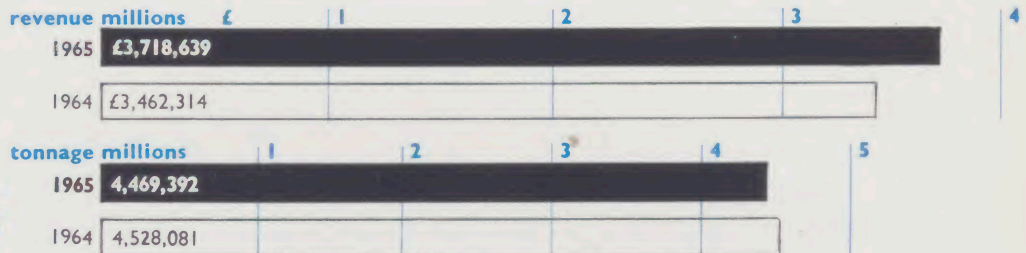
## RAIL FREIGHT



## ROAD PASSENGERS



## ROAD FREIGHT



# STATISTICS OF ASSETS

## mileage of railway lines

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

## 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

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

Figures in light type are in respect of 1964.



## rail motor vehicles

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

## rail coaching vehicles

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

## rail service vehicles

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

Figures in light type are in respect of 1964.

rail merchandise and mineral vehicles

freight vehicles

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

Figures in light type are in respect of 1964.

road vehicles

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

Figures in light type are in respect of 1964.



**hotels**

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

Figures in light type are in respect of 1964.

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



# STATISTICS OF RAIL OPERATIONS

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

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

number of livestock carried by goods train	1965	1964
Horses	3,836	3,688
Cattle	223,932	297,166
Calves	7,813	10,574
Sheep	38,927	44,459
Pigs	13,392	22,661
Other Animals	841	719
<b>total</b>	<b>288,741</b>	<b>379,267</b>

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

Figures in light type are in respect of 1964.



statistics of rail operations

freight train working

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

Figures in light type are in respect of 1964.

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





## STATISTICS OF RECEIPTS

### rail passenger traffic

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

Figures in light type are in respect of 1964.

freight train traffic

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

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

Figures in light type are in respect of 1964.

road passenger services

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

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

Figures in light type are in respect of 1964.



road freight motor services

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

Figures in light type are in respect of 1964.

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





