

Tuarascáil Bhliantúil



don bhliain dar
críoch
31ú Márta 1967

CORAS IOMPAIR ÉIREANN

Coras Iompair Eireann



Seventeenth
Annual Report for
the year ended
31 March 1967

Heuston Station, Dublin

Members of the Board

Mr. T. P. Hogan, Chairman

Mr. E. Cassidy

Mr. L. Ferris

Mr. F. Lemass

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, 1967.

Operating revenue amounted to £25,123,000, an increase of £1,595,000 compared with the previous year. The level of operating revenue was affected by a number of factors. Revenue of over £700,000 was lost due to strikes by the Board's employees and to external strikes. The more serious of the latter were the British Seamen's strike and the strike in the paper industry. In order to meet rising costs, rates and charges were increased in June 1966 and additional revenue of approximately £1,300,000 was thereby produced.

Operating expenditure amounted to £26,312,000, an increase of £1,632,000 over the previous year. The salaries and wages bill showed an increase of £1,300,000 due to the implementation of the 10th round of salaries and wages increases together with improvements in conditions of service while, under the heading of financial expenses, interest charges increased by £132,000 arising from interest payable on advances for capital expenditure and on overdraft.

For a number of reasons the year under review was a difficult one. There was a lack of buoyancy in the national economy, and the credit squeeze and the British import levy brought a slackness in business resulting in a falling off of traffic; the introduction of the wholesale tax and the additional fuel tax resulted in additional charges for materials and services. Despite the business situation which brought a significant decrease in the amount of sundries traffic, the revenue was well maintained and further economies in cost of operation were achieved.

After allowing for the payment of the annual subvention of £2m. the net deficit for the year amounted to £398,000 compared with the net deficit a year ago of £229,000. This increase in deficit is small when assessed against a background of a year of many difficulties.

The road passenger working account has been divided to show separate results for Dublin City services and Provincial services. Statistical and other information related to road passenger operations has been similarly divided.



Railways

Operating revenue of £9,844,000 was higher by £581,000 than the previous year and expenditure at £11,702,000 was greater by £606,000.

The additional revenue is largely due to the increase in rates and fares which are estimated to have yielded £530,000. Losses in revenue due to the business recession and as a result of strikes were offset by additional business achieved mainly in cement, fertiliser, and petrol and oil traffics.

Passenger miles were 2.7% higher than last year and freight tonnage was 9% over last year although the average receipt per ton was lower.

The number of livestock carried was 354,000, an increase of 72,000.

The Board and Secretary
at Houston Station.



The increase in expenditure resulted from the 10th round adjustment in wages and salaries and improvements in conditions of service; also social insurance costs increased substantially.

The construction of a siding from Birdhill to Silvermines was completed and mineral traffic in full train loads in specially designed wagons is now conveyed to Foynes for export. Further expansion in bulk movement was achieved with the introduction of a service for bulk oil between Foynes and Limerick and between Foynes and Drogheda.

Improvements were carried out to a large number of stations and a new car park and additional road access provided at Rosslare Harbour for outgoing cars.

Higher maintenance standards were introduced on the Dublin/Cork line in anticipation of faster passenger train times in the Summer of 1967.

The Mallow/Waterford, Thurles/Clonmel and Patrickswell/Rathluirc branches were closed during the year and adequate substitute road services provided to cater for traffic formerly carried on these branches.

The record of punctuality for rail passenger services achieved last year was improved upon this year and there was also an improvement in the punctuality of freight trains. 95% of all passenger trains ran to time.



Road Passenger: Dublin City Services

Receipts amounted to £5,669,000, an increase of £231,000 over last year.

The increase in revenue is due to the increase in fares but the full benefit from this was offset by losses in revenue due to strikes and the slackness in business.

The operating surplus was £200,000, a decrease of £95,000 compared with the previous year.

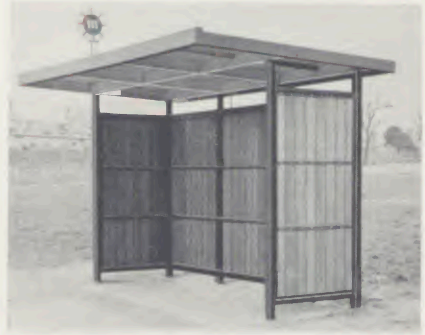
Schedules for all the major cross-city routes were redesigned with a view to improving services during peak hours. An extensive "Origin and Destination" survey was undertaken on all city services. The purpose of the study is to test the validity of the existing network and to see if any changes are necessary. Processing of the data is now in hands.

A further fifteen one-man buses were introduced on suburban routes during the year and eight bus shelters were erected in new locations.

Delivery of the new Atlantean buses commenced in November. These buses are of a radically improved design incorporating many new features including driver controlled front entrance—which by itself has virtually eliminated platform accidents. Some teething troubles with this new design were experienced the most serious of which was concerned with ventilation and steps were taken to put matters right.

Traffic conditions in the city continued to deteriorate during the year due to the increase in the number of motor cars.

Eight bus shelters were erected in new Dublin locations.



Delivery of the new Atlantean buses began in November.



The provision of a satisfactory service during peak hours was a very difficult and costly task. Additions were made to the one-way street network and clearways were introduced on a number of routes in the south side, all of which helped to improve traffic movement. However, illegal parking in prohibited areas contributed greatly to the traffic problem, particularly for buses.

A new decentralised form of organisation was introduced which provided for the establishment of seven districts. Each district has a District Manager and each, with the exception of the central district, contains a bus depot and a garage. This new arrangement will enable bus crews to have a better feeling of identification with the management and enable more efficient and flexible services to be provided.



Road Passenger: Provincial Services

The revenue earned was £3,950,000, an increase of £485,000 over the previous year. The increased revenue was due not only to the increase in fares but also to a notable increase in traffic from the provincial city services, long distance services and from the extended tours. The operation of express bus services continues to yield increased revenue.

New express services were introduced during the 1966 Summer timetable between Derry/Galway; Cork/Galway; Cork/Ballybunion; and Limerick/Ballybunion.

Expenditure at £3,726,000 was greater than a year ago by £389,000. In addition to the increases in wages and salaries operating costs were higher, in line with the additional revenue earned.

The operating surplus was £224,000 which is bigger than last year by £96,000.

Extensive promotional work in North America and Britain was continued during the year. An office was opened in North America to cater for the expansion in coach tour business. It was decided to extend coach tour operations into Great Britain and 21-day combined tours in Britain and Ireland were planned to operate in 1967.

It was another record year for extended coach tours. The number of passengers increased by over 13,000 and revenue by over £79,000.



Road Freight

The revenue earned amounted to £3,992,000, an increase of £161,000 over last year. The tonnage carried was 341,000 lower, reflecting the credit restrictions and the Seamen's strike. The rates increase, together with the buoyancy in limestone and certain other traffics helped to maintain the revenue during a difficult year.

Expenditure increased by £147,000 due not only to higher rates of pay but also to increased social welfare contributions and additional tax charges on fuel. These increases were partly offset by economies in operating costs in line with the decrease in tonnage handled.

The operating surplus of £187,000 was better by £14,000 compared with 1965/66.

For the second year in succession C.I.E. won a major trophy in the St. Patrick's Day Parade



3,900 members of the staff attended 472 training and refresher courses



A record 95 per cent of all passenger trains ran to time

The new road freight organisation introduced last year, whereby each depot manager is fully responsible for the economic operation of the fleet of vehicles allocated to him, continues to function satisfactorily.



Great Southern Hotels

The Hotels and Catering services operated by Oslanna Iompair Eireann produced a surplus of £156,000, an improvement of £10,000 over the previous year.

The total revenue earned was £1,600,000, an increase of 9.5%. Over £1m. of this revenue was earned by the seven hotels in the group.

At Killarney hotel a 52 bedroom wing was completed and work was commenced on the addition of a conference hall to this hotel.

At Parknasilla a new dining room and kitchen were completed and 23 additional private bathrooms added. The programme of reforestation continued with the planting of a further 18 acres.

Two advanced six-week training courses at which 134 staff attended were run at Killarney hotel during the winter.

New Equipment and Improvements

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

Rail:

12 General Motors 1100 h.p. locomotives
183 flat wagons
37 zinc concentrate wagons
27 barytes wagons
20 oil tank cars
100 lancashire flats
2 ambulance coaches
2 radio studio coaches
6 bulk glucose tanks

Road Freight:

64 power units
54 trailers
30 containers
50 lancashire flats

Road Passenger:

49 Atlantean double-deck buses
48 'C' type single-deck buses
8 'C' type express buses
14 'C' type tour coaches

The reconstruction of North Wall Midland depot which had been destroyed by fire was completed.

A new container bank and loading shelter were constructed at Kent Station, Cork, where a new dormitory for the locomotive staff was also completed.

At Limerick a mile of track to the Cement factory was doubled to cater for additional traffic.

15-ton gantries were installed at Thurles, Ennis, Nenagh, Ballina and Dromod and handled large unit loads.

The rail siding at Arklow for Nitrigin Eireann Teo. was extended and wagon washing facilities provided.

Automatic half barrier level crossings were erected at Bellacagher, Co. Roscommon, and Ardahan, Co. Galway.

Alterations at Limerick Junction were begun. The platform has been extended and raised. Additional siding accommodation was provided to deal with extra traffic resulting from the closure of the Waterford-Mallow and Thurles-Clonmel branches.

New express bus services were introduced during the Summer.



21-day coach tours of Britain and Ireland in 1967 were planned.



Staff

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

The three years life of the local councils ended in December 1966. The scheme was reviewed and some amendments were approved by the top consultative group. Elections of staff representatives for the 1967/69 local councils were held.

A total of 472 training and refresher courses based on 60 training programmes were held during the year and were attended by 3,900 members of the staff. A new management development programme was introduced which includes four separate and progressive courses with lecturers from the Universities, the trade unions, and from industry, as well as from the Company's staff.

Exclusive of O.I.E. the cost of salaries and wages for the year amounted to £16,840,000, an increase of £1,320,000 over the previous year and the total number of staff at the end of the year was 19,330.

General

On the retirement of the Chairman of the Board, Dr. C. S. Andrews, in October, 1966, the Government decided to change the chairmanship from a whole-time to a part-time basis and appointed Mr. T. P. Hogan, F.I.E.E., as the first part-time Chairman. Mr. Frank Lemass, F.C.A., the General Manager, was appointed to the Board to fill the vacancy created by the retirement of Dr. C. S. Andrews. The Board placed on record its appreciation of the services rendered to the undertaking by Dr. Andrews during his term of office.

On the 1st June, 1966, the Board took over the management of the County Donegal Railways Joint Committee and the Strabane and Letterkenny Railways Co. on terms agreed with the Boards of these concerns.

In February 1967, the Minister for Education entrusted the Company with the organisation and operation of the scheme for the free transport of children to post-primary school centres. Children living three or more miles from the nearest centre will be eligible for free transport and the numbers are expected to be in excess of 40,000. The preparatory work was well in hand by the end of the financial year.

To mark the 50th anniversary of the 1916 Rising 15 main line stations were re-named after the executed Leaders of the Rising.

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

T. P. HOGAN, Chairman
M. J. HAYES, Secretary
R. G. WATT, Chief Accountant

One of the new container fleet of Irish Ferryways—
an integration of CIE and Ferry Traders Ltd. of
Britain.



A plaque to the patriot was unveiled at
Heuston Station.



A siding to carry train loads of minerals was built
between Silvermines and Birdhill.





Statement of Accounts

CORAS IOMPAIR ÉIREANN

Receipts/Where It Came From

20.7%

Road Passenger Dublin City Services

14.4%

Road Passenger Provincial Services

19.6%

Goods Trains

16.0%

Passenger Trains

14.6%

Road Freight

5.9%

Hotels, Refreshment Rooms and Cars

.1%

Miscellaneous

8.7%

Deficit

100%

Expenditure/Where It Went

7.6%	Miscellaneous
3.6%	Transport Stocks, Interest and Sinking Funds
2.4%	Rates, Road Tax
9.0%	Provision for Renewals
16.1%	Materials including Catering
61.3%	Salaries, Wages and Pensions
100%	

	1967		1966	
	£	£	£	£
Receipts				
Passenger Train Traffic	4,366,176		4,090,425	
Goods Train Traffic	5,357,449		5,061,774	
	<u>9,723,625</u>		<u>9,152,199</u>	
Miscellaneous	120,093		110,507	
Total Receipts		9,843,718		9,262,706
Expenditure				
Maintenance of Lines and Works	1,723,319		1,634,027	
Maintenance of Rolling Stock	2,131,772		1,983,068	
Fuel	244,920		251,535	
Operating and Other Expenses	6,081,414		5,693,696	
Provision for Renewal of Lines and Work	654,500		648,500	
Depreciation	865,992		884,871	
	<u>11,701,917</u>		<u>11,095,697</u>	
Total Expenditure		11,701,917		11,095,697
Operating Loss carried to Profit and Loss Account		£1,858,199		£1,832,991

Road Passenger Working Account Dublin City Services

	1967	1966
	£	£
Receipts		
Passenger Services	5,618,964	5,390,997
Miscellaneous	49,905	46,945
Total Receipts	5,668,869	5,437,942
Expenditure		
Maintenance of Buildings	21,016	19,044
Maintenance of Vehicles and Equipment	1,146,670	1,044,766
Fuel	415,797	416,641
Road Tax and Licences	200,845	191,605
Operating and Other Expenses	3,393,047	3,144,875
Depreciation	291,749	326,224
Total Expenditure	5,469,124	5,143,155
Operating Profit carried to Profit and Loss Account	£199,745	£294,787

Road Passenger Working Account

Provincial Services

	1967		1966	
	£	£	£	£
Receipts				
Passenger Services	3,759,750		3,290,493	
Miscellaneous	190,213		174,732	
	<hr/>		<hr/>	
Total Receipts		3,949,963		3,465,225
Expenditure				
Maintenance of Buildings	42,032		38,092	
Maintenance of Vehicles and Equipment	665,124		578,108	
Fuel	260,793		240,075	
Road Tax and Licences	116,514		108,140	
Operating and Other Expenses	2,320,552		2,070,892	
Depreciation	320,471		302,462	
	<hr/>		<hr/>	
Total Expenditure		3,725,486		3,337,769
Operating Profit carried to Profit and Loss Account		<hr/> £224,477 <hr/>		<hr/> £127,456 <hr/>

Road Freight Working Account

	1967		1966	
	£	£	£	£
Receipts				
Goods Services	3,957,084		3,795,630	
Miscellaneous	34,423		35,629	
Total Receipts		3,991,507		3,831,259
Expenditure				
Maintenance of Buildings	26,266		23,808	
Maintenance of Vehicles and Equipment	698,278		673,378	
Fuel	319,028		292,274	
Road Tax and Licences	161,842		167,574	
Operating and Other Expenses	2,279,900		2,169,314	
Depreciation	319,361		331,706	
Total Expenditure		3,804,675		3,658,054
Operating Profit carried to Profit and Loss Account		£186,832		£173,205



Rail System



Hotels, Refreshment Rooms and Restaurant Cars Working Account

	£	1967	£	1966	£
Receipts					
Hotels, Refreshment Rooms and Restaurant Cars			1,609,427		1,469,512
Expenditure					
Maintenance of Buildings, Cars and Equipment	100,024			97,002	
Provisions, Wines etc.	705,268			653,724	
Other Direct Expenses	546,021			488,968	
Other Expenditure	101,886			83,552	
	<hr/>		1,453,199	<hr/>	1,323,246
Total Expenditure					
Operating Profit carried to Profit and Loss Account			£156,228		£146,266

	1967		1966	
	£	£	£	£
Receipts				
Rents	28,858		28,481	
Miscellaneous	4,151		5,817	
Total Receipts		33,009		34,298
Expenditure				
Maintenance of Buildings	3,661		2,627	
Maintenance of Waterways and Works	59,328		43,638	
Operating and Other Expenses	30,686		28,613	
Total Expenditure		93,675		74,878
Operating Loss carried to Profit and Loss Account		£60,666		£40,580

	£	1967	£	1966	£
Receipts					
Passenger Traffic	15,603			16,835	
Goods Traffic	10,422			9,268	
Miscellaneous	973			979	
	<hr/>			<hr/>	
Total Receipts			26,998		27,082
Expenditure					
Maintenance of Vessels and Equipment	30,364			14,663	
Fuel	1,285			1,778	
Operating and Other Expenses	26,517			24,703	
Depreciation	5,620			5,620	
	<hr/>			<hr/>	
Total Expenditure			63,786		46,764
Operating Loss carried to Profit and Loss Account			<hr/> £36,788 <hr/>		<hr/> £19,682 <hr/>

Consolidated Profit and Loss Account

	1967		1966	
	£	£	£	£
WORKING ACCOUNTS:				
Operating Losses from				
Railway	1,858,199		1,832,991	
Vessel	36,788		19,682	
Canal	60,666		40,580	
	<hr/>		<hr/>	
		1,955,653		1,893,253
LESS: Operating Profits from				
Road Passenger —				
Dublin City Services	199,745		294,787	
Provincial Services	224,477		127,456	
Road Freight	186,832		173,205	
Hotels, Refreshment Rooms and Restaurant Cars	156,228		146,266	
	<hr/>		<hr/>	
		767,282		741,714
		<hr/>		<hr/>
Net Operating Loss		1,188,371		1,151,539
Financial Charges				
Interest on Transport Stocks (Note 7)		766,684		766,684
Sinking Funds (Note 8)		180,000		180,000
Discount and Issue Expenses—				
Transport Stocks		18,206		18,206
Miscellaneous Rents		42,211		21,762
Interest on Repayable State Advances for Capital Expenditure		147,575		35,837
Sundry Interest Paid, less Received		8,721		931
Associated Transport Companies:				
Guaranteed Interest to Fishguard and Rosslare Railways and Harbours Co. (In Ireland)	48,542		48,529	
Statutory Contribution—County Donegal Railways Joint Committee	Cr. 2,478		Dr. 5,425	
	<hr/>		<hr/>	
		46,064		53,954
		<hr/>		<hr/>
TOTAL NET LOSS		£2,397,832		£2,228,913
Financed as Follows:				
Non-repayable State Grant Under Section 6, Transport Act, 1964		2,000,000		2,000,000
Surplus arising on disposal of Rolling Stock and Railway Lines previously written off		23,819		60,168
		<hr/>		<hr/>
		2,023,819		2,060,168
LESS: Provision under Section 33, Transport Act, 1950 for Redemption of 2½% and 3% Transport Stocks		—		50,000
		<hr/>		<hr/>
		2,023,819		2,010,168
Decrease in Balance Forward (Note 9)		374,013		218,745
		<hr/>		<hr/>
		£2,397,832		£2,228,913

Consolidated Balance Sheet

At 31st March, 1967

	1967		1966	
	£	£	£	£
Fixed Assets (Note 10)		24,940,400		23,328,950
Current Assets				
Stock of Stores (less Reserve)	2,476,304		2,259,295	
Sundry Debtors and Payments in Advance	2,752,980		2,439,713	
Cash at Bank and in Hand	13,002		22,009	
Cash on Deposit	—		20,000	
Investments (less Reserve) (Market Value £530,542)	600,564		600,918	
	5,842,850		5,341,935	
LESS: Current Liabilities and Provisions				
Amount due to Bankers (secured by investments)	332,940		411,117	
Deferred Payments on Diesel Locomotives	993,044		652,943	
Sundry Creditors and Accrued Charges	3,043,342		2,514,911	
Equalisation Account for Renewal of Lines and Works	176,868		270,901	
Provision for Redemption of 2½% and 3% Transport Stocks	—		50,000	
Taxation	74,636		86,562	
	4,620,830		3,986,434	
Net Current Assets		1,222,020		1,355,501
		26,162,420		24,684,451
DEDUCT: Salaried Officers' and Clerks' (G.S.R.) Superannuation Fund—Board's Liability for Deficiency		2,029,711		2,029,711
TOTAL NET ASSETS		£24,132,709		£22,654,740
FINANCED BY				
Issued Transport Stocks (Note 11)		18,514,460		18,514,460
Reserves				
Capital Reserve (Note 12)	339,267		645,843	
Profit and Loss Account (Note 9)	1,349,299		1,723,312	
	1,688,566		2,369,155	
LESS: Discount and Issue Expenses—Transport Stocks (less amounts written off)	46,506		64,712	
	1,642,060		2,304,443	
Sinking Fund for Redemption of Transport Stocks	2,631,942		2,265,410	
LESS: Investments	2,631,942		2,265,410	
Loan Capital: Repayable State Advances for Capital Expenditure, with Interest thereon, under Section 4, Transport Act, 1964		3,976,189		1,835,837
		£24,132,709		£22,654,740

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 Railway Working Account.

2. Working Accounts

The basis of allocation of general administration charges to the working accounts has been changed. As a result the charge to Road Passenger Working Account (Dublin City Services) has been reduced by £149,000 with consequential increases of £55,000 in Railway Working Account, £68,000 in Road Passenger Working Account (Provincial Services) and £26,000 in Road Freight Working Account. The comparative figures for the year ended 31st March, 1966, have also been adjusted.

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 £710,675 (£689,243 in the previous year).

4. Capital Commitments

The Board's Capital Commitments at 31st March, 1967, were approximately £2,310,000 (£2,632,000 at 31st March, 1966).

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 the renewal of railway lines and works is the estimated 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 three years ended 31st March, 1967, and revised estimated expenditure for the next two years.

Railway Rolling Stock: Locomotives and rail cars (other than those completely written off or acquired at no cost) are depreciated on the basis of original cost spread over expected life. The provision for depreciation of coaching stock and wagons, previously based on the replacement cost of the number of vehicles required for the working of the Undertaking, is now based on the replacement cost of under-age vehicles in service over expected life.

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 £275,000 (£290,000 in the previous year).

7. Interest on Transport Stocks

	1967		1966	
	£	£	£	£
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	
4¼% 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	
		766,684		766,684

8. Sinking Funds

	1967		1966	
	£	£	£	£
5% Transport Stock, 1972/77	37,500		37,500	
4¼% 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	
		180,000		180,000

9. Movement on Profit and Loss Account

	1967		1966	
	£	£	£	£
Balance forward from last year	1,723,312		1,942,057	
Amount debited per Profit and Loss	374,013		218,745	
		1,349,299		1,723,312

10. Fixed Assets

	Net Book Amount 31st March, 1967	Current Year		Net Book Amount 1st April, 1966
		Additions	Depreciation	
	£	£	£	£
Railway Rolling Stock	14,939,378	1,350,510	841,158	14,430,026
Road Passenger Vehicles:				
Dublin City Services	2,335,054	1,156,770	291,284	1,469,568
Provincial Services	1,003,365	191,368	319,441	1,131,438
Road Freight Vehicles and Equipment	1,861,892	229,795	321,790	1,953,887
Vessels	136,117	—	5,620	141,737
Land and Buildings	2,002,749	194,333	—	1,808,416
Plant and Machinery	1,454,632	304,598	175,519	1,325,553
Hotels, including Catering Equipment	1,207,213	177,526	38,638	1,068,325
Total	£24,940,400	£3,604,900	£1,993,450	£23,328,950

11. Issued Transport Stocks

	Amount of Stock at 31st March, 1967	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
4¼% 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

12. Movement on Capital Reserve

	£	£
Balance at 31st March, 1966		645,843
Deduct: Capital Expenditure on Railway Lines and Works during year	346,291	
Less: Surplus arising on disposal of Land and Buildings and Acquired Assets	<u>39,715</u>	<u>306,576</u>
Balance at 31st March, 1967		£339,267

13. Oslanna Iompair Eireann Teoranta

(a) Capital Commitments of the Company at 31st March, 1967, were approximately £411,000 (£185,000 at 31st March, 1966).

(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 a fair view of the state of affairs of the Board and its subsidiaries at 31st March, 1967, and of the consolidated net revenue deficit for the year ended on that date.

Dublin.
30th June, 1967.

CRAIG, GARDNER & CO.
Chartered Accountants

Statistics

CORAS IOMPAIR EIREANN

Rail Passenger



	1967	1966
Revenue	£4,366,176	£4,090,425
Number	9,294,179	8,980,943

Rail Freight



	1967	1966
Revenue	£5,357,449	£5,061,774
Tonnage	2,745,280	2,497,262

Dublin City Road Passenger Services



	1967	1966
Revenue	£5,618,964	£5,390,997
Number	224,224,399	235,784,830

Provincial and Other Road Passenger Services



	1967	1966
Revenue	£3,759,750	£3,290,493
Number	61,954,620	59,607,057

Road Freight



	1967	1966
Revenue	£3,957,084	£3,795,630
Tonnage	4,192,037	4,532,769

Mileage of Railway Lines

Statistics of Assets



	First Track		Other Track		Sidings		Total	
	Miles	Chs.	Miles	Chs.	Miles	Chs.	Miles	Chs.
Lines owned by Board	1,289	42	314	11	256	36	1,860	09
	1,351	66	316	35	262	56	1,930	77
Lines Jointly owned (Board's share of Ownership)		08		06		06		20
		08		07		06		21
Lines Leased or Worked by The Board	44	34	2	55	7	75	55	04
	102	47	4	39	8	64	115	70
Total	1,334	04	316	72	264	37	1,915	33
	1,454	41	321	01	271	46	2,047	08

Mileage of Canals



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

Locomotives



	1967	1966
Diesel Electric Locomotives	177	165
Diesel Mechanical Locomotives	3	3
Diesel Hydraulic Locomotives	44	44
Total	224	212

Rail Motor Vehicles












	No.	Seats		
		First	Standard	Total
Diesel Rail Cars	86	684	3,855	4,539
	86	684	3,855	4,539








Figures in Red are in respect of 1966.

Rail Coaching Vehicles

Statistics of Assets

		Seats				No. of Vehicles	
		First		Standard		1967	1966
		1967	1966	1967	1966	1967	1966
Carriages of Uniform Class		222	240	21,604	21,657	327	330
Composite Carriages		1,858	2,100	2,132	2,388	74	81
Restaurant Cars		—	—	970	970	30	30
Total		2,080	2,340	24,706	25,015	431	441
Ambulance Coaches						4	4
Radio Vans						5	5
Holiday Camping Coaches						8	8
Post Office Vans						18	18
Luggage, Parcel and Brake Vans						163	164
Horse Boxes						39	45
Total						668	685

Rail Service Vehicles

		1967	1966
Gasholder Trucks		30	31
Ballast Wagons & Vans, etc.		422	523
Mess & Tool & Sleeping Vans		72	115
Breakdown Cranes		5	5
Travelling Cranes		—	6
Miscellaneous		133	177
Departmental Petrol Rail Motors		6	9
Total		668	866

Rail Merchandise and Mineral Vehicles



Statistics of Assets

		Under 8 Tons	8 Tons & up to 12 Tons	Over 12 Tons	Number	Tonnage Capacity	
						Total	Average per Vehicle
Freight Vehicles							
Open Wagons		—	3,416	—	3,416	38,674	11.32
		—	3,590	—	3,590	40,416	11.26
Covered Wagons		3	4,544	137	4,684	53,888	11.50
		3	4,669	137	4,809	55,122	11.46
Special Wagons for Loads of exceptional Dimensions & Weight					62	1,018	16.42
					64	1,058	16.53
Cattle Trucks					805	9,660	12.00
					809	9,708	12.00
Flat Trucks					694	9,510	13.70
					531	6,028	11.35
Miscellaneous					404	6,256	15.49
					320	4,576	14.30
Total					10,065	119,006	11.82
					10,123	116,908	11.55
Containers							
Large Covered					126	984	7.81
					126	984	7.81
Large Covered Insulated					3	36	12.00
					3	36	12.00
Small Covered					69	222	3.22
					69	222	3.22
Small Covered Wheeled					17	42	2.47
					17	42	2.47
Open					74	166	2.24
					74	166	2.24
Bicycle					4	16	4.00
					4	16	4.00
Lancashire Flats					180	1,260	7.00
					80	560	7.00
Dog Kennels					76	4	.05
					76	4	.05
Glucose Tanks					5	20	4.00
					8	32	4.00
Total					554	2,750	
					457	2,062	
Brake Vans					183		
					197		





Figures in Red are in Respect of 1966

Dublin City Services Road Passenger Vehicles






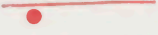




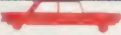

Statistics of Assets

	Number		Seating Capacity			
			Total		Average per Vehicle	
	1967	1966	1967	1966	1967	1966
Double Deck Buses 	713	664	48,700	44,950	68.3	67.7
Single Deck Buses 	87	86	3,809	3,716	43.8	43.2
Total	800	750	52,509	48,666	65.6	64.9

Provincial and Other Services Road Passenger Vehicles

	Number		Seating Capacity			
			Total		Average per Vehicle	
	1967	1966	1967	1966	1967	1966
Double Deck Buses 	114	114	7,639	7,567	67.0	66.4
Single Deck Buses 	541	505	23,127	21,441	42.7	42.5
Touring Coaches 	90	76	3,492	2,932	38.8	38.6
Mini Buses and Limousines	8	7	65	45	8.1	6.4
Ambulances 	4	4	Berths	Berths	Berths	Berths
			32	32	8.0	8.0
Total	757	706	34,355	32,017	45.4	45.3

Goods and Parcels Road Vehicles and Horseboxes

	Under 6 Tons Capacity		6 Tons Capacity and Over		Total	
	1967	1966	1967	1966	1967	1966
Lorries 	49	56	546	609	595	665
Vans 	90	81	16	11	106	92
Tractors 	80	54	119	113	199	167
Horseboxes 					26	26
Trailers					926	950
Special Purposes 					86	89
Articulated 					417	320
Flat 4-Wheel 					242	242
Horse-drawn Vehicles 					195	203
Total					1,866	1,804
Horses for Road Vehicles 					131	160
Containers 						
Cement					21	14
Merchandise					258	232
Livestock					151	144
Grain					18	14
Insulated					144	116
Tar and Oil					34	14
Refrigerated					2	2
Total					628	536
Staff Cars 					176	177
Service Vehicles 					89	88

Hotels

Statistics of Assets



Killarney



Kenmare



Parknasilla



Galway



Mulrany



Sligo




Bundoran

No. of Bedrooms	No. of Private Baths	Accommodation (No. of Persons)
200 200	172 170	375 375
60 60	32 32	98 98
76 80	63 34	144 144
115 115	56 56	212 212
72 72	29 29	145 145
60 60	30 30	100 100
106 106	51 51	200 200







Figures in Red are in respect of 1966

Tonnage of the Principal Classes of Merchandise and Minerals Carried by Goods Trains Originating on the Board's System

Statistics of Rail Operations



	1967 Tons	1966 Tons
 Ale and Porter including Empties	199,891	192,527
 Bacon and Hams and Butter	34,831	38,512
 Beet	243,515	297,456
 Beet Pulp	21,422	19,085
 Cement	820,070	729,631
 Chocolate Crumb	14,658	12,214
 Drapery	24,846	26,754
 Grain	55,218	69,940
 Groceries	74,466	73,913
 Gypsum	39,381	43,489
 Manure: Artificial	312,767	252,372
 Millstuffs	41,226	43,678
 Peat Moss	10,035	15,571
 Petrol and Oil in Owners' Tank Wagons	105,588	49,004
 Potatoes	1,370	2,389
 Scrap Iron	13,600	12,781
 Sugar	51,862	61,991
 Tar and Bitumen in Bulk	56,941	61,886
 Timber (Other than Round)	5,817	7,511
 Wines and Spirits	8,149	9,084
Total	2,135,653	2,019,788

Number of Livestock Carried by Goods Train


 Horses	3,439	2,513
 Cattle	291,941	217,390
 Calves	10,899	8,587
 Sheep	37,778	32,685
 Pigs	8,903	20,678
 Other Animals	1,028	547
Total	353,988	282,400

Engine Mileage

Statistics of Rail Operations


	Coaching	Goods	Other	Total
Diesel Locomotives 	3,221,836 3,180,974	2,963,515 2,903,988	894,894 970,032	7,080,245 7,054,994
Diesel Railcars 	1,175,197 1,294,255	— —	12,286 14,995	1,187,483 1,309,250
Total	4,397,033 4,475,229	2,963,515 2,903,988	907,180 985,027	8,267,728 8,364,244

Freight Train Working

	1967	1966
Ton Miles per Train Mile (Train Load in Tons)	90.40	79.29
Wagon Miles per Train Mile (No. of Wagons per Train) 		
Loaded	20.52	19.84
Empty	7.45	6.80
Average Wagon Load in Tons	4.41	4.00

Rail Passenger Traffic

Statistics of Receipts

 Class of Passenger	Number	Receipts	Average Receipts per Journey
Ordinary:		£	£ s. d.
First Class	103,036 109,936	176,094 166,198	1 14 2.17 1 10 2.82
Standard Class	6,502,972 6,093,488	3,084,790 2,811,860	9 5.85 9 2.75
Total	6,606,008 6,203,424	3,260,884 2,978,058	9 10.47 9 7.22





Season:			
First Class	89,834 102,380	8,835 8,831	1 11.60 1 8.70
Standard Class	2,598,337 2,675,139	109,229 100,560	10.09 9.02
Total	2,688,171 2,777,519	118,064 109,391	10.54 9.45




	Total Units	Average Receipts per Unit
Passenger Miles	345,657,800 336,633,200	s. d. 2.35 2.20
Passenger Journeys	9,294,179 8,980,943	7 3.25 6 10.51
Loaded Train Miles	4,282,185 4,358,339	15 9.38 14 2.02
Miles of Road (First Track)	1,334 1,455	£2,533 £2,122


Freight Train Traffic


	Receipts	Tons Carried	Ton Miles	Average Length of Haul	Average Receipts	
					Per ton	Per Ton Mile
Merchandise	£ 4,549,799 4,387,240	2,130,664 1,968,299	216,864,035 197,782,048	Miles 101.78 100.48	£ s. d. 2 2 8 2 4 7	Pence 5.03 5.32
Minerals	549,291 486,094	473,951 422,273	34,633,566 32,057,743	73.07 75.92	1 3 2 1 3 0	3.81 3.64
Coal & Coke	11,048 8,000	11,264 8,935	513,026 384,816	45.55 43.07	19 7 17 11	5.17 4.99
Total	5,110,138 4,881,334	2,615,879 2,399,507	252,010,627 230,224,607	96.34 95.95	1 19 1 2 0 8	4.87 5.09
Livestock	247,311 180,440	Number 353,988 282,400		102.67 100.04		

	Total Units	Average Receipts per Unit	
Loaded Train Miles	2,934,723 2,876,633	£ s. d. 1 16 6.13 1 15 2.31	
Loaded Wagon Miles	60,206,807 60,383,380	1 9.36 1 8.12	
Miles of Road (First Track) over which Service Operates	1,479 1,600	£3,622 £3,164	

Road Passenger Services


 Dublin City Services	Receipts	Passengers Carried	Vehicle Miles	Passenger Miles (Estimated)
	£			
City Services	5,585,612 5,361,402	223,940,861 235,495,098	29,619,676 29,943,637	475,307,600 537,988,100
Private Hire	33,352 29,595	283,538 289,732	94,985 97,587	— —
Total	5,618,964 5,390,997	224,224,399 235,784,830	29,714,661 30,041,224	— —

 Average Receipts	Per Passenger	Per Vehicle Mile	Per Passenger Mile	
	Pence	s. d.	Pence	
City Services	5.99 5.46	3 9.26 3 6.97	2.82 2.39	

 Provincial and other Road Passenger Services	Receipts	Passengers Carried	Vehicle Miles	Passenger Miles (Estimated)
	£			
City Services	863,003 753,022	39,254,752 37,742,457	4,390,264 4,162,641	62,932,000 59,772,300
Provincial Services	2,153,567 1,925,203	20,763,875 20,019,174	14,741,060 14,335,971	144,910,000 140,014,800
Tours and Private Hire	743,180 612,268	1,935,993 1,845,426	2,898,461 2,639,000	— —
Total	3,759,750 3,290,493	61,954,620 59,607,057	22,029,785 21,137,612	— —

Average Receipts	Per Passenger	Per Vehicle Mile	Per Passenger Mile	
	s. d.	s. d.	Pence	
City Services	5.28 4.79	3 11.18 3 7.42	3.29 3.02	
Provincial Services	2 0.89 1 11.08	2 11.06 2 8.23	3.57 3.30	

Road Freight Motor Services

	Vehicle Miles	Tonnage	Receipts	Average Receipts per ton
			£	£ s. d.
Scheduled Services	2,234,418 2,337,602	201,800 205,358	562,044 524,577	2 15 8.4 2 11 1.1
Railhead Collection and Delivery Services	1,901,476 1,548,545	902,103 732,797	796,063 654,093	17 7.8 17 10.2
Direct Road Services	11,398,745 11,970,546	2,943,582 3,420,567	2,147,119 2,149,322	14 7.1 12 6.8
Total	15,534,639 15,856,693	4,047,485 4,358,722	3,505,226 3,327,992	17 3.8 15 3.2
Livestock	1,055,853 999,603	Number 135,815 127,420	177,853 162,234	

