

Coras Iompair Éireann

Tuarascáil Bhliantúil 1969/70





Tuarascáil
Bhliantúil
don bhliain
dar críoch
31ú Márta 1970





CARPET
BARGAINS

HAMBURGERS

for
WARERITE

PL

contents

Review of the year	Page 4-11	Road Freight	Page 8	Accounts Section	Page 17-27	Map of Rail Services	Page 28
Railways	5	Hotels and Catering Services	9	Working Accounts	17-20		
Road Passenger, Dublin City Services	6	Staff	10	Profit and Loss Account	21	Statistics Section	31-43
Road Passenger, Provincial Services	6	General	11	Balance Sheet	22		
Road Passenger Tours and Private Hire	7	Receipts and Expenditure Analysis	12-13	Notes	23-27	Some Aspects of Productivity	44-46



Coras Iompair Éireann presents its Annual Report with statement of accounts and statistics for the year ended 31st March 1970. Operating revenue amounted to £34,232,000 an increase of £3,035,000 compared with the previous year. The fares and rates increases introduced in December 1968/January 1969 yielded an additional £1.9m. in revenue. Revenue improvements also resulted from the continued expansion of tours operations, the extension of the free transport scheme for

school children, an increased subsidy for free travel for old age pensioners, and the success of the rail fares concession policy. The disturbance in Northern Ireland had an adverse effect on tourist and cross-border travel and, in addition, the effect of strikes, both internal and external, deprived the Board of approximately £277,000 in gross revenue. The operating expenditure for the year amounted to £35,870,000, an increase of £4,186,000 over the previous year. Salaries and wages costs rose by £2.4m. Charges for materials and services rose under the impact of inflationary pressures and social welfare contributions also

increased substantially. Other significant increases took place in financial charges and depreciation provisions. Financial charges which have been allocated over the various functions amounted in total to over £1.5m. and absorbed 60% of the annual subvention. There was a deficit for the year of £584,000 after allowing for the annual subvention of £2.65m. As in previous years the following services operated by the Board

were profitable: Dublin City bus services; Provincial bus services; Tours and private hire; Road Freight services; Hotels, Refreshment Rooms and Dining cars. The only losing service (apart from the minor activities associated with operating a ship to the Aran Islands, which is entirely social in character, and maintaining a canal system which is not used commercially) was the railway, which continues like all European railways, to operate at a deficit.

Members of the Board

Mr. T. P. Hogan, Chairman

Mr. E. Cassidy

Mr. J. M. Cox

Mr. L. Ferris

Mr. W. J. Fitzpatrick

Mr. F. Lemass

Mr. M. F. Molony



railways

Expenditure, including the allocation of financial charges, exceeded receipts by £4,212,000, an increase of over £1m. compared with last year. Operating revenue of £11,910,000 was higher by £547,000 while operating expenditure (i.e. excluding financial charges) was £15,021,000, an increase of £1,515,000 on the previous year.

The number of passengers carried by rail increased by 4%. One of the successful features of our rail passenger operations was the concession fares arrangements, particularly during the winter months, when the cheap weekend fares continued to attract a large number of passengers. There was a significant increase in commuter traffic using rail suburban services in Dublin. Track and signalling alterations were carried out at Connolly and Pearse Stations to permit major

extensions in through working on these services. Goods train traffic showed a decrease of 99,000 tons, or 3%.

Cement and Fertiliser traffics showed big reductions arising from industrial disputes in these industries. Freight liner trains were

developed further and operated between Dublin and Cork, Limerick, Waterford. The pace of adapting from

conventional to unit loading is increasing and the vehicles and equipment necessary to meet this change have been provided.



road passenger Dublin city services

Receipts amounted to £7,677,000, an increase of £655,000 over the previous year. In addition to extra revenue from the fares increase in December 1968, there was an increase in the

subvention for free transport of old age pensioners, and the revenue from private hire and special services showed an improvement. Operating expenditure increased by £752,000,

to £7,420,000. The increase in expenditure was due to increases in rates of pay, shorter working week and the cost involved in expansion of services. Traffic congestion continued to be a major cause of service disruptions during the year. An additional

number of traffic management schemes was introduced and parking meters were installed in the central city area, which helped

to lessen this congestion. Following a number of special studies and surveys, revisions of a large number of

schedules took place during the year and close liaison was maintained with Resident and Tenant Associations.

road passenger provincial services

The total revenue earned on these services was £5,561,000, an increase of £638,000 compared with last year. In addition to the extra revenue derived from the fares increase, the expansion of the schoolchildren's free transport scheme and an increase in the subvention for free pensioner travel contributed to the improvement. The development of housing projects and industrial areas in provincial cities were further factors in the growth of revenue.

The operating expenditure for the year (i.e. excluding financial charges) was £4,813,000 which was £616,000 more than last year. In addition to the extra expense incurred in earning the extra revenue, labour costs increased due to higher rates of pay and improvements in conditions of service, while materials and services costs also rose. As a result of costs outstripping the growth in revenue, the profit for the year at £633,000 was £5,000 below that of last year.

The school transport

scheme continued to expand in all areas and at the end of the year 103,000 schoolchildren were receiving free transport. To meet the increased demand it was necessary to provide an additional 161 school buses during the year. New express bus services have been introduced between a number of points. To meet the expansion in business a number of garages throughout the country has been extended and modernised.



road passenger tours and private hire

Gross revenue at £1,426,000 increased by £306,000 over the previous year but operating expenditure at £1,266,000 was

greater by £361,000. The expenditure, however, included an abnormal charge of £112,000 to write off obsolete coach bodies.

The profit for the year was £132,000. This was a decrease of £64,000 on last year's profit. If allowance is made for the abnormal additional depreciation charge of £112,000 the comparable result with last year was an improvement of £48,000. Coach tour business trebled in the last decade. The number of passengers carried on our tours has grown from just over 9,000 in 1961 to 27,000 in the year under review. In this final year of the decade tour passengers increased by over 15½%.

Thirty new 44 seater coaches were introduced during the year, and a new Sales Office was opened in Los Angeles. While the tour programmes continued to expand, the hoped for development was retarded due to the disturbance in Northern Ireland and many bookings were cancelled.



road freight

The receipts for the year amounted to £5,134,000, an increase of £472,000 compared with last year. The increase in revenue was due not only to the increase in rates introduced in January 1969, but to the fact that the Board's

and hired vehicles handled 228,000 more tons than last year. There were substantial gains in limestone, grain, horse box, ferry and furniture traffics. During the year we introduced a European Refrigerated road service using roll-on/roll-off sea ferry facilities. This service offers door-to-door transport to and from the continent for meat, perishable goods, fruit and general cargo. The improvement in revenue was overtaken

by the increase of £504,000 in operating expenditure which amounted in total to £4,938,000. Apart from the extra

costs incurred in handling the greater volume of traffic additional costs arose by reason of increases in rates of pay,

improvements in conditions of service, higher social welfare contributions and higher charges for materials and services.



hotels and catering services

The hotels and catering services operated by Oslanna Iompair Éireann produced a net profit of £193,000—an increase of £7,000 on the previous year. The revenue totalled £2,414,000 of which £1,711,000 was earned by the Great Southern Hotels Group.

The part, £134,000, of the net profit attributable to the Group is retained by Oslanna Iompair Éireann for its capital requirements.

The report on the financial results and operations of Oslanna Iompair Éireann is published separately by that subsidiary.



staff

The scheme for Joint Consultation between management and staff operated effectively during the year. The Top Consultative Group consisting of the principal officers of the Board and senior officials of the Irish Congress of Trade Unions and affiliated Trade Unions met regularly and the full number of meetings of the 32 Local Councils was also held.

The programme for training and development of staff was further expanded during the year and a total of 4,932 members of the staff attended 630 internal training courses based on 71 different training programmes. A special Decimal Currency Training programme was implemented. In addition, over 500 members of the staff participated in external training courses. The Apprentice Training Centre was opened during the year. This is a joint project with An Chomhairle Oiliuma.

The Centre at present accommodates 56 first year apprentices to the engineering trades. 38 of these are CIE apprentices and 18 are AnCo sponsored. The first three years of apprenticeship will be spent at the Centre.

There were three unofficial stoppages of work during the year—one at North Wall and

two at Heuston Goods Depot. The salaries and wages paid during the year, excluding O.I.E., amounted to

£22,263,000, an increase of £2,378,000 over the previous year. The number of staff at the end of the year was 19,555.



general

Mr. J. M. Cox was appointed by the Government to fill a

vacancy on the Board. In order to take account of the growing need for research based planning for the Board's future development, the

management structure was strengthened by the creation of a new post at Assistant General Manager level. All internal accounting

rouines were decimalised. This involved a major conversion of 200 computer programmes and the Board is the first organisation in Britain or Ireland to have completed such an operation. Irish Ferryways—in which the Board has a partnership arrangement with Ferry Trailers Ltd.—continues to expand profitably its container operations across the Irish Sea, and the Board's subsidiary company Aerlod Teo., concerned exclusively with air freight, also is expanding rapidly and profitably.

The Board wishes to thank the Minister for Transport and Power for his guidance during the year and to pay tribute to the staff of his department for their continued co-operation. The Board also wishes to acknowledge the sustained efforts of the staff at all levels and to record its appreciation of their effective endeavours throughout the year.

T. P. HOGAN,
Chairman

M. J. HAYES,
Secretary

B. M. O'FARRELL,
Financial Controller



Mr. F. Lemass, Director and General Manager, announced his intention to retire.

receipts/where they came from

Road Passenger–Dublin City Services	20·5	7,677,564
Goods Trains	16·5	6,177,572
Passenger Trains	14·9	5,588,473
Road Passenger–Provincial Services	14·9	5,560,651
Road Freight	13·7	5,134,339
Hotels, Refreshment Rooms and Cars	6·5	2,414,258
Road Passenger–Tours and Private Hire	3·8	1,426,519
Miscellaneous	·6	221,283
Deficit	8·6	3,234,473
	100%	£37,435,132

expenditure/where it went

Salaries, Wages and Pensions

59.7

22,353,719

Materials, including Catering

16.1

6,031,483

Provision for Renewals

8.8

3,302,255

Transport Stock: Interest and Sinking Funds

2.8

1,045,181

Rates, Road Tax

2.2

830,140

Miscellaneous

10.4

3,872,354

100%

£37,435,132



accounts

railway working account

	1970		1969	
	£	£	£	£
Receipts				
Passenger Train Traffic	5,588,473		5,173,496	
Goods Train Traffic	6,177,572		6,056,607	
Miscellaneous	11,766,045		11,230,103	
	143,602		133,114	
Total Receipts		11,909,647		11,363,217
Expenditure				
Maintenance of Lines and Works	2,077,706		1,935,288	
Maintenance of Rolling Stock	2,921,554		2,521,549	
Fuel	309,791		344,979	
Operating and Other Expenses	7,772,198		7,121,494	
Provision for Renewal of Lines and Works	790,000		623,079	
Operating Depreciation	1,149,345		959,783	
Total Expenditure		15,020,594		13,506,172
Operating Deficit		3,110,947		2,142,955
Financial Charges		1,101,360		1,031,175
Net Deficit carried to Profit and Loss Account		£4,212,307		£3,174,130

road passenger working account Dublin city services

	1970		1969	
	£	£	£	£
Receipts				
Passenger Services	7,633,138		6,980,736	
Miscellaneous	44,426		41,209	
Total Receipts		7,677,564		7,021,945
Expenditure				
Maintenance of Buildings	26,807		23,743	
Maintenance of Vehicles and Equipment	1,614,395		1,410,291	
Fuel	524,836		500,493	
Road Tax and Licences	235,963		225,366	
Operating and Other Expenses	4,586,984		4,090,925	
Operating Depreciation	431,308		416,999	
Total Expenditure		7,420,293		6,667,817
Operating Profit		257,271		354,128
Financial Charges		195,998		176,683
Net Profit carried to Profit and Loss Account		£61,273		£177,445

road passenger working account provincial services

	1970		1969	
	£	£	£	£
Receipts				
Passenger Services	5,325,129		4,690,896	
Miscellaneous	235,522		231,833	
Total Receipts		5,560,651		4,922,729
Expenditure				
Maintenance of Buildings	44,235		39,176	
Maintenance of Vehicles and Equipment	1,041,727		864,514	
Fuel	358,255		326,498	
Road Tax and Licences	137,177		126,625	
Operating and Other Expenses	2,850,496		2,495,314	
Operating Depreciation	381,025		345,368	
Total Expenditure		4,812,915		4,197,495
Operating Profit		747,736		725,234
Financial Charges		114,950		87,881
Net Profit carried to Profit and Loss Account		£632,786		£637,353

road passenger working account tours and private hire

	1970		1969	
	£	£	£	£
Receipts				
Passenger Services	1,396,694		1,096,861	
Miscellaneous	29,825		23,215	
Total Receipts		1,426,519		1,120,076
Expenditure				
Maintenance of Buildings	9,384		8,310	
Maintenance of Vehicles and Equipment	160,928		129,582	
Fuel	61,131		53,768	
Road Tax and Licences	21,672		16,533	
Operating and Other Expenses	802,028		619,933	
Operating Depreciation	210,813		76,387	
Total Expenditure		1,265,956		904,513
Operating Profit		160,563		215,563
Financial Charges		28,782		19,437
Net Profit carried to Profit and Loss Account		£131,781		£196,126

road freight working account

	1970		1969	
	£	£	£	£
Receipts				
Goods Services	5,097,125		4,625,758	
Miscellaneous	37,214		35,837	
Total Receipts		5,134,339		4,661,595
Expenditure				
Maintenance of Buildings	33,517		29,603	
Maintenance of Vehicles and Equipment	902,271		811,760	
Fuel	404,736		357,247	
Road Tax and Licences	183,065		164,950	
Operating and Other Expenses	3,080,868		2,766,043	
Operating Depreciation	334,144		304,424	
Total Expenditure		4,938,601		4,434,027
Operating Profit		195,738		227,568
Financial Charges		111,792		104,701
Net Profit carried to Profit and Loss Account		£83,946		£122,867

hotels, refreshment rooms and restaurant cars working account

	1970		1969	
	£	£	£	£
Receipts				
Hotels, Refreshment Rooms and Restaurant Cars		2,414,258		2,040,641
Expenditure				
Maintenance of Buildings, Cars and Equipment	95,536		75,643	
Provisions, Wines, etc.	1,053,130		883,486	
Other Direct Expenses	837,870		699,199	
Other Expenditure	197,210		148,696	
Total Expenditure		2,183,746		1,807,024
Operating Profit		230,512		233,617
Financial Charges		37,165		47,705
Net Profit carried to Profit and Loss Account		£193,347		£185,912

canals working account

	1970		1969	
	£	£	£	£
Receipts				
Rents	30,999		30,165	
Miscellaneous	4,478		4,421	
Total Receipts		35,477		34,586
Expenditure				
Maintenance of Buildings	11,829		2,269	
Maintenance of Waterways and Works	80,682		67,803	
Operating and Other Expenses	38,019		37,433	
Total Expenditure		130,530		107,505
Operating Deficit		95,053		72,919
Financial Charges		—		—
Net Deficit carried to Profit and Loss Account		£95,053		£72,919

vessels working account

	1970		1969	
	£	£	£	£
Receipts				
Passenger Traffic	59,028		18,256	
Goods Traffic	12,996		12,865	
Miscellaneous	1,069		968	
Total Receipts		73,093		32,089
Expenditure				
Maintenance of Vessels and Equipment	21,709		17,588	
Fuel	1,652		1,626	
Operating and Other Expenses	68,551		34,204	
Operating Depreciation	5,620		5,620	
Total Expenditure		97,532		59,038
Operating Deficit		24,439		26,949
Financial Charges		5,807		6,544
Net Deficit carried to Profit and Loss Account		£30,246		£33,493

consolidated profit and loss account

	1970		1969	
	£	£	£	£
WORKING ACCOUNTS:				
Net Deficits from				
Railway	4,212,307		3,174,130	
Vessels	30,246		33,493	
Canals	95,053		72,919	
		4,337,606		3,280,542
Less: Net Profits from				
Road Passenger — Dublin City Services	61,273		177,445	
— Provincial Services	632,786		637,353	
— Tours and Private Hire	131,781		196,126	
Road Freight	83,946		122,867	
Hotels, Refreshment Rooms and Restaurant Cars	193,347		185,912	
		1,103,133		1,319,703
Financial Charges (Note 5)	1,595,854		1,474,126	
Allocation to Working Accounts	Cr. 1,595,854	—	Cr. 1,474,126	—
Net Deficit		£3,234,473		£1,960,839
Financed as Follows:—				
Non-repayable State Grant Under Section 6, Transport Act, 1964		2,650,000		2,000,000
Surplus arising on disposal of Rolling Stock and Railway Lines previously written-off		21,671		20,621
		2,671,671		2,020,621
Increase (Decrease) in Balance Forward (Note 6)		(562,802)		59,782
		£3,234,473		£1,960,839

consolidated balance sheet at 31st March 1970

	1970		1969	
	£	£	£	£
Fixed Assets (Note 9)		29,702,095		27,796,976
Investment in Subsidiary Company (Note 12)				
Share Capital	180,000		175,000	
Loan Account	338,034		86,994	
		518,034		261,994
Current Assets				
Stock of Stores (Less Reserve)	2,986,980		2,515,213	
Sundry Debtors and Payments in Advance	3,727,678		3,325,131	
Balance at Bankers and Cash in Hand	530,900		8,694	
Investments (Less Reserve)	601,906		600,224	
(Market Value 31.3.70.—£464,719 31.3.69.—£482,932)				
		7,847,464		6,449,262
LESS:				
Current Liabilities and Provisions				
Amount due to Bankers (partly secured 31.3.1969)		706,503		949,677
Unsecured Bank Loans		1,281,709		434,465
Deferred Payments on Diesel Locomotives		382,200		489,138
Sundry Creditors and Accrued Charges		5,728,934		4,569,128
Equalisation Account for Renewal of Lines and Works		96,648		—
Taxation		63,147		64,625
		8,259,141		6,507,033
NET CURRENT ASSETS		(411,677)		(57,771)
TOTAL NET ASSETS		£29,808,452		£28,001,199
FINANCED BY				
Issued Transport Stocks (Note 7)		18,514,460		18,514,460
RESERVES				
Capital Reserve (Note 8)		2,148,165		2,368,453
Profit and Loss Account (Note 6)	Dr.	210,422		425,501
		1,937,743		2,793,954
LESS: Discount and Issue Expenses— Transport Stocks (Less amounts written-off)		14,623		16,712
		1,923,120		2,777,242
Sinking Fund for Redemption of Transport Stocks		3,791,464		3,342,445
LESS: Investments		3,791,464		3,342,445
Loan Capital: Repayable State Advances for Capital Expenditure with Interest thereon, under Section 4, Transport Act, 1964, as amended by Section 1, Transport Act, 1969		9,370,872		6,709,497
		£29,808,452		£28,001,199

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. 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 Undertaking amounted in the current year to £817,345. (£796,880 in the previous year).

3. Capital Commitments

The Board's Capital commitments at 31st March, 1970, were approximately £3,947,000 (£2,353,000 at 31st March, 1969).

4. 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, 1974, based on the actual expenditure for the year ended 31st March, 1970, 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, 1969.

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 of vehicles in service spread over expected life. Coaching stock and wagons are depreciated on the basis of replacement cost of under-age vehicles in service at the commencement of the year spread over expected life. The 1969/'70 depreciation provision includes an additional amount of £115,720 being depreciation underprovided on 22 diesel locomotive engines replaced during the year.

Road Passenger Vehicles:

Road Passenger Vehicles are depreciated on the basis of replacement cost of under-age vehicles in service spread over expected life. The 1969/'70 depreciation provision includes an additional amount of £112,318 being depreciation underprovided on 20 coach bodies which were replaced during the year and on 16 coach bodies which are to be replaced in 1970/'71.

Road Freight Vehicles:

Road Freight Vehicles are depreciated on the basis of original cost of under-age vehicles in service 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. The expected life of containers has been reduced from 10 to 7 years resulting in an increase in the depreciation provision of £31,865.

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.

5. Financial Charges

The financial charges have been allocated to the Working Accounts by the Board's Officers on a basis related to the written down values of the fixed assets employed in the various sections of the Undertaking and as agreed by the Board. The total financial charges for the year ended 31st March, 1970 amounted to £1,595,854 (£1,474,126 year ended 31st March, 1969) as follows:

	1970		1969	
	£	£	£	£
Interest on Transport Stocks:				
2½% Transport Stock, 1965/75	75,000		75,000	
3% Transport Stock, 1975/85	105,434		105,434	
5% Transport Stock, 1972/77	125,000		125,000	
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
Sinking Funds:				
2½% Transport Stock, 1965/75	50,000		—	
3% Transport Stock, 1975/85				
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	
		230,000		180,000
Discount and Issue Expenses—Transport Stocks		2,089		14,898
Miscellaneous Rents		62,058		43,506
Interest on Repayable State Advances for Capital Expenditure		470,375		400,134
Sundry Interest Paid, less Received		30,889		34,668
Associated Transport Companies:				
Guaranteed Interest to Fishguard and Rosslare Railways and Harbours Co. (In Ireland)		48,497		48,518
Statutory Contribution—County Donegal Railways Joint Committee.	Cr.	14,738	Cr.	14,282
		£1,595,854		£1,474,126
Allocated to Working Accounts as follows:		£		£
Railway		1,101,360		1,031,175
Road Passenger—Dublin City Services		195,998		176,683
—Provincial Services		114,950		87,881
—Tours and Private Hire		28,782		19,437
Road Freight		111,792		104,701
Vessels		5,807		6,544
Hotels, Refreshment Rooms and Restaurant Cars		37,165		47,705
		£1,595,854		£1,474,126

6. Movement on Profit and Loss Account

	1970		1969	
	£		£	
Balance forward from last year	Cr.	425,501	Cr.	896,575
DEDUCT:				
Equipment acquired by Ostlanna Iompair Eireann Teoranta from Coras Iompair Eireann in 1962, now written off.		73,121		
	Cr.	352,380		
Increase (Decrease), per Profit and Loss Account	Dr.	(562,802)	Cr.	59,782
	Dr.	210,422	Cr.	956,357
Cash payments in prior years to the Trustees of the Salaried Officers' and Clerks' (G.S.R.) Superannuation Fund towards liquidation of Deficiency		—	Dr.	530,856
	Dr.	£210,422	Cr.	£425,501

7. Issued Transport Stocks

	Amount of Stock at 31st March, 1969	Amount Received During Year	Amount of Stock at 31st March, 1970
	£	£	£
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
	£18,514,460	—	£18,514,460

8. Movement on Capital Reserve

	1970		1969	
	£	£	£	£
Balance forward from last year		2,368,453		316,819
Deduct:				
Capital Expenditure on Railway Lines and Works during year.	309,765		343,047	
Expenditure on Car Ferry loading facilities at Rosslare Harbour during year (to be financed by Repayable State Advances)	884		237,596	
	310,649		580,643	
Less: Surplus arising on disposal of Land and Buildings and Acquired Assets	90,361		71,710	
		220,288		508,933
		2,148,165	Dr.	192,114
ADD: Deficiency on Salaried Officers' and Clerks' (G.S.R.) Superannuation Fund written back		—		2,560,567
		£2,148,165		£2,368,453

9. Fixed Assets

	Net Book Amount 1st April, 1969	Current Year Additions	Current Year Depreciation	Net Book Amount 31st March, 1970
	£	£	£	£
Railway Rolling Stock	14,161,789	1,248,998	1,100,593	14,310,194
Road Passenger Vehicles:				
<i>Dublin City Services</i>	3,200,816	551,761	422,069	3,330,508
<i>Other Services</i>	2,088,059	1,223,680	586,571	2,725,168
Road Freight Vehicles and Equipment	1,717,996	359,248	361,441	1,715,803
Vessels	124,877	—	5,620	119,257
Land and Buildings	2,464,876	486,770	—	2,951,646
Plant and Machinery	1,786,856	374,884	280,616	1,881,124
Hotels and Refreshment Rooms, including Catering Equipment	2,251,707	553,321	136,633	2,668,395
	£27,796,976	£4,798,662	£2,893,543	£29,702,095

10. Transport Acts

The Transport Act, 1969, extended the limit on Exchequer capital advances to CIE by £11m. and provided for payment to the Board of non-repayable grants not exceeding £642,460 in the aggregate, which represents the amount by which the Board's grants were inadequate during the five year period ended 31st March, 1969; nothing has been included in the accounts in respect of the latter amount as no payments have been received. Under the Transport Act, 1964, (Section 6) Order, 1969, the amount of the annual grant was increased from £2m. to £2.65m.

**11. Salaried Officers' and Clerks' (G.S.R.)
Superannuation Fund**

The deficiency on the above Fund as shown by the most recent actuarial valuation (31st December, 1967) is £2,675,000, but the solvency of the Fund is guaranteed by the Board to the extent that sufficient money shall be available at all times to meet the immediate cash requirements of the Fund. During the year the resources of the Fund were sufficient to meet its cash requirements.

12. Ostlanna Iompair Eireann Teoranta

- (a) Capital Commitments of the Company at 31st March, 1970 were approximately £37,000 (£296,000 at 31st March, 1969).
- (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.
- (c) Bank Interest payable by O.I.E.T. for the year amounted to £106,508. Of this amount £11,389 has been capitalised and added to cost of new premises; £20,411 has been charged to the Russell Court Hotel Limited being interest on loans to that Company and the balance of £74,708 charged to Profit and Loss Account.
- (d) The Accounts of Russell Court Hotel Limited, Belfast, which is a wholly owned subsidiary of O.I.E.T. have not been consolidated due to demolition of the hotel for reconstruction. The result for the year was a loss of £67,892. The major contributions to this loss were the interest charged by O.I.E.T. on current account and a loss on assets written off. The value of the investment (£518,034) in Russell Court Hotel Limited is not fully covered by net assets. In addition, the value of the hotel building in the books of Russell Court Hotel Limited has been taken as the site cost for the new hotel yet to be built. The Directors of O.I.E.T., however, have expressed themselves satisfied that the investment in the site will fully represent its value when the hotel is rebuilt.

auditors'
report

We have examined the foregoing Consolidated Balance Sheet and Revenue Accounts, with the Notes annexed. Due to the closure of the Banks we have been unable to verify in accordance with generally accepted audit procedures the bank balances and certain Investments. With these exceptions we 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, 1970, and of the consolidated net revenue deficit for the year ended on that date.

Craig Gardner & Co., Chartered Accountants,
Gardner House, Ballsbridge, Dublin 4.
13th August, 1970.

Coras Iompair Eireann (Including wholly owned subsidiary companies OIE Teo. and Aerlod Teo.)

	Year ended 31st March				
	1966	1967	1968	1969	1970
	£'000	£'000	£'000	£'000	£'000
Revenue	23,528	25,123	27,396	31,197	34,232
Deficit	2,229	2,398	2,480	1,961	3,234
State Grant Received	2,000	2,000	2,000	2,000	2,650
Interest and Sinking Fund Provisions—paid or chargeable on Loan Capital	1,033	1,095	1,256	1,347	1,467
Interest paid or chargeable on Loan Capital from Exchequer (included in above)	36	148	309	400	470
Net Value of Assets:					
Fixed	21,299	22,911	24,121	27,972	29,882
Current	1,355	1,222	1,294	29	(74)
Loan Capital (Total)	20,314	22,404	23,923	24,514	26,705
Loan Capital from Exchequer	1,800	3,890	5,409	6,000	8,191
Reserves	2,304	1,642	1,182	2,777	1,923
Number of Employees	19,774	20,145	20,213	20,647	20,551
	£	£	£	£	£
Auditors' Fees	4,530	3,743	3,613	3,729	5,275
Board Members' Fees	10,184	7,910	5,500	5,417	5,258

Rail Passengers	Revenue	£5,588,473	1970
		£5,173,496	1969
	Number	9,957,192	1970
		9,548,722	1969
Rail Freight	Revenue	£6,177,572	1970
		£6,056,607	1969
	Tonnage	3,144,885	1970
		3,271,980	1969
Dublin City Road Passenger Services	Revenue	£7,633,138	1970
		£6,980,736	1969
	Number	220,314,734	1970
		227,757,913	1969
Provincial and Other Road Passenger Services	Revenue	£6,721,823	1970
		£5,787,757	1969
	Number	80,907,431	1970
		78,420,503	1969
Road Freight	Revenue	£5,097,125	1970
		£4,625,758	1969
	Tonnage	3,813,386	1970
		3,993,276	1969

Figures in colour are in respect of 1969.

Mileage of Railway Lines

	First Track		Other Track		Sidings		Total	
	Miles	Chs.	Miles	Chs.	Miles	Chs.	Miles	Chs.
Lines owned by Board	1,288	30	313	50	249	07	1,851	07
	1,288	30	314	74	254	57	1,858	01
Lines jointly owned (Board's share of Ownership)		08		06		06		20
		08		06		06		20
Lines leased or worked by Board	44	34	2	56	36	53	83	63
	44	34	2	55	7	75	55	04
Total	1,332	72	316	32	285	66	1,935	10
	1,332	72	317	55	262	58	1,913	25

Mileage of Canals

	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

	1970	1969
Diesel Electric Locomotives	177	177
Diesel Hydraulic Locomotives	44	44
Total	221	221

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 colour are in respect of 1969.

Rail Coaching Vehicles

	Seats				No. of Vehicles	
	First		Standard		1970	1969
	1970	1969	1970	1969		
Carriages of Uniform Class	158	120	20,635	22,246	314	338
Composite Carriages	1,052	1,056	1,284	1,342	49	49
Restaurant Cars			1,094	1,143	30	31
Total	1,210	1,176	23,013	24,731	393	418

Ambulance Coaches					4	4
Radio Vans					5	5
Post Office Vans					16	20
Luggage, Parcel and Brake Vans					165	157
Horse Boxes					18	29
Total					601	633

Rail Service Vehicles

	1970	1969
Ballast Wagons and Vans, etc.	397	408
Mess and Tool and Sleeping Vans	82	80
Breakdown Cranes	5	5
Miscellaneous	107	130
Departmental Petrol Rail Motors	5	5
Total	596	628

Figures in colour are in respect of 1969.

Rail Merchandise & Mineral Vehicles

	Under 8 Tons	8 Tons & up to 12 Tons	Over 12 Tons	Number	Tonnage Capacity	
					Total	Average per Vehicle
Freight Vehicles						
Open Wagons	—	3,119	—	3,119	36,184	11·60
	—	3,188	—	3,188	36,642	11·49
Covered Wagons		4,184	134	4,318	50,183	11·62
	2	4,236	134	4,372	50,717	11·60
Special Wagons for Loads of exceptional Dimensions and Weight				59	994	16·85
				59	994	16·85
Cattle Trucks				740	8,880	12·00
				793	9,516	12·00
Flat Trucks				995	15,916	16·00
				904	14,838	16·41
Miscellaneous				459	7,424	16·17
				427	6,784	15·89
Total				9,690	119,581	12·34
				9,743	119,491	12·26

Containers

Large Covered				97	1,012	10·43
				136	1,168	8·59
Large Covered Insulated				33	396	12·00
				33	396	12·00
Small Covered				32	126	3·94
				61	199	3·26
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				446	5,868	13·16
				395	5,773	14·62
Dog Kennels				76	4	·05
				76	4	·05
Glucose Tanks				10	61	6·10
				11	65	5·91
International Standard Organisation				109	2,180	20·00
				39	780	20·00
Barley Containers				12	132	11·00
				—	—	—
Total				910	10,003	
				846	8,609	

Brake Vans

178
180

Figures in colour are in respect of 1969.

Dublin City Services Road Passenger Vehicles

	Number		Seating Capacity			
			Total		Average per Vehicle	
	1970	1969	1970	1969	1970	1969
Double-Deck Buses	789	788	57,281	56,383	72.6	71.6
Single-Deck Buses	86	84	3,744	3,676	43.5	43.8
Total	875	872	61,025	60,059	69.7	68.9

Provincial and Other Services Road Passenger Vehicles

	Number		Seating Capacity			
			Total		Average per Vehicle	
	1970	1969	1970	1969	1970	1969
Double-Deck Buses	157	152	10,896	10,354	69.4	68.1
Single-Deck Buses	1,076	907	45,061	37,430	41.9	41.3
Minibuses	52	32	726	446	14.0	13.9
Touring Coaches	86	76	3,600	3,080	41.9	40.5
Limousines	6	6	39	39	6.5	6.5
Ambulances	4	4	Berths	Berths	Berths	Berths
			32	32	8.0	8.0
Total	1,381	1,177	60,354	51,381	43.7	43.7

Figures in colour are in respect of 1969.

Road Freight Vehicles

	Under 6 Tons Capacity		6 Tons Capacity and Over		Total	
	1970	1969	1970	1969	1970	1969
Lorries	41	41	511	520	552	561
Vans	67	66	18	15	85	81
Tractors	154	154	162	150	316	304
Horseboxes					33	31
Total					986	977

Trailers

Special Purposes					93	96
Articulated					553	523
Flat Four-Wheel					240	242
Horse-Drawn Vehicles					12	12
Total					898	873

Horses for Road Vehicles

8 **8**

Containers

Cement					21	21
Merchandise					320	255
Livestock					120	134
Grain					18	18
Insulated					130	115
Tar and Oil					34	35
Refrigerated					2	2
Total					645	580

Staff Cars					135	129
Service Vehicles					161	164

Figures in colour are in respect of 1969.

Hotels and Inns

	Location	No. of Bedrooms	No. of Private Baths	Accommodation (No. of Persons)
Hotels	Killarney	173 173	165 165	335 335
	Kenmare	60 60	42 42	104 104
	Parknasilla	76 76	63 63	144 144
	Galway	128 128	128 128	251 251
	Mulrany	72 72	46 44	142 142
	Sligo	60 60	30 30	109 109
	Bundoran	106 106	69 53	208 208
	Inns	Killarney	96 96	96 96
Rosslare		100	100	200

Figures in colour are in respect of 1969.

**Tonnage of the Principal Classes of Merchandise and Minerals
carried by Goods Train
Originating on the Board's System**

	1970	1969
	Tons	Tons
Ale and Porter (including Empties)	210,587	199,487
Bacon and Hams	18,498	22,107
Beet	269,279	327,988
Beet Pulp	18,156	19,561
Butter	5,349	10,263
Cement	774,822	877,944
Chilled and Frozen Meat	39,511	36,540
Chocolate Crumb	15,057	16,047
Drapery	28,146	22,417
Fertiliser	342,950	395,179
Grain	40,663	38,607
Groceries	98,451	84,945
Gypsum	50,426	44,175
Jute and Sisal	10,940	20,803
Millstuffs	27,649	29,283
Mineral Ores	362,046	240,400
Moss Peat	5,778	7,772
Petrol and Oil	141,607	219,819
Scrap Iron	13,265	14,351
Sugar	49,093	44,896
Tar and Bitumen	50,950	55,029
Total	2,573,223	2,727,613

Figures in colour are in respect of 1969.

Number of Livestock carried by Goods Train

	1970	1969
Horses	1,719	1,968
Cattle	204,249	269,862
Calves	10,024	15,408
Sheep	12,348	18,270
Pigs	13,534	7,711
Other Animals	239	177
Total	242,113	313,396

Engine Mileage

	Coaching	Goods	Other	Total
Diesel Locomotives	3,964,398	3,162,654	900,515	8,027,567
	3,583,523	3,183,619	885,687	7,652,829
Diesel Railcars	737,056	—	8,829	745,885
	925,425	—	10,190	935,615
Total	4,701,454	3,162,654	909,344	8,773,452
	4,508,948	3,183,619	895,877	8,588,444

Freight Train Working

	1970	1969
Ton Miles per Train Mile (Train Load in Tons)	98.64	105.25
Wagon Miles per Train Mile (No. of Wagons per Train)		
Loaded	19.66	19.59
Empty	7.73	7.60
Average Wagon Load in Tons	5.02	5.37

Figures in colour are in respect of 1969.

Rail Passenger Traffic

Class of Passenger		Number	Receipts £	Average Receipts per Journey		
				£	s.	d.
Ordinary	First Class	93,838 96,819	247,644 200,902	2	12	9-37 6-01
	Standard	7,109,370 6,819,767	3,926,561 3,670,044	11		0-55 9-16
Total		7,203,208 6,916,586	4,174,205 3,870,946	11		7-08 2-32
Season	First Class	87,252 81,396	12,559 11,279	2	10-55	9-26
	Standard	2,666,732 2,550,740	140,339 126,516	1	0-63	11-90
Total		2,753,984 2,632,136	152,898 137,795	1		1-32 0-56

	Total Units	Average Receipts per Unit
		s. d.
Passenger Miles	360,352,400 354,440,300	2-88 2-71
Passenger Journeys	9,957,192 9,548,722	8 8-30 8 4-76
Loaded Train Miles	4,578,652 4,391,177	18 10-81 18 3-10
Miles of Road (First Track)	1,333	£3,246
	1,333	£3,007

Freight Train Traffic

	Receipts	Tons Carried	Ton Miles	Average	Average Receipts		
	£			Length of Haul Miles	Per Ton £ s. d.	Per Ton Mile Pence	
Merchandise	5,187,488 5,047,906	2,275,400 2,460,403	246,941,619 271,104,763	108-53 110-19	2	5	7 0 4-78
Minerals	785,022 755,222	767,760 684,287	50,727,924 47,992,704	66-07 70-14	1	0	5 1 3-78
Coal and Coke	14,171 7,572	11,835 8,954	486,656 285,249	41-12 31-86	1	3	11 16 6-37
Total	5,986,681 5,810,700	3,054,995 3,153,644	298,156,199 319,382,716	97-60 101-27	1	19	2 10 4-82 4-37

	Number	Average Receipts per Unit
Livestock	242,113 313,396	119-16 108-43

	Total Units	Average Receipts per Unit
		£ s. d.
Loaded Train Miles	3,131,329 3,156,569	1 19 5-48 1 18 4-50
Loaded Wagon Miles	61,561,893 61,831,014	2 0-08 1 11-51
Miles of Road (First Track) over which service operates	1,478	£4,180
	1,478	£4,098

Figures in colour are in respect of 1969.

Dublin City Road Passenger Services

	Receipts	Passengers Carried	Vehicle Miles
	£		
City Services	7,591,212 6,950,141	219,952,223 227,472,768	32,089,841 31,852,420
Private Hire	41,926 30,595	362,514 285,145	110,352 77,915
Total	7,633,138 6,980,736	220,314,737 227,757,913	32,200,193 31,930,335

Average Receipts

	Per Passenger	Per Vehicle Mile
	Pence	s. d.
City Services	8·28 7·33	4 8·77 4 4·37

Provincial and other Road Passenger Services

	Receipts	Passengers Carried	Vehicle Miles
	£		
City Services	1,228,013 1,086,744	41,863,126 41,835,217	4,571,446 4,600,603
Provincial Services	3,957,284 3,506,773	36,326,024 33,850,689	21,709,756 20,231,104
Private Hire	418,689 429,543	2,420,752 2,326,765	1,796,656 2,235,178
Tours	978,005 667,318	297,529 407,832	1,921,620 1,430,032
Total	6,581,991 5,690,378	80,907,431 78,420,503	29,999,478 28,496,917

Average Receipts

	Per Passenger	Per Vehicle Mile
	s. d.	s. d.
City Services	0 7·04 0 6·23	5 4·47 4 8·69
Provincial Services	2 2·15 2 0·86	3 7·75 3 5·60

Figures in colour are in respect of 1969.

Road Freight Motor Services

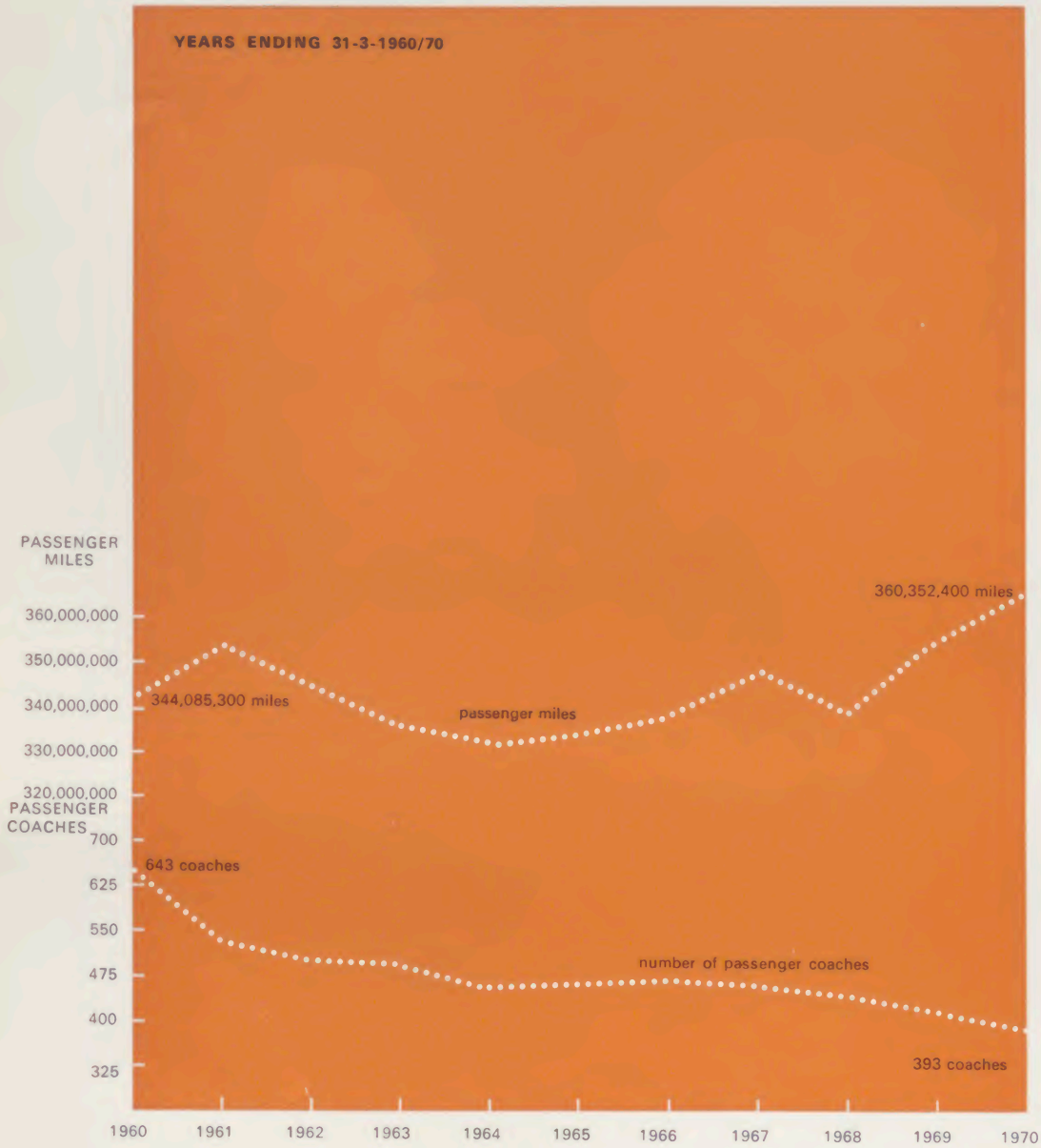
(Board's Vehicles Only.)

	Vehicle Miles	Tonnage	Receipts	Average Receipts per Ton
			£	£ s. d.
Scheduled Services	2,522,110	199,908	743,848	3 14 5-0
	2,488,126	200,720	682,599	3 8 0-2
Railhead Collection and Delivery Services	2,190,144	1,171,805	1,331,272	1 2 8-7
	2,251,994	1,160,312	1,187,577	1 0 5-6
Direct Road Services	12,012,005	2,411,530	2,674,078	1 1 9-1
	11,533,935	2,583,581	2,401,413	18 7-1
Total	16,724,259	3,783,243	4,749,198	1 4 9-7
	16,274,055	3,944,613	4,271,589	1 1 7-9
		Number		
Livestock	901,713	90,669	176,291	
	919,239	110,550	170,995	

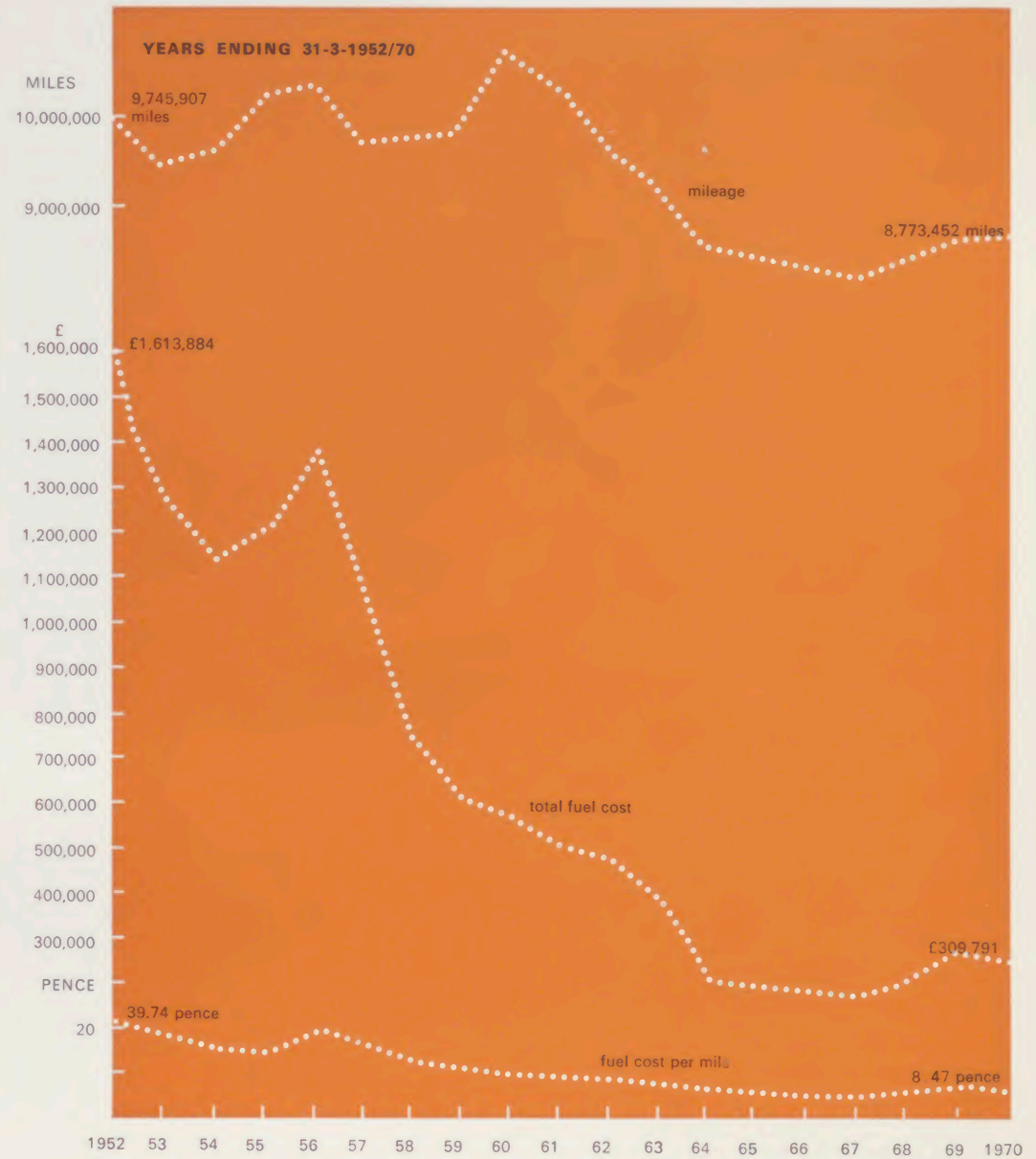
Figures in colour are in respect of 1969.

Some aspects of Productivity

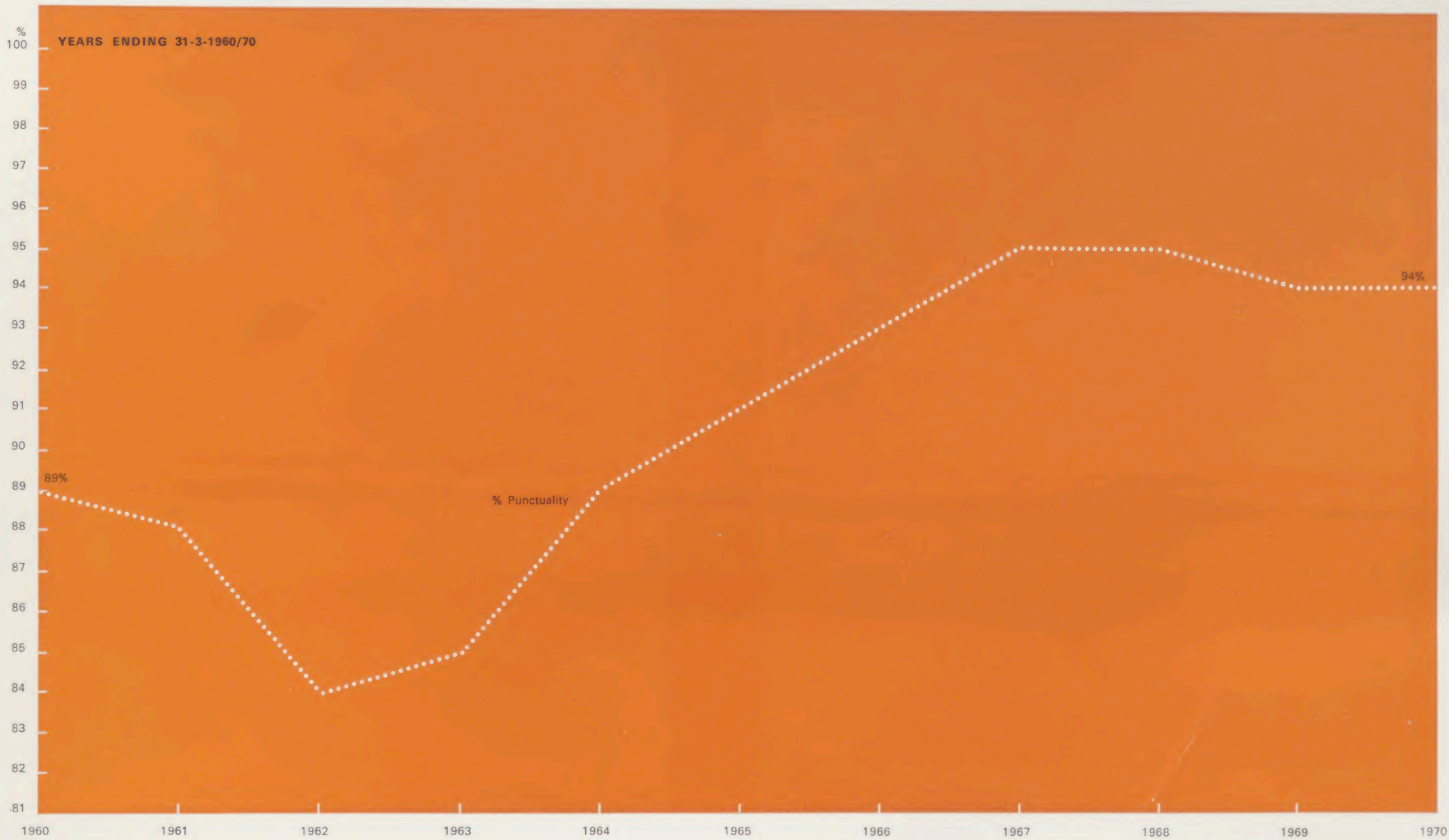
Improved use of Passenger Coaches



Reduction in Rail Fuel Cost

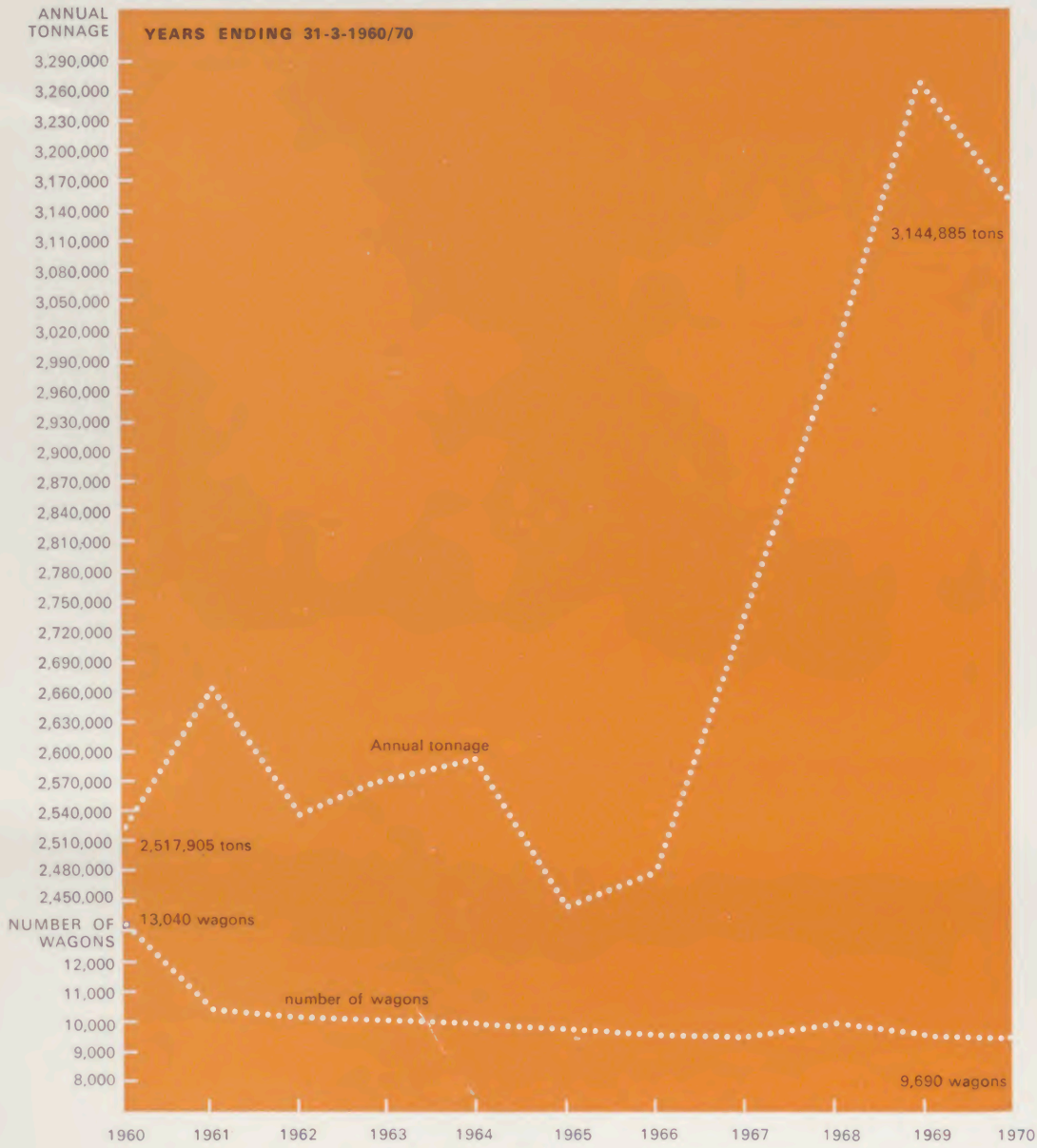


Performance of Passenger Trains

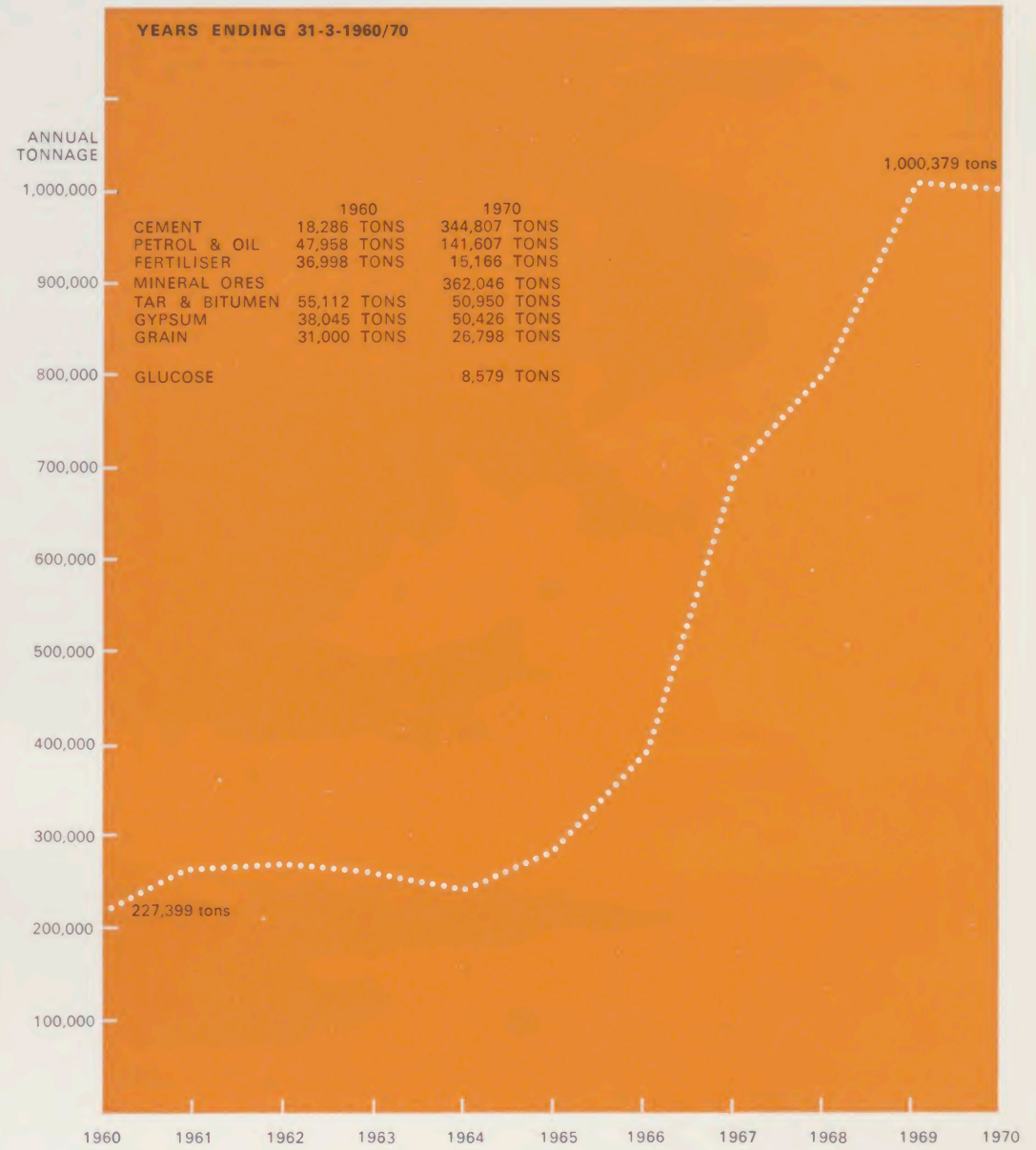


Some aspects of Productivity

Improved use of Freight Wagons



Growth of Bulk Traffic





Printed in the Republic of Ireland
by Irish Printers Limited
Donore Avenue, Dublin 8