

# Tuarascáil Bhliantúil

don bhliain dar críoch  
31ú Márta 1966



CORAS IOMPAIR ÉIREANN



**CORAS IOMPAIR EIREANN**

**SIXTEENTH ANNUAL REPORT** *For the year ended 31st March* **1966**

HEUSTON STATION, DUBLIN.

## 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 Eireann presents its annual report with statement of accounts and statistics attached for the year ended 31st March, 1966.

There was a net deficit for the year of £2,229,000 compared with a deficit of £1,475,000 for the previous year. Under the Transport Act 1964 the Board receives an annual subsidy of £2 million per annum. Taking the losses for the two years together it will be seen that there was a saving of £296,000 on the subsidies received.

Operating revenue amounted to £23,528,000 which was a decrease of £93,000 over the previous year. It is estimated, however, that revenue amounting to £780,000 was lost due to three strikes by the Board's employees which took place during the year.

Operating expenditure amounted to £24,680,000, an increase of £622,000. Increases in rates of pay and improvements in conditions of service amounted to £357,000 of this increase.

Under the heading of financial expenses, charges increased by £39,000, the major item being interest payable on foot of advances on capital account.

Increases in labour costs since the last increase in rates and fares in March 1964, have in fact cost the Board an additional £900,000 per annum but this extra cost was partly offset by economies in working and by an increase in business so enabling the Board to contain the deficit within its subsidy for the first two years of the Transport Act.

The year under review was a difficult one. The national economic growth was slowed, there was widespread labour unrest and, within the Board's operations, services were dislocated and revenue was lost because of a number of strikes.

In spite of these adverse conditions, however, revenue of the Board was well maintained and in addition significant economies in working were achieved in almost all sectors.

## **RAILWAYS**

A deficit of £1,792,000 on railway working was £562,000 in excess of the previous year. Revenue for the year was £20,000 less than in 1964/65. A loss of £245,000 in revenue due to labour disputes was almost completely offset by additional earnings.

Expenditure was higher due mainly to the following causes :

- (a) Increased maintenance costs, partly because of the extensive work needed to repair storm and flood damage.



*Members of the Board with General Manager and Secretary at Houston Station.*

- (b) Higher rates of pay, improved staff welfare benefits and increased social insurance contributions.
- (c) A full year's operations of the cross-border freight services to Belfast and Derry as compared with only six weeks' operations in the previous year.

The new fertiliser factory at Arklow, Nitrigin Eireann Teo., commenced production in July 1965 and up to the end of the year over 90 per cent. of the factory's output was conveyed by rail under a package-deal arrangement.

The tonnage of cement carried by rail was greater than the previous year by about 83,000 tons.

This increase is to some extent due to the transfer of the bulk cement traffic, forwarded to Dublin and Cork, from road to rail transport, but the labour dispute in the building industry during the Summer of 1964 also affects the comparison.

Two new companies are concerned with the production at Silvermines of lead and zinc and of barytes for export through Foynes. The total output will be conveyed by rail and this requires the laying of a siding from Birdhill to Silvermines. Barytes has been produced there since 1963 and the output conveyed by the Board's road freight services.

Despite losses incurred by the strike in June 1965 and the poor Summer weather, revenue from rail passenger traffic increased. The principal cause of the increase was buoyancy in long-distance travel including increased sale during the Winter of cheap weekend tickets. Revenue from Educational Tours was well maintained. Second Class travel was re-named Standard Class.

Due to the combined efforts of all the staff involved a new record of punctuality for railway passenger services was established: 93% of trains "on-time" during last year.

### **ROAD PASSENGER**

The surplus on road passenger working was £364,000, a reduction of £296,000 on the previous year. The disimprovement resulted from strikes, increased rates of pay (the principal award was 12/6d. per week to bus operatives), staff welfare benefits and social insurance. Receipts on city services were not up to expectations due to the impact of the strike in June 1965 and the slow recovery of traffic thereafter, a strike at Clontarf Garage in January 1966, a decline in Sunday travel and adverse weather conditions. Traffic congestion continued to worsen during the year and on a number of occasions during the months before Christmas, traffic almost came to a standstill in Dublin City, during peak hours. Bus schedules were completely dislocated and there



*An tUachtaran, Mr. de Valera, after one of his journeys by State coach last year.*



were delays of up to three-quarters of an hour for passengers. The basic cause of the problem is that the street network in the city is not capable of dealing with the traffic during peak hours. The position is aggravated by illegal parking of motor cars.

Provincial long distance services showed an increase in traffic and revenue. The operation of express bus services contributed largely to the betterment. The year under review was another record for extended coach tours. Revenue increased from £157,000 in the previous year to £205,000 in 1965/66. Similarly, day tour operations and private hire business showed increases.

### **ROAD FREIGHT**

On road freight working there was a surplus of £190,000 which was an improvement of £145,000 compared with 1965. An increase in revenue of £84,000 was accompanied by a reduction in expenditure of £61,000. Revenue showed an increase over the previous year particularly in ground limestone, ferry, county council, fertiliser, heavy haulage and meat operations. The programme for the renewal of the fleet of vehicles which has been going on for some years is now almost completed and with a few exceptions vehicles are either new or comparatively new. The better equipment now available has undoubtedly contributed to the improved financial result. The road freight organisation was fundamentally altered during the year and operations are now based on sixteen depots. Each Depot Manager is responsible for the economic operation of the fleet of vehicles allocated to him and is given full responsibility for control of all road freight activities — including commercial activities — at his depot. Credit for the increased profitability in road freight working can be largely attributed to this re-organisation.

### **NEW EQUIPMENT AND IMPROVEMENTS**

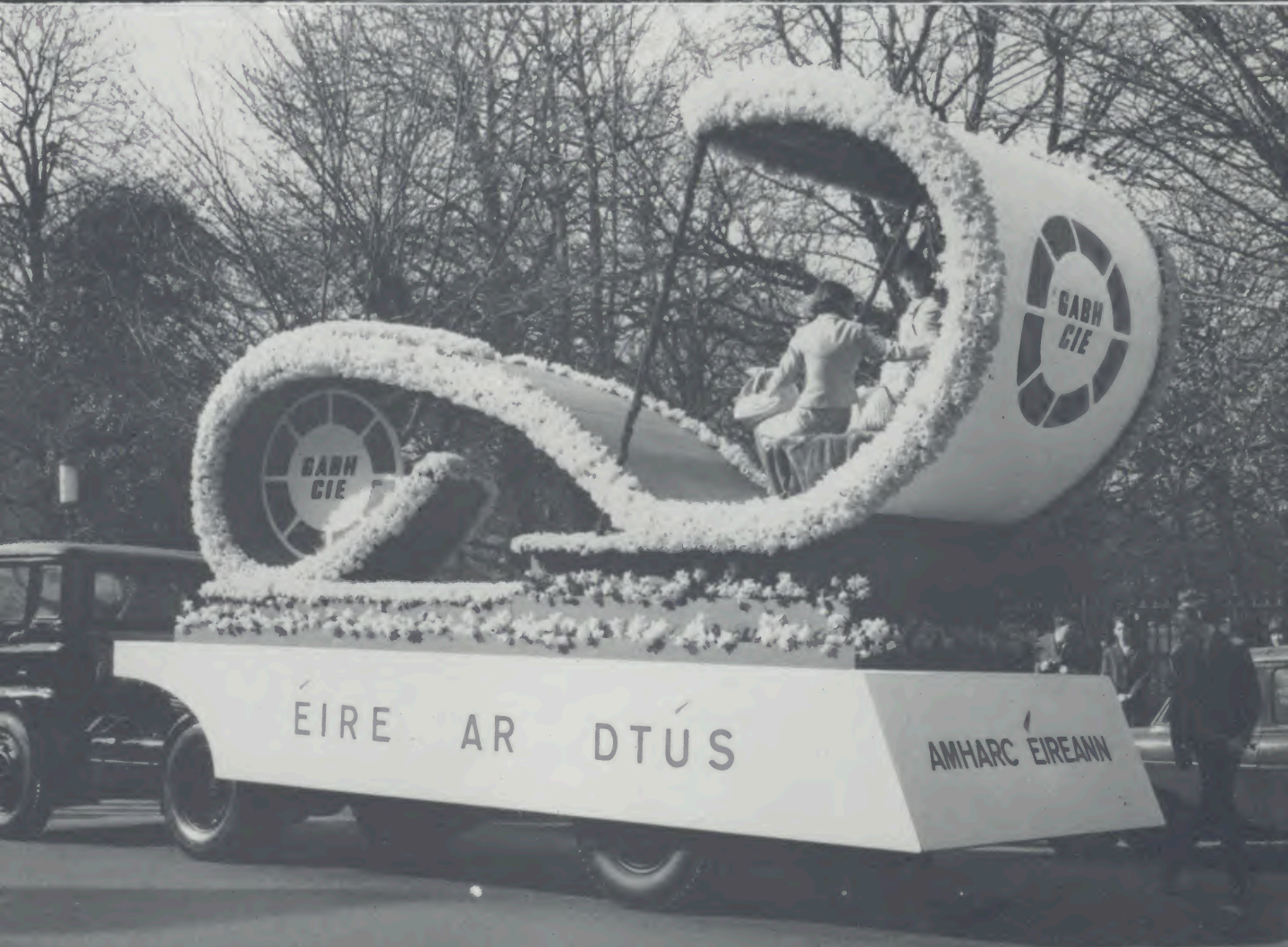
The following new rolling stock and equipment were introduced during the year :

#### **RAIL**

- 4 Standard class coaches.
- 159 Covered wagons.
- 30 Bulk cement wagons.
- 2 Glucose tanks.
- 1 Pelican loader.
- 1 5-ton crane.

#### **ROAD FREIGHT**

- 82 Power units.
- 39 Trailers.
- 40 Containers.
- 1 10-ton lorry-mounted crane.



## **ROAD PASSENGER**

- 8 Double deck buses.
- 182 'C' type single deck buses.
- 2 Mini buses.
- 3 Limousines.

Improvements continued to be made to installations and traffic facilities and for the Board's staff.

The bridge carrying the main Dun Laoghaire / Dalkey road over the railway line was renewed and Sandycove Station rebuilt.

Major signalling alterations were carried out at Rosslare Harbour following the provision of the drive-on drive-off car ferry service.

Work was begun on a new road freight office building in Limerick and improvements were made to the Limerick Garage to enable double-deck vehicles to be serviced.

Additional sidings for wagon storage were provided at the Cement Company's factory at Castlemungret.

At Foynes a conveyor and sidings for transfer of barytes from wagons to stock pile were constructed.

Siding and carway facilities were provided at Heuston Station for Guinness traffic following the closing of the private siding at St John's Road.

Work on the new dormitory and rest room at Galway was completed, improvements to the staff dormitory were made at Athlone.

At Waterford a new goods office and mess room were built and improvements to the Garage completed.

At Cork, portion of the arrival platform and concourse was tiled and new facilities were provided for locomotive staff. At Capwell Garage a new canteen was built and further parking space made available.

At Wexford a new mess room was constructed and the yard lay-out improved.

Work on the new sleeper treatment plant at North Wall was completed by the end of the year.

Improvements at Summerhill Garage in Dublin were completed and work was commenced on a new administration building at Conyngham Road.

## **GREAT SOUTHERN HOTELS**

The Hotels and Catering services operated by Ostlanna Iompair Eireann produced a surplus of £146,000 which was an increase of £1,000 over the previous year.

A good deal of work was completed during the year in the Hotels, which are owned and operated by Ostlanna Iompair Eireann.

In Bundoran 24 additional en suite bedrooms were provided in a new wing.

The ground floor at Mulrany was reconstructed to provide new lounge, dining room and sun lounge and bar.



An additional bar-cum-grill room was provided at Sligo and in Killarney a new four-floor wing to provide 52 twin bedded rooms with baths was commenced.

In Parknasilla an extension to the dining room and the building of a new kitchen and the addition of 23 private bathrooms in the wing were begun.

## **STAFF**

The scheme of joint consultation was continued successfully during the year and the full number of meetings of the local councils and of the top consultative group was held.

3,500 members of the staff attended courses in the Training Section during the year and 257 members of the staff attended courses conducted by other training organisations.

An Duaisceim, under which awards are made to members of the staff of all grades who acquire certain university degrees or professional qualifications or proficiency in continental languages, was introduced during the year in order to assist staff in their personal development and to enable them to give a greater contribution towards the efficiency of the Company and service to the public. Awards totalling £6,000 were paid. The final report on the attitude survey of Road Passenger staff employed in Dublin City Services was received towards the end of the year and an examination of the report was commenced in consultation with the three trade unions who participated in sponsoring the survey to decide the nature and scope of the action which might be considered appropriate.

Following a request for technical assistance, three officers of the Board went to Nigeria for two months and completed an advisory assignment on organisation and management services in the Mechanical Engineering section of the Nigerian Railways Corporation.

Fifty members of the staff of Ostlanna Iompair Eireann were placed in positions in Germany and Switzerland during the Winter months and the experience and skill thereby obtained by the staff will be available to the Hotels in the Summer season. Exclusive of Ostlanna Iompair Eireann, the total number of staff at the end of the year was 18,999 and salaries and wages amounted to £15,520,000.

The Board thanks the staff at all levels for their sustained efforts throughout the year.

C. S. ANDREWS, Chairman.

M. J. HAYES, Secretary.

R. G. WATT, Chief Accountant.

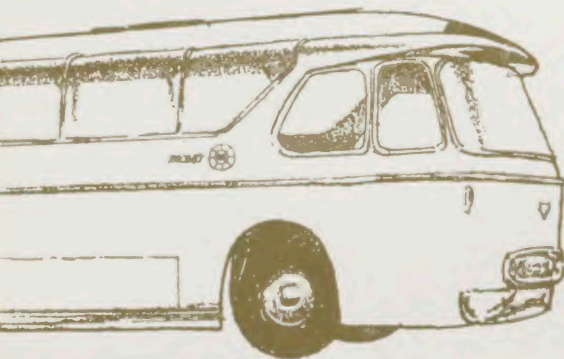
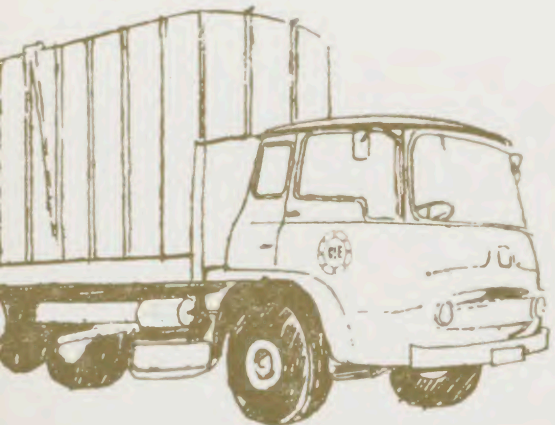


*The Great Southern Hotel, Mulrany, underwent extensive ground-floor improvements.*

**CORAS IOMPAIR EIREANN**

**STATEMENT OF ACCOUNTS AND STATISTICS**

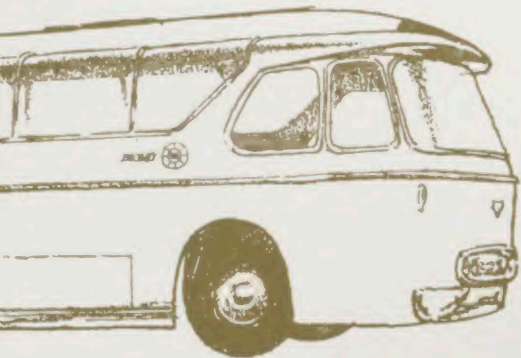
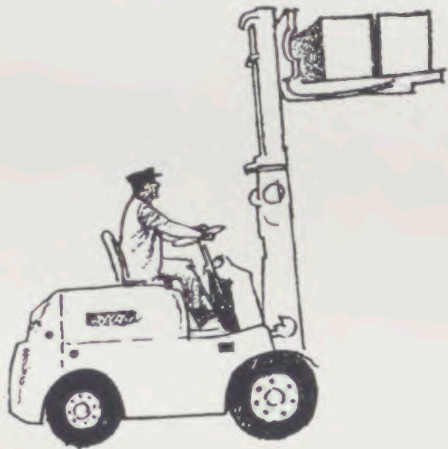
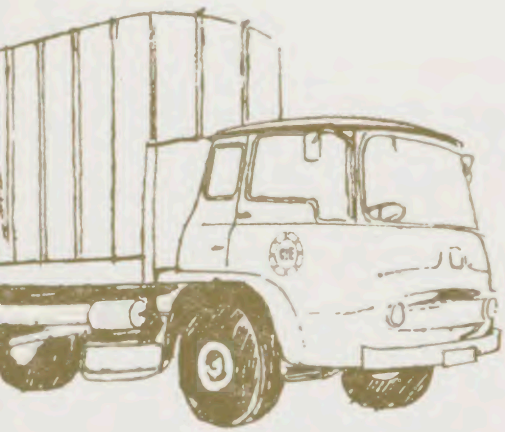
# RECEIPTS



where it came from





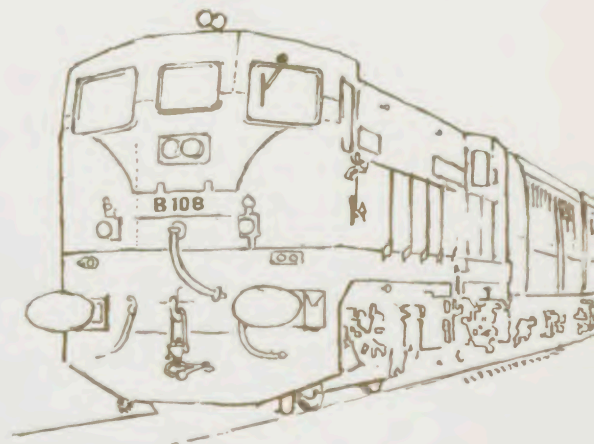
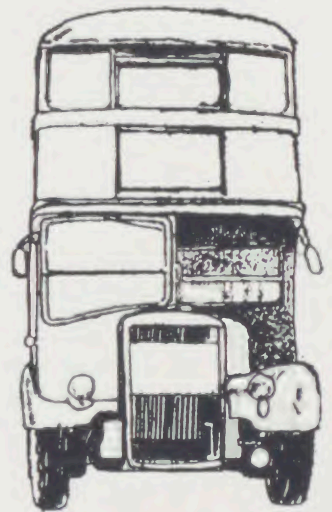
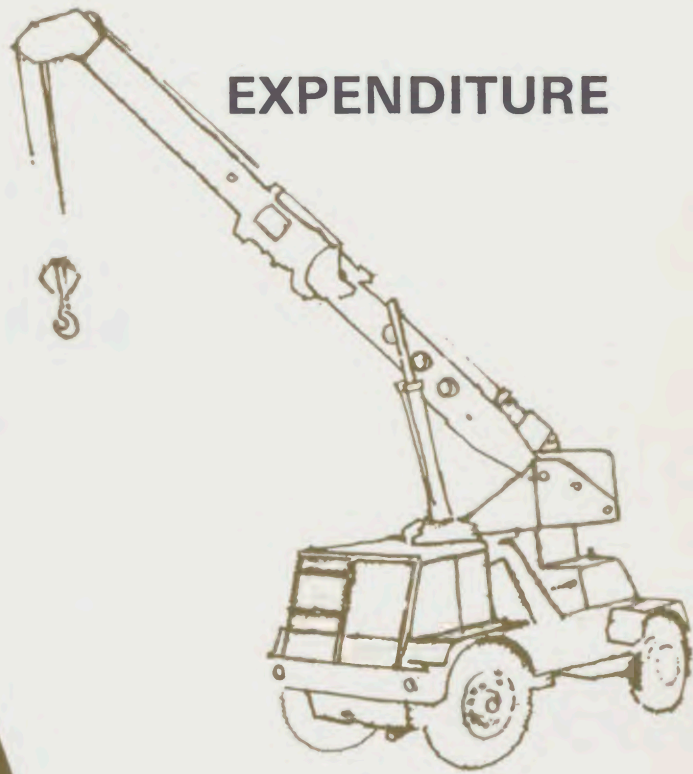
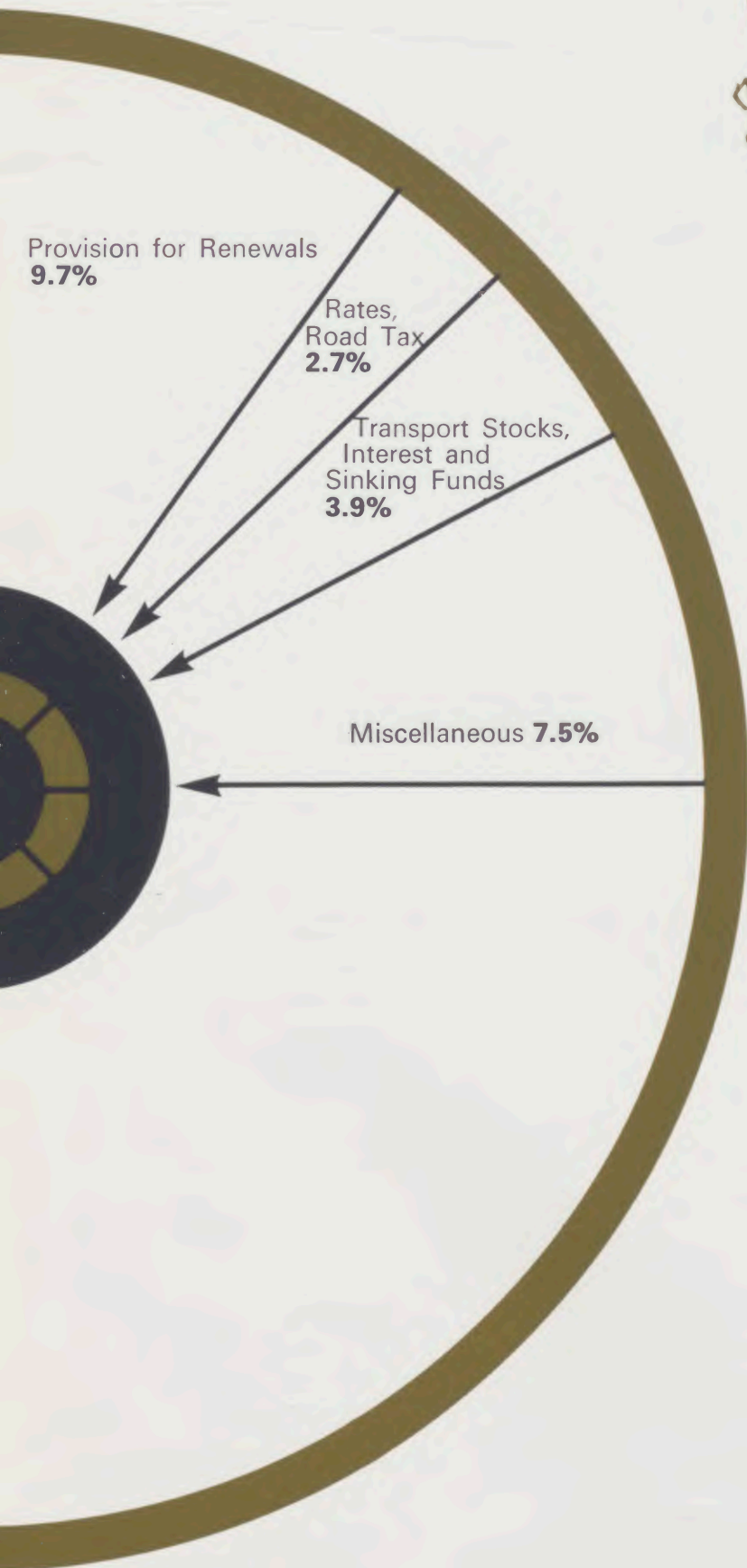


Materials including Catering **15.7%**

Salaries, Wages and Pensions **60.5%**

where it went

# EXPENDITURE





**CONSOLIDATED RAILWAY WORKING ACCOUNT**

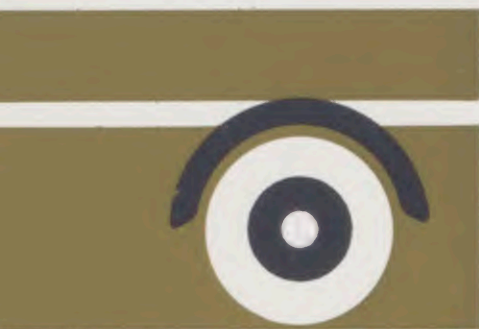
1965			1966	
£	£		£	£
	4,120,286	<b>Receipts</b>		
	5,054,652	Passenger Train Traffic	4,090,425	
	<u>9,174,938</u>	Goods Train Traffic	<u>5,061,774</u>	
	107,558	Miscellaneous	<u>110,507</u>	
<b>9,282,496</b>		<b>Total Receipts</b>		<b>9,262,706</b>
	1,548,739	<b>Expenditure</b>		
	1,872,106	Maintenance of Lines & Works	1,634,027	
	268,194	Maintenance of Rolling Stock	1,983,068	
	5,253,906	Fuel	251,535	
	682,000	Operating and Other Expenses	5,652,239	
	<u>887,130</u>	Provision for Renewal of Lines and Works	648,500	
		Depreciation	<u>884,871</u>	
<b>10,512,075</b>		<b>Total Expenditure</b>		<b>11,054,240</b>
<u>£1,229,579</u>		<b>Operating Loss carried to Profit and Loss Account</b>		<u>£1,791,534</u>

CONSOLIDATED REVENUE ACCOUNTS



**ROAD PASSENGER WORKING ACCOUNT**

1965			1966	
£	£		£	£
	8,872,603	<b>Receipts</b>		
	229,205	Passenger Services	8,681,490	
	<u>          </u>	Miscellaneous	221,677	
<b>9,101,808</b>		<b>Total Receipts</b>		<b>8,903,167</b>
		<b>Expenditure</b>		
	54,966	Maintenance of Buildings	57,136	
	1,670,207	Maintenance of Vehicles and Equipment	1,622,874	
	689,771	Fuel	656,716	
	295,751	Road Tax and Licences	299,745	
	5,127,660	Operating and Other Expenses	5,273,874	
	603,120	Depreciation	628,686	
	<u>          </u>	<b>Total Expenditure</b>		<b>8,539,031</b>
<b>8,441,475</b>				
<u>          </u>		<b>Operating Profit carried to</b>		<u>          </u>
<b>£660,333</b>		<b>Profit and Loss Account</b>		<b>£364,136</b>



### ROAD FREIGHT WORKING ACCOUNT

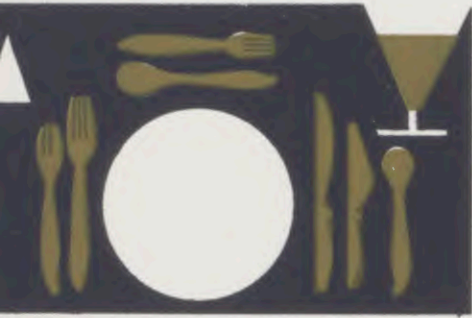
1965			1966	
£	£		£	£
	3,718,639	<b>Receipts</b>		
	28,548	Goods Services	3,795,630	
	<u>          </u>	Miscellaneous	35,629	
<b>3,747,187</b>		<b>Total Receipts</b>	<u>          </u>	<b>3,831,259</b>
		<b>Expenditure</b>		
	22,904	Maintenance of Buildings	23,808	
	690,619	Maintenance of Vehicles and Equipment	673,378	
	286,035	Fuel	292,274	
	173,104	Road Tax and Licences	167,574	
	2,221,915	Operating and Other Expenses	2,152,664	
	307,300	Depreciation	331,706	
	<u>          </u>	<b>Total Expenditure</b>	<u>          </u>	<b>3,641,404</b>
<b>3,701,877</b>				
<u>          </u>		<b>Operating Profit carried to</b>	<u>          </u>	
<b>£45,310</b>		<b>Profit and Loss Account</b>		<b>£189,855</b>



C.I.E.

LEYLAND

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**CONSOLIDATED HOTELS, REFRESHMENT ROOMS  
AND RESTAURANT CARS WORKING ACCOUNT**

1965			1966	
£	£		£	£
		<b>Receipts</b>		
<b>1,427,493</b>		Hotels, Refreshment Rooms and Restaurant Cars		<b>1,469,512</b>
		<b>Expenditure</b>		
	93,163	Maintenance of Buildings, Cars and Equipment	97,002	
	644,770	Provisions, Wines, etc.	653,724	
	463,188	Other Direct Expenses	488,968	
	81,260	Other Expenditure	83,552	
	<u>          </u>		<u>          </u>	
<b>1,282,381</b>		<b>Total Expenditure</b>		<b>1,323,246</b>
<u>          </u>				<u>          </u>
<b>£145,112</b>		<b>Operating Profit carried to Profit and Loss Account</b>		<b>£146,266</b>



**CANAL WORKING ACCOUNT**

1965			1966	
£	£		£	£
	27,417	<b>Receipts</b>		
	5,397	Rents	28,481	
	<u>          </u>	Miscellaneous	5,817	
<b>32,814</b>		<b>Total Receipts</b>	<u>          </u>	<b>34,298</b>
	1,226	<b>Expenditure</b>		
	46,807	Maintenance of Buildings	2,627	
	28,347	Maintenance of Waterways and Works	43,638	
	<u>          </u>	Operating and Other Expenses	28,613	
<b>76,380</b>		<b>Total Expenditure</b>	<u>          </u>	<b>74,878</b>
<u>          </u>		<b>Operating Loss carried to</b>		<u>          </u>
<b>£43,566</b>		<b>Profit and Loss Account</b>		<b>£40,580</b>





**VESSEL WORKING ACCOUNT**

1965			1966	
£	£		£	£
		<b>Receipts</b>		
	19,429	Passenger Traffic	16,835	
	8,719	Goods Traffic	9,268	
	964	Miscellaneous	979	
	<u>          </u>		<u>          </u>	
<b>29,112</b>		<b>Total Receipts</b>		<b>27,082</b>
		<b>Expenditure</b>		
	13,829	Maintenance of Vessels and Equipment	14,663	
	1,598	Fuel	1,778	
	22,479	Operating and Other Expenses	24,703	
	5,360	Depreciation	5,620	
	<u>          </u>		<u>          </u>	
<b>43,266</b>		<b>Total Expenditure</b>		<b>46,764</b>
		<b>Operating Loss carried to</b>		<u>          </u>
<u>          </u>		<b>Profit and Loss Account</b>		<b>£19,682</b>
<b>£14,154</b>				



*The pier at Rosslare Harbour.*

**CONSOLIDATED PROFIT AND LOSS ACCOUNT**

1965			1966	
£	£		£	£
		<b>WORKING ACCOUNTS:</b>		
		<b>Operating Losses from</b>		
	1,229,579	Railway	1,791,534	
	14,154	Vessel	19,682	
	43,566	Canal	40,580	
1,287,299	<u>          </u>		<u>          </u>	1,851,796
		<b>LESS: Operating Profits from</b>		
	660,333	Road Passenger	364,136	
	45,310	Road Freight	189,855	
	145,112	Hotels, Refreshment Rooms and Restaurant Cars	146,266	
850,755	<u>          </u>		<u>          </u>	700,257
<b>436,544</b>		<b>Net Operating Loss</b>		<b>1,151,539</b>
		<b>Financial Charges</b>		
766,684		Interest on Transport Stocks (Note 7)		766,684
180,000		Sinking Funds (Note 8)		180,000
18,206		Discount and Issue Expenses — Transport Stocks		18,206
15,002		Miscellaneous Rents		21,762
11,200		Sundry Interest Paid, less Received		36,768
	48,627	Associated Transport Companies: Guaranteed Interest to Fishguard and Rosslare Railways and Harbours Co. (In Ireland)	48,529	
	Cr. 944	Statutory Contribution to County Donegal Railways Joint Committee	5,425	
47,683	<u>          </u>		<u>          </u>	53,954
<b>£1,475,319</b>		<b>TOTAL NET LOSS</b>		<b>£2,228,913</b>
		<b>Financed as Follows:</b>		
2,000,000		Non-repayable State Grant Under Section 6, Transport Act, 1964		2,000,000
1,000,000		Advance under Section 13, Transport Act, 1963, treated as a non-repayable State Grant under Section 7, Transport Act, 1964		—
124,821		Surplus arising on disposal of Rolling Stock & Railway Lines previously written off		60,168
3,124,821				<u>          </u>
				2,060,168
50,000		LESS: Provision under Section 33, Transport Act, 1950 for Redemption of 2½% and 3% Transport Stocks		50,000
3,074,821				<u>          </u>
Cr.1,599,502		<b>Decrease in Balance Forward</b> (Note 9)		218,745
<b>£1,475,319</b>				<u>          </u>
				<b>£2,228,913</b>

## CONSOLIDATED BALANCE SHEET AT 31st MARCH 1966

1965			1966	
£	£		£	£
22,136,270		<b>Fixed Assets</b> (Note 10)		23,328,950
		<b>Current Assets</b>		
	2,332,775	Stock of Stores (less Reserve)	2,259,295	
	2,314,796	Sundry Debtors and Payments in Advance	2,439,713	
	15,452	Cash at Bank and in Hand	22,009	
	235,000	Cash on Deposit	20,000	
	597,673	Investments (less Reserve) (Market Value £534,584)	600,918	
	<u>5,495,696</u>		<u>5,341,935</u>	
		<b>LESS: Current Liabilities and Provisions</b>		
	181,241	Amount due to Bankers (secured by investments)	411,117	
	1,012,536	Deferred Payments on Diesel Locomotives	652,943	
	3,014,550	Sundry Creditors and Accrued Charges	2,514,911	
	104,142	Equalisation Account for Renewal of Lines and Works	270,901	
	50,000	Provision for Redemption of 2½% and 3% Transport Stocks — Current Year	50,000	
	128,666	Taxation	86,562	
	<u>4,491,135</u>		<u>3,986,434</u>	
		<b>Net Current Assets</b>		1,355,501
1,004,561				<u>24,684,451</u>
<b>23,140,831</b>				
		DEDUCT: Salaried Officers' & Clerks' (G.S.R.) Superannuation Fund — Board's Liability for Deficiency		2,029,711
2,029,711				<u>2,029,711</u>
<b>£21,111,120</b>		<b>TOTAL NET ASSETS</b>		<b>£22,654,740</b>
		<b>FINANCED BY</b>		
		<b>Issued Transport Stocks</b> (Note 11)		18,514,460
18,514,460		<b>Reserves</b>		
	737,521	Capital Reserve (Note 12)	645,843	
	1,942,057	Profit and Loss Account (Note 9)	1,723,312	
	<u>2,679,578</u>		<u>2,369,155</u>	
	82,918	LESS: Discount and Issue Expenses — Transport Stocks (less amounts written off)	64,712	
	<u>2,596,660</u>		<u>2,304,443</u>	
		<b>Sinking Fund</b> for Redemption of Transport Stocks	2,265,410	
	1,921,668		2,265,410	
	<u>1,921,668</u>	<b>LESS: Investments</b>		<u>—</u>
		<b>Loan Capital</b> — Repayable State Advances for Capital Expenditure, with Interest thereon, under Section 4, Transport Act, 1964		1,835,837
				<u>1,835,837</u>
<b>£21,111,120</b>				<b>£22,654,740</b>

R. G. WATT, *Chief Accountant.*

## NOTES ON CONSOLIDATED ACCOUNTS

### 1 CONSOLIDATION OF ACCOUNTS

The Revenue Accounts and Balance Sheets of Oslanna Iompair Eireann Teoranta and Aerlod Teoranta — wholly owned subsidiaries of the Board — have been consolidated with those of Coras Iompair Eireann in the foregoing Statement of Accounts. The Revenue Account of Aerlod Teoranta is included under Consolidated Railway Working Account.

### 2 DOCKS, HARBOURS AND WHARVES WORKING

Docks, Harbours and Wharves Working previously shown as a separate Account has now been included in Railway Working.

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

The Board's contributions to superannuation funds, pensions, etc., which are apportioned over the various sections of the Undertakings amounted in the current year to £689,243.

### 4 CAPITAL COMMITMENTS

The Board's Capital commitments at 31st March, 1966, were approximately £2,632,000.

### 5 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 years ended 31st March, 1965 and 31st March, 1966, and revised estimated expenditure for the next three years.

#### Railway Rolling Stock

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

#### Road Passenger Vehicles

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

#### Road Freight Vehicles

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

#### Vessels

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

#### Plant and Machinery

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.

### 6 COLLECTION AND DELIVERY SERVICES

The credit to Road Freight Working from Railway Working on collection and delivery services amounts to £290,000 (£236,500 in the previous year).

### 7 INTEREST ON TRANSPORT STOCKS

1965			1966	
£	£		£	£
	75,000	2½% Transport Stock, 1965/75	75,000	
	105,434	3% Transport Stock, 1975/85	105,434	
	125,000	5% Transport Stock, 1972/77	125,000	
	191,250	4¼% Transport Stock, 1972/77	191,250	
	150,000	5% Transport Stock, 1970/75	150,000	
	120,000	6% Transport Stock, 1977/82	120,000	
766,684				766,684

CORAS IOMPAIR EIREANN

**8 SINKING FUNDS**

1965	£		1966	£
£	£		£	£
	37,500	5% Transport Stock, 1972/77	37,500	
	67,500	4½% Transport Stock, 1972/77	67,500	
	45,000	5% Transport Stock, 1970/75	45,000	
	30,000	6% Transport Stock, 1977/82	30,000	
<u>180,000</u>			<u>180,000</u>	

**9 MOVEMENT ON PROFIT AND LOSS ACCOUNT**

1965		1966
£		£
342,555	Balance brought forward from last year	1,942,057
Cr. 1,599,502	Decrease per Profit and Loss Account	218,745
<u>£1,942,057</u>		<u>£1,723,312</u>

**10 FIXED ASSETS**

	Net Book Amount 1st April, 1965	CURRENT YEAR		Net Book Amount 31st March, 1966
		Additions	Depreciation	
	£	£	£	£
Railway Rolling Stock	14,552,414	744,543	866,931	14,430,026
Road Passenger Vehicles	1,880,880	1,347,182	627,056	2,601,006
Road Freight Vehicles and Equipment	2,009,639	270,372	326,124	1,953,887
Vessels	147,357	—	5,620	141,737
Land and Buildings	1,601,353	207,063	—	1,808,416
Plant and Machinery	1,093,463	382,864	150,774	1,325,553
Hotels, including Catering Equipment	851,164	254,958	37,797	1,068,325
TOTAL	£22,136,270	£3,206,982	£2,014,302	£23,328,950

**11 ISSUED TRANSPORT STOCKS**

	Amount of Stock at 31st March, 1965	Amount Received During Year	Amount of Stock at 31st March, 1966
	£	£	£
2½% Transport Stock 1965/75	3,000,000	—	3,000,000
3% Transport Stock 1975/85	3,514,460	—	3,514,460
5% Transport Stock 1972/77	2,500,000	—	2,500,000
4½% Transport Stock 1972/77	4,500,000	—	4,500,000
5% Transport Stock 1970/75	3,000,000	—	3,000,000
6% Transport Stock 1977/82	2,000,000	—	2,000,000
TOTAL	£18,514,460	—	£18,514,460

CORAS IOMPAIR EIREANN

**12 MOVEMENT ON CAPITAL RESERVE**

	£	£
Balance at 31st March, 1965		737,521
<i>Deduct:</i> Capital Expenditure on Railway Lines and Works during year	202,392	
<i>Less:</i> Surplus arising on disposal of Land and Buildings and acquired Assets	86,479	
	<u>          </u>	<u>115,913</u>
<i>Add:</i> Miscellaneous Balances written off (net)		621,608
		24,235
BALANCE AT 31st MARCH, 1966		<u>£645,843</u>

**13 OSTLANNA IOMPAIR EIREANN TEORANTA**

- (a) Capital Commitments of the Company at 31st March, 1966, were approximately £185,000.
- (b) No provision for Income Tax has been made in the Accounts, other than for tax deducted from Loan Interest for which the company is accountable, as the Capital Allowances available appear sufficient to eliminate any liability to date.

**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.

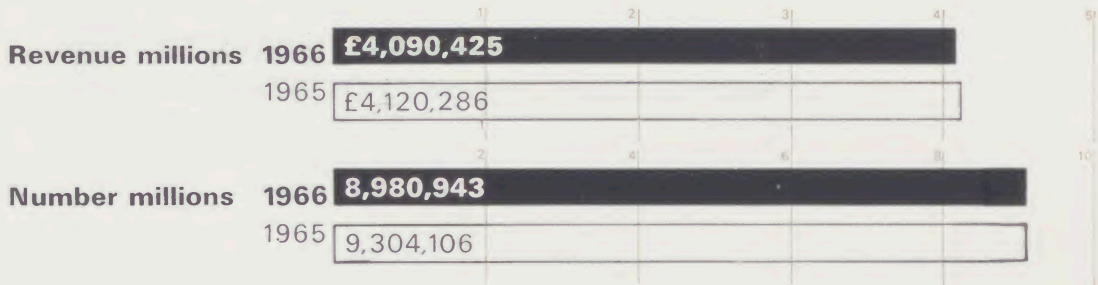
In our opinion, proper books of Account have been kept by the Board and its subsidiaries and the foregoing Consolidated Balance Sheet and Revenue Accounts, which are in agreement therewith, give with the Notes annexed a true and fair view of the state of affairs of the Board and its subsidiaries at 31st March, 1966, and of the consolidated net revenue deficit for the year ended on that date.

*Dublin*  
1st July, 1966.

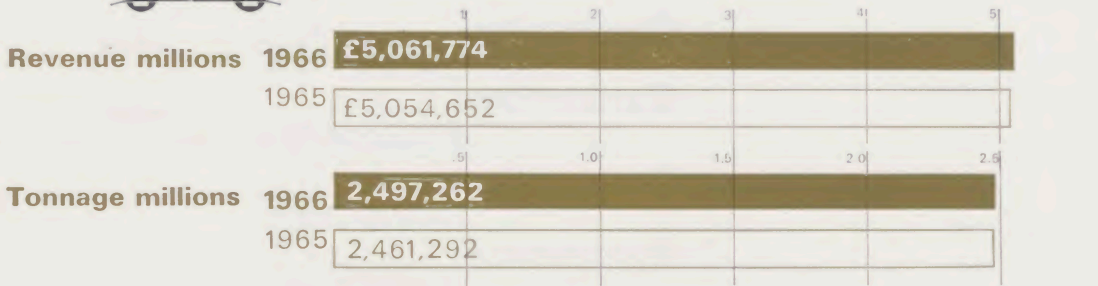
CRAIG, GARDNER & CO.  
*Chartered Accountants*



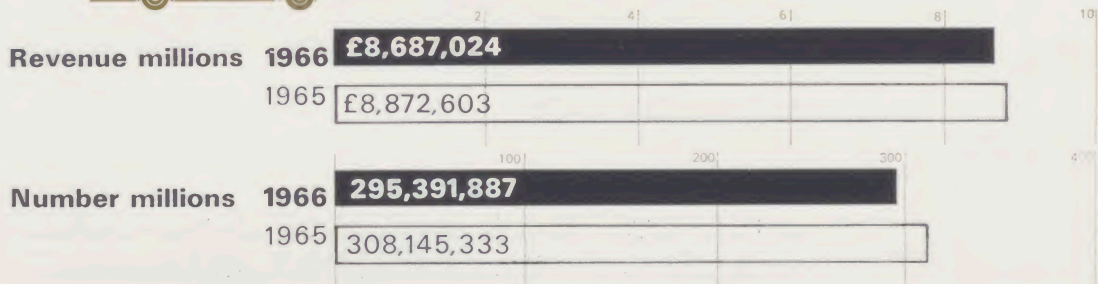
### RAIL PASSENGERS



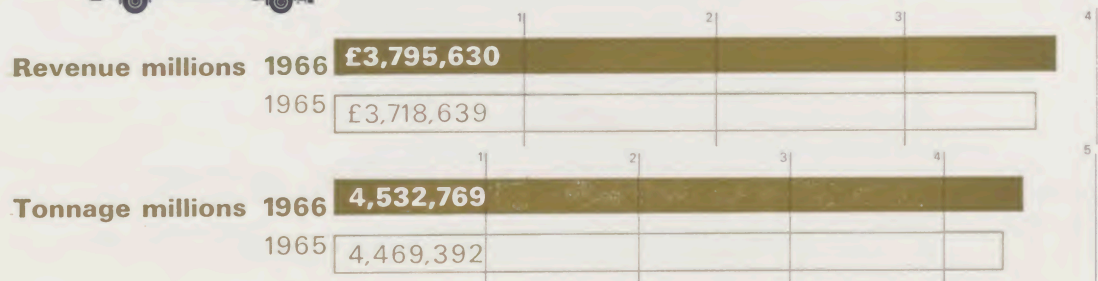
### RAIL FREIGHT



### ROAD PASSENGERS



### ROAD FREIGHT

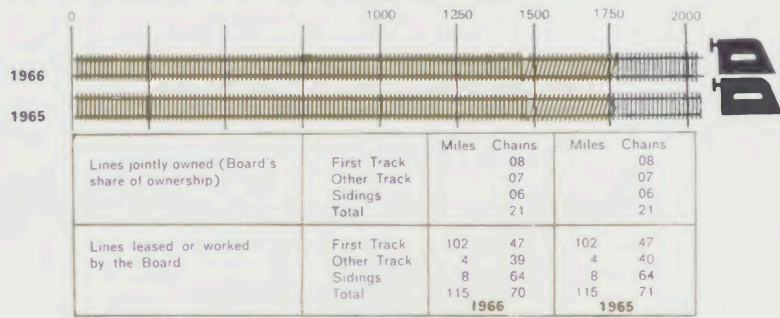




STATISTICS OF ASSETS

**MILEAGE OF RAILWAY LINES**

Lines owned by Board



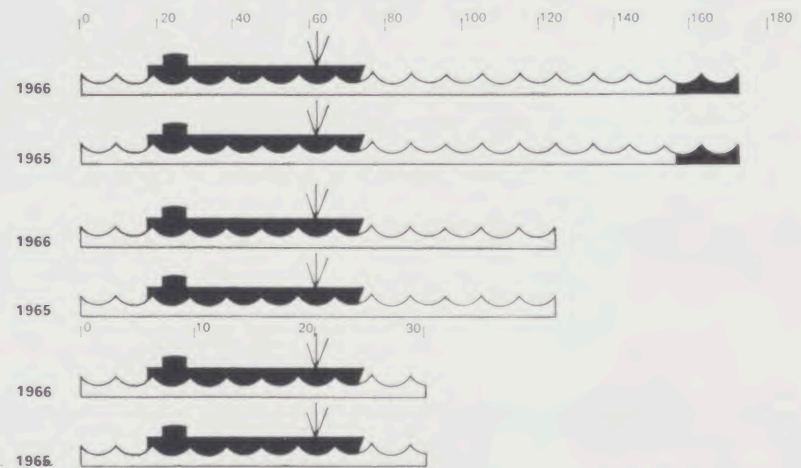
Total 1966 1,454 Miles 41 Ch. 321 Miles 01 Ch. 271 Miles 46 Ch.
   
 1965 1,458 36 318 70 273 42

**MILEAGE OF CANALS**

Grand Canal: Main Line and Branches

Shannon Navigation

Barrow Navigation



Total 1966 308 Miles 57 Ch. 13 Miles 35 Ch.
   
 1965 308 57 13 35

**LOCOMOTIVES**

Diesel Electric Locomotives



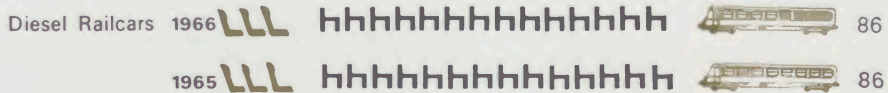
Diesel Mechanical Locomotives



Diesel Hydraulic Locomotives



**RAIL MOTOR VEHICLES**










TOTAL 1st Class SEATS 684      TOTAL Standard SEATS 3,855

STATISTICS OF ASSETS

**RAIL COACHING VEHICLES**

		Seats				No. of Vehicles	
		1966	1965	1966	1965	1966	1965
Carriages of Uniform Class		240	264	21,657	21,577	330	331
Composite Carriages		2,100	2,142	2,388	2,483	81	83
Restaurant Cars		—	—	970	994	30	31
	<b>TOTAL</b>	<b>2,340</b>	<b>2,406</b>	<b>25,015</b>	<b>25,054</b>	<b>441</b>	<b>445</b>
Ambulance Coaches						4	4
Radio Vans						5	5
Holiday Camping Coaches						8	8
Post Office Vans						18	18
Luggage, Parcel & Brake Vans						164	168
Horseboxes						45	52
	<b>TOTAL</b>					<b>685</b>	<b>700</b>





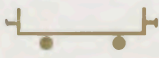

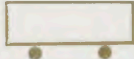









**RAIL SERVICE VEHICLES**

Gasholder Trucks		31	31
Ballast Wagons & Vans, etc.		523	546
Mess and Tool and Sleeping Vans		115	117
Breakdown Cranes		5	5
Travelling Cranes		6	7
Miscellaneous		177	179
Departmental Petrol Rail Motors		9	9
	<b>TOTAL</b>	<b>866</b>	<b>894</b>

Figures in italics are in respect of 1965.

STATISTICS OF ASSETS

**RAIL MERCHANDISE AND MINERAL VEHICLES**



<b>Freight Vehicles</b>					Tonnage Capacity		
					Under 8 Tons	8 Tons & up to 12 Tons	Over 12 Tons
Open Wagons		—	3,590	—	3,590	40,416	11.26
		—	3,718	—	3,718	41,694	11.21
Covered Wagons		3	4,669	137	4,809	55,122	11.46
		4	4,617	137	4,758	54,273	11.41
Special Wagons for loads of exceptional dimensions & weight					64	1,058	16.53
					76	1,176	15.47
Cattle Trucks					809	9,708	12.00
					821	9,852	12.00
Flat Trucks					531	6,028	11.35
					575	6,456	11.23
Miscellaneous					320	4,576	14.30
					290	3,946	13.61
<b>TOTAL</b>					10,123	116,908	11.55
					<i>10,238</i>	<i>117,397</i>	<i>11.47</i>
<b>Containers</b>							
Large Covered					126	984	7.81
					<i>126</i>	<i>984</i>	<i>7.81</i>
Large Covered Insulated					3	36	12.00
					<i>1</i>	<i>12</i>	<i>12.00</i>
Small Covered					69	222	3.22
					<i>68</i>	<i>219</i>	<i>3.22</i>
Small Covered Wheeled					17	42	2.47
					<i>16</i>	<i>40</i>	<i>2.50</i>
Open					74	166	2.24
					<i>64</i>	<i>144</i>	<i>2.25</i>
Bicycle					4	16	4.00
					<i>4</i>	<i>16</i>	<i>4.00</i>
Lancashire Flats					80	560	7.00
					<i>79</i>	<i>553</i>	<i>7.00</i>
Dog Kennels					76	4	.05
					<i>77</i>	<i>4</i>	<i>.05</i>
Glucose Tanks					8	32	4.00
					<i>6</i>	<i>24</i>	<i>4.00</i>
<b>TOTAL</b>					457	2,062	
					<i>441</i>	<i>1,996</i>	
<b>Brake Vans</b>							
					197		
					<i>198</i>		

Figures in italics are in respect of 1965.





STATISTICS OF ASSETS

**ROAD VEHICLES**

**Passenger Vehicles**

		Seating Capacity					
		Number		Total		Average per Vehicle	
		1966	1965	1966	1965	1966	1965
Double Deck Buses		778	770	52,517	<i>51,925</i>	67.5	<i>67.4</i>
Single Deck Buses		591	<i>545</i>	25,157	<i>22,454</i>	42.6	<i>41.2</i>
Touring Coaches		76	70	2,932	<i>2,728</i>	38.6	<i>39.0</i>
Ambulances		4	4	32	32	8.0	8.0
<b>Total</b>		<b>1,449</b>	<b>1,389</b>	<b>80,638</b>	<b>77,139</b>	<b>55.7</b>	<b>55.5</b>

**Goods and Parcels Vehicles and Horseboxes**

		Under 6 Tons Capacity		6 Tons Capacity & Over		TOTAL	
		1966	1965	1966	1965	1966	1965
		Lorries		56	73	609	<i>647</i>
Vans		81	<i>90</i>	11	<i>9</i>	92	<i>99</i>
Tractors		54	<i>33</i>	113	<i>131</i>	167	<i>164</i>
Horseboxes		—	—	—	—	26	<i>29</i>
<b>Total</b>						<b>950</b>	<b>1,012</b>

**Trailers**

Special Purposes		89	<i>73</i>
Articulated		320	<i>351</i>
Flat 4-Wheel		242	<i>257</i>
Horsedrawn Vehicles		203	<i>260</i>
<b>Total</b>		<b>1,804</b>	<b>1,953</b>

Horses for Road Vehicles




**Containers**



Cement		14	<i>21</i>
Merchandise		232	<i>276</i>
Livestock		144	<i>213</i>
Grain		14	<i>18</i>
Insulated		116	<i>119</i>
Tar and Oil		14	<i>33</i>
Refrigerated		2	<i>1</i>
<b>Total</b>		<b>536</b>	<b>681</b>

Staff Cars































Service Vehicles		88	<i>89</i>
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Figures in italics are in respect of 1965

STATISTICS OF ASSETS




**HOTELS**

		1962	1963	1964	1965	1966
<b>KILLARNEY</b>						
	 No. of Bedrooms	170	170	170	170	200
	 No. of Private Baths	100	100	120	120	170
	 Accommodation (No. of Persons)	300	300	300	300	375
<b>KENMARE</b>						
	 No. of Bedrooms	60	60	60	60	60
	 No. of Private Baths	33	33	33	33	32
	 Accommodation (No. of Persons)	101	101	101	101	98
<b>PARKNASILLA</b>						
	 No. of Bedrooms	83	83	83	83	80
	 No. of Private Baths	37	37	37	37	34
	 Accommodation (No. of Persons)	151	151	151	151	144
<b>GALWAY</b>						
	 No. of Bedrooms	115	114	115	115	115
	 No. of Private Baths	57	56	56	56	56
	 Accommodation (No. of Persons)	218	212	212	212	212
<b>MULRANY</b>						
	 No. of Bedrooms	64	64	72	72	72
	 No. of Private Baths	20	20	28	28	29
	 Accommodation (No. of Persons)	114	114	126	126	145
<b>SLIGO</b>						
	 No. of Bedrooms	60	60	60	60	60
	 No. of Private Baths	28	28	28	28	30
	 Accommodation (No. of Persons)	103	103	103	103	100
<b>BUNDORAN</b>						
	 No. of Bedrooms	81	81	81	81	106
	 No. of Private Baths	26	27	27	27	51
	 Accommodation (No. of Persons)	157	157	157	157	200






## TONNAGE OF THE PRINCIPAL CLASSES OF MERCHANDISE AND MINERALS CARRIED BY GOODS TRAIN

Originating on Board's System <sup>1</sup>	1965	Tons	1966
 Ale and Porter (including empties)	198,704		192,527
 Bacon and Hams and Butter	32,916		38,512
 Beet	306,508		297,456
 Beet Pulp	25,532		19,085
 Cement	642,965		729,631
 Chocolate Crumb	12,023		12,214
 Drapery	20,843		26,754
 Mill Stuffs	51,346		43,678
 Grain	84,437		69,940
 Groceries	86,574		73,913
 Gypsum	40,104		43,489
 Manure : Artificial	192,044		252,372
 Peat Moss	17,714		15,571
 Petrol and Oil in Owners' Tank Wagons	36,122		49,004
 Potatoes	3,183		2,389
 Scrap iron	13,992		12,781
 Sugar	81,807		61,991
 Tar and Bitumen in Bulk	67,218		61,886
 Timber (other than round)	8,015		7,511
 Wines and Spirits	9,709		9,084
<b>TOTAL</b>	<b>1,931,756</b>		<b>2,019,788</b>

## NUMBER OF LIVESTOCK CARRIED BY GOODS TRAIN

		1965	1966
Horses		3,836	2,513
Cattle		223,932	217,390
Calves		7,813	8,587
Sheep		38,927	32,685
Pigs		13,392	20,678
Other Animals		841	547
<b>TOTAL</b>		<b>288,741</b>	<b>282,400</b>

## ENGINE MILEAGE

		1966	1965
Diesel Locomotives 	millions	7,054,994	7,065,190
Diesel Railcars 	millions	1,309,250	1,367,261
		<b>1966</b>	<b>1965</b>
	Coaching	4,475,229	4,549,788
	Goods	2,903,988	2,787,518
	Other	985,027	1,095,145
	<b>TOTAL</b>	<b>8,364,244</b>	<b>8,432,451</b>

## FREIGHT TRAIN WORKING

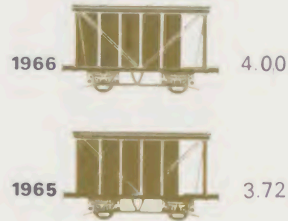
Ton Miles per Train Mile  
(Train Load in Tons)



Wagon Miles per Train Mile  
(No. of Wagons per Train)



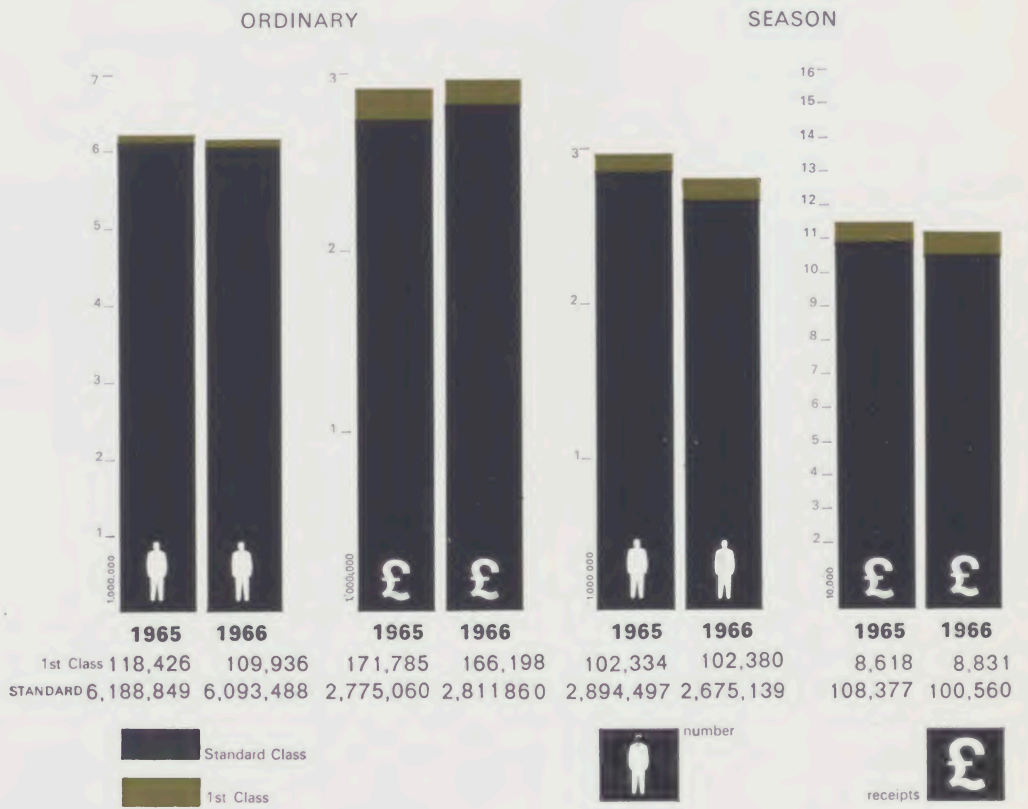
Average Wagon Load in Tons



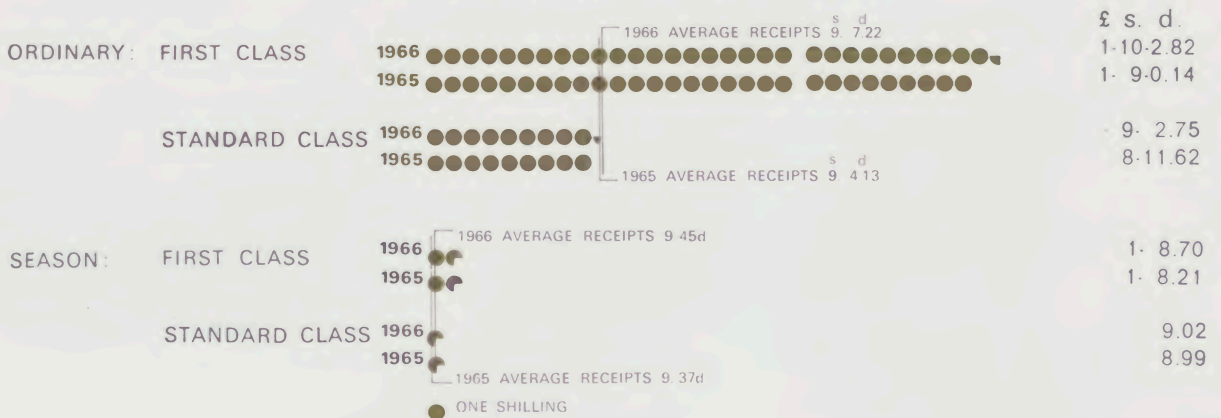
*Round the clock freight service throughout the country.*



## RAIL PASSENGER TRAFFIC



### AVERAGE RECEIPTS PER JOURNEY



	Total Units		Average receipts per Unit	
	1965	1966	1965 s d	1966 s d
Passenger Miles	333,145,700	336,633,200	2 21	2 20
Passenger Journeys	9,304,106	8,980,943	6 7.03	6 10.51
Loaded Train Miles	4,430,951	4,358,339	13 9.95	14 2.02
Miles of Road (First Track)	1,458	1,455	£2.101	£2.122




## FREIGHT TRAIN TRAFFIC



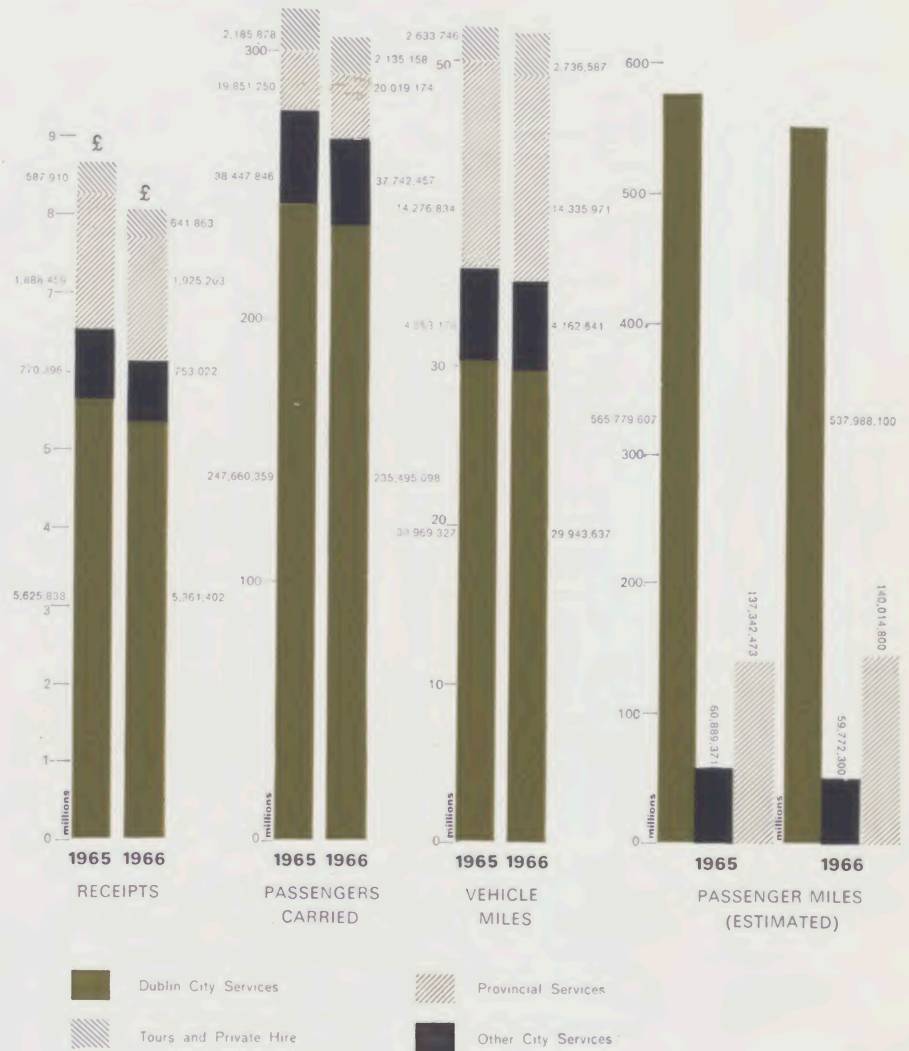
### AVERAGE LENGTH OF HAUL IN MILES

### AVERAGE RECEIPTS

	MILES	AVERAGE RECEIPTS	
		Per ton	Per ton mile
Merchandise	1966	£ 2 4 7	5.32 Pence
	1965	£ 2 5 6	6.10 Pence
Minerals	1966	£ 1 3 0	3.64 Pence
	1965	£ 1 2 11	3.66 Pence
Coal & Coke	1966	£ 17 11	4.99 Pence
	1965	£ 17 10	4.29 Pence
Livestock	1966		
	1965		

	Total Units	Average receipts per Unit			
		1965	1966	1965	1966
Loaded Train Miles		2,683,854	2,876,633	£ 1 17 8.01	£ 1 15 2.31
Loaded Wagon Miles		57,927,291	60,383,380	£ 1 8.94	£ 1 8.12
Miles of Road (First Track) on which service operates		1,458	1,600	£3.467	£3.164

**ROAD PASSENGER SERVICES**

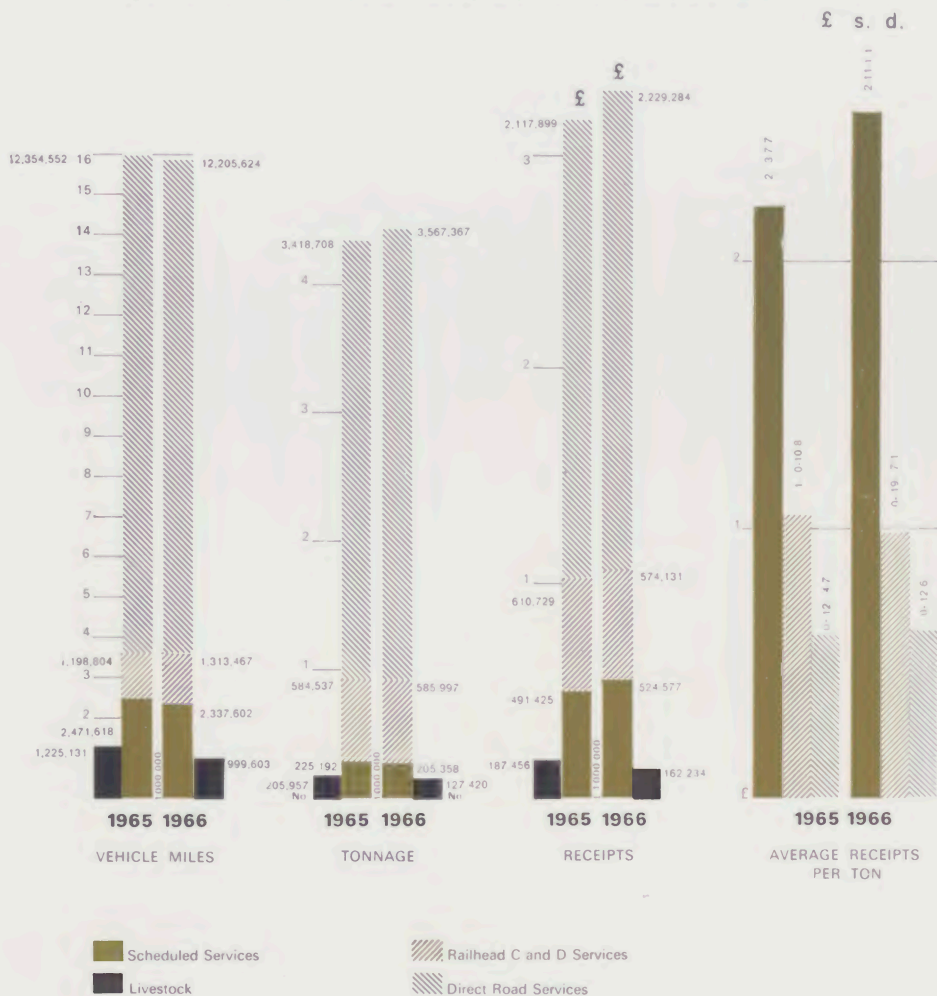


**AVERAGE RECEIPTS**

	Per Journey	Per Vehicle Mile	Per Passenger Mile
	s. d.	s. d.	Pence
Dublin City Services	5.46	3 6.97	2.39
	<i>5.45</i>	<i>3 7.60</i>	<i>2.39</i>
Other City Services	4.79	3 7.42	3.02
	<i>4.81</i>	<i>3 7.47</i>	<i>3.04</i>
Provincial Services	1 11.08	2 8.23	3.30
	<i>1 10.83</i>	<i>2 7.75</i>	<i>3.30</i>

Figures in italics are in respect of 1965

## ROAD FREIGHT MOTOR SERVICES





*Shooting a TV commercial at Houston Station.*



