

# Tuarascáil Bhliantúil 1971/2

Annual Report for the year ended March 31st 1972

Coras Iompair Éireann







**Tuarascáil  
Bhliantúil  
don  
bhliain  
dar  
críoch  
31ú Márta  
1972**

**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



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# Introduction

Coras Iompair Eireann presents its Annual Report with statement of accounts and statistics for the year ended 31st March, 1972.

During the year there were increases in the number of passengers carried and in the tonnage of freight handled compared with 1970/71 due to intensive marketing, growth of the Gross National Product, and to less production lost nationally in industrial disputes. The drop in the tourist trade adversely affected those sectors of the Board's operations which are dependent on this activity as, for example, tours, hotels, and catering. The disturbances in Northern Ireland were the main cause of the recession in tourism and were responsible for a loss in revenue of the order of £1.00 m. on the Board's operations as a whole.

The high level of inflation during the year, combined with the cumulative effects of the abnormal inflation during the previous three years, has had a very serious impact on the financial results. The labour intensive nature of the transport industry means that changes in wage and salary rates and in working hours are of great significance.

Expenditure on wages and salaries increased by £4.1 m. or 16% during the year due mainly to the implementation of 12th and 13th Rounds of wage increases but due also in substantial measure to reduction in working hours, longer holidays with pay, and improved premium payment rates. About three-quarters of the increase could be attributed to the terms of the wage rounds and about one-quarter to improvements in other conditions of employment. Over the past four years expenditure on wages and salaries increased by £12 m. or 67%. These developments have had particularly unfavourable effects in widening the gap between railway revenue and expenditure to £6.7 m. in the year under review.

The events of greatest significance during the year for the future of CIE were the declaration of intent to join the European Economic Community on 1st January, 1973, and the report "Defining the Role of Public Transport in a Changing Environment" prepared for the Minister for Transport and Power by the management consultancy firm of McKinsey & Co. Inc. This report was published in October 1971 and advocated fundamental changes in public transport policy.

It concluded that the way the Government subvention is paid to CIE is no longer appropriate and it favoured a new system where grants would be paid by the Government for certain services which, while commercially loss-making, would be socially desirable. The report recommended that the social benefits of certain services should be identified and taken into account in deciding the pattern of services which would be justifiable in the community interest. This would mean the ending of blanket subventions for CIE in favour of a system of grants based on the value of particular services to the community. These grants would be paid to CIE by way of revenue towards the cost of providing the services. The Board favours the adoption of these recommendations on subvention policy.



The Educational Tours operated by CIE continue to offer low-cost opportunities to young people to visit centres of educational interest.



CIE bulk ore traffic continues to increase and special wagons have been designed and built by CIE and C. A. Parsons of Ireland Ltd.





Malahide Station, Co. Dublin, once again winner of the Tidy Station Trophy.

The Dublin railway commuter services were used to illustrate the considerations which would be taken into account. In 1969/70 these services cost about £1 m. against a revenue of £400,000 from 4.3 m. passenger journeys. From a purely commercial stand point the continuation of the Dublin railway commuter services could not be justified, but when account was taken of the social costs which would arise if this volume of passenger traffic were diverted to the roads it was shown that the social value of the services would exceed the £600,000 per annum necessary to keep them in operation. For example costs would arise through the introduction of additional buses and motor cars for commuter journeys, increased road accidents, and longer journey times. Under the McKinsey proposals for financing CIE the same criteria, including the cost of redundancies, would apply to other services, and the subvention to CIE, would be the summation of the various payments which were considered to be justifiable taking account of the social as distinct from the purely commercial considerations.

The consultants also concluded that further improvements in productivity were essential even though CIE's achievements in this regard in the past meant the scope was limited and the task in the future would be more difficult. Development of the railway system by way of investment of £7/10 m. in equipment over five years to improve productivity was recommended and it was anticipated that there would also be contraction of railway services and installations which were under-utilised.

The regulations of the European Economic Commission are also relevant to subvention policy and liaison was maintained throughout the year with the Commission in Brussels in conjunction with the Department of Transport and Power, with the object of identifying the impact which these regulations would have on public transport policy in this country.

The regulations governing financial support for the railway under the headings of public service obligations, and of equalisation of infrastructure costs, are due for implementation here on 1st October, 1973 and 1st January, 1974, respectively. They would mean an end to blanket subventions to railways. They are in harmony, basically, with the spirit of the McKinsey recommendations.

The overall financial result for the undertaking during the year, after allowing £2.193 m. for financial charges on borrowings, was a deficit of £493,000 on a turnover of £49 m. taking account of subventions under the Transport Act, 1964, and under Vote 41 1971/72 of Dail Eireann.

## RAILWAYS

The number of passengers carried by rail was over 11 million, an increase of 669,000 or 6.5% over 1970/71. This compares favourably with last year's increase of 3.8%.

The innovatory pricing policies tested on the Waterford line in October/November and then promoted nationally in an



'The Great Train Robbery' generated valuable additional revenue in the early months of 1972 and was the first of a series of similar bargain fare promotions.



Dublin City Bus Services use of radio control was extended during the year to cope with ever-increasing traffic.



The new Commuter Ticket introduced during the year cuts travelling costs for regular travellers.

imaginative campaign—"The Great Train Robbery"—brought a great influx of train passengers in the latter part of the year. This impressive increment in the off peak period was largely responsible for the 6.5% increase. Its lessons are also useful for the future.

Dublin rail commuter services continued to grow in passenger numbers. The new personal monthly and 10 journey tickets were additional promotional attractions.

Rail freight tonnage increased by 8.7%. The most significant increases were in the carriage of beet, petrol, oil and cement. The increase in cement reflected the recovery of business from the losses of the cement strike in the early part of the previous year.

Operating revenue of £14,604,000 was higher by £1,936,000 than in the previous year. Operating expenditure including financial charges was £21,318,000 an increase of £2,686,000. The railway deficit £6,714,000 was an increase of £750,000 on the previous year.

### **DUBLIN CITY SERVICES**

Dublin City Services returned to profitability this year with a profit of £185,000 compared with a deficit of £285,000 in 1970/71.

Worsening traffic congestion continues to bedevil all the Company's efforts to improve the quality of the services. The extra expenses created by congestion were in excess of £300,000 per annum compared with a few years ago.

The introduction of 384 radio telephones on buses was an attempt to alleviate this ever growing problem. Some improvement by the end of the year demonstrated their effectiveness and suggested further expansion.

The Heanue Report prepared by the Dublin Transportation Study Group was published by An Foras Forbartha in November. In formulating its far reaching proposals on development of public transport, involving busways, improvement of rail commuter system etc., CIE took a prominent role and awaits Government decisions on the implementation of the recommendations.

New personal monthly tickets for buses and rail commuters were widely promoted and are becoming increasingly attractive for the savings and convenience they offer travellers.

A scheme of management and union committees to improve communications through regular discussion was established during the year and is proving its value.

### **PROVINCIAL BUS SERVICES**

Revenue on these services was £7,583,000 an increase of £1,263,000 over 1970/71.

The continued expansion of the school-children's free transport scheme was an important factor of growth. A total of 125,300 children are now carried to school daily, an increase of 9% on the previous year.



New Bus Garage at Broadstone, Dublin.



CIE's Heavy Haulage Unit can handle the most complex loads like this giant liquid gas tank.



CIE launch 'St. Ciaran' operates pleasure cruises on Lough Derg.

While city and town services show expansion, carryings on the long-distance and special services decreased substantially. Increasing use of private cars and a poor tourist season were the main contributing factors.

Expenditure including financial charges was £7,033,000, an increase of £1,049,000 on last year.

Additional labour costs and higher prices for materials and services, together with extra costs associated with the development of the school services contributed to this increase in expenditure. Higher depreciation provisions were attributed to increase in size of fleet and higher replacement costs.

The profit for the year at £550,000 showed an increase of £214,000 on 1970/71.

### **TOURS AND PRIVATE HIRE**

The general decline in tourism to Ireland largely attributable to the Northern Ireland troubles is clearly indicated by the deficit of £187,000 in the year.

Revenue at £1,574,000 showed an increase of £157,000 which was however inadequate to meet a rise of £316,000 in costs.

Because of drop in passenger bookings 31% of scheduled departures were cancelled. This compares with tour series arranged by CIE on behalf of foreign wholesalers of which 48% were cancelled. The devaluation of the dollar during the period also worsened the position.

The decline in coach tours apart, certain other tour operations showed gains. The new conference section handled 13½% more passengers and transport receipts in this sector augmented by special group traffic increased by 20%, net transport receipts amounting to £233,128 in comparison with £181,188 in previous year.

Inclusive car tours increased by 15% with 7½% increase in nett profit.

### **ROAD FREIGHT**

The total tonnage carried at 5,584,786 tons was lower by 3% than in 1970/71.

The rise of £730,000 in expenditure was principally caused by increased maintenance costs, depreciation and interest charges as well as increased wages and improved conditions of service.

The deficit was £134,000 compared with £139,000 in the previous year.

The refrigerated road transport service to Europe and the U.K. was further developed by the purchase of additional roll-on/roll-off equipment.



CIE's Naomh Eanna provides the vital link between The Aran Islands and the mainland.

## **HOTELS AND CATERING**

The hotels and catering services operated by Oslanna Iompair Eireann showed a deficit of £24,000 which contrasted with a profit of £54,000 in 1970/71.

Revenue amounted to £2,791,000 of which £1,914,000 was earned by the Great Southern Hotels Group.

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

## **STAFF**

In line with the Employer/Labour Conference National Agreement of December 1970 wages and salary increases were extended in agreement with the trade unions to all categories of staff.

The first phase increase was applied to all rail and road operative staff, semi-skilled and unskilled workshop and garage staff and clerical and executive staff.

The second phase increase was applied to engineering craftsmen and building trade staffs. A number of other improvements in conditions of employment were introduced.

The Joint Consultation scheme between management and staff operated effectively during the year. The Transport Consultative Committee of the Irish Congress of Trade Unions withdrew its previous objection to the full participation of the National Busmen's Union in the local joint consultative councils.

3,617 staff members attended internal training and refresher courses. 374 staff attended external training courses.

Salaries and wages paid during the year (excluding OIE staff) totalled £30,496,901 an increase of £4,107,033 over 1970/71.

The number of staff (excluding OIE staff) at the end of the year was 20,030.

## **GENERAL**

The Board records with regret the death on 1st April, 1972 of Mr. James M. Cox. Mr. Cox was a member of the Board of both CIE and OIE.

Under the terms of the Transport (Miscellaneous Provisions) Act, 1971, the assets and liabilities of the County Donegal Railways Joint Committee were transferred to CIE on 12th July, 1971. The staff were, in agreement with the trade unions, integrated into CIE.

The Irish Railway Clearing House ceased to function from 3rd August, 1971. The staff were seconded to CIE pending legislation to finalise their full absorption into CIE.

The Continental Freight service introduced during the year shows good prospects for CIE in the movement of unit loads between Ireland and Europe.




By becoming a member of Intercontainer and Interfrigo CIE is sole Irish agent for the companies which control all international rail transport by transcontainers in Europe.

Promotion and publicity produced a substantial increase in passengers on the Galway/Aran steamer service.

The Board wishes to acknowledge the efforts of its staff at all levels and to record its appreciation of their effective endeavours.



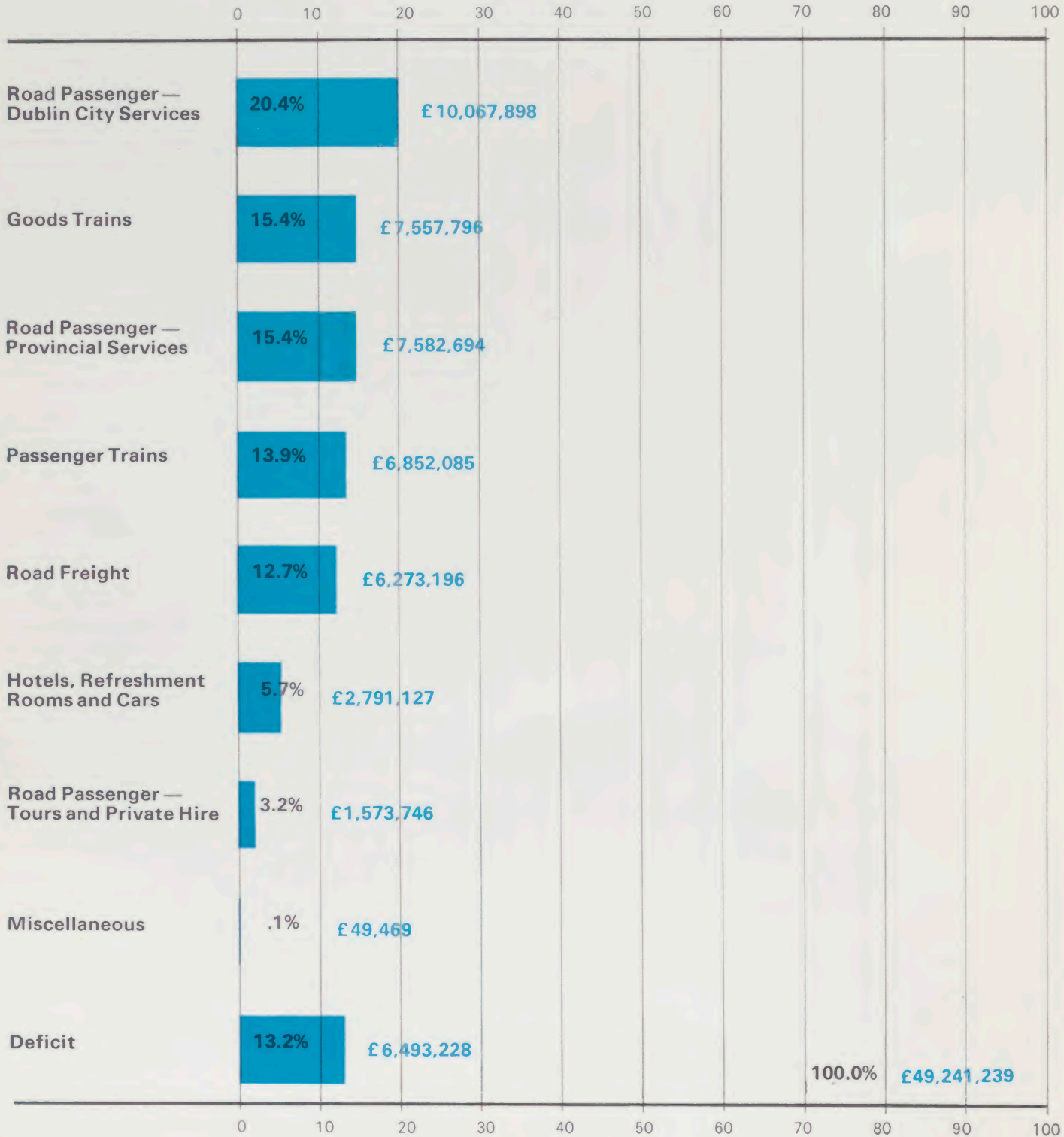
# Rail System

- Stations open for Passenger Trains only 
- Lines open for Goods Trains only 
- Stations open for Goods Trains only 





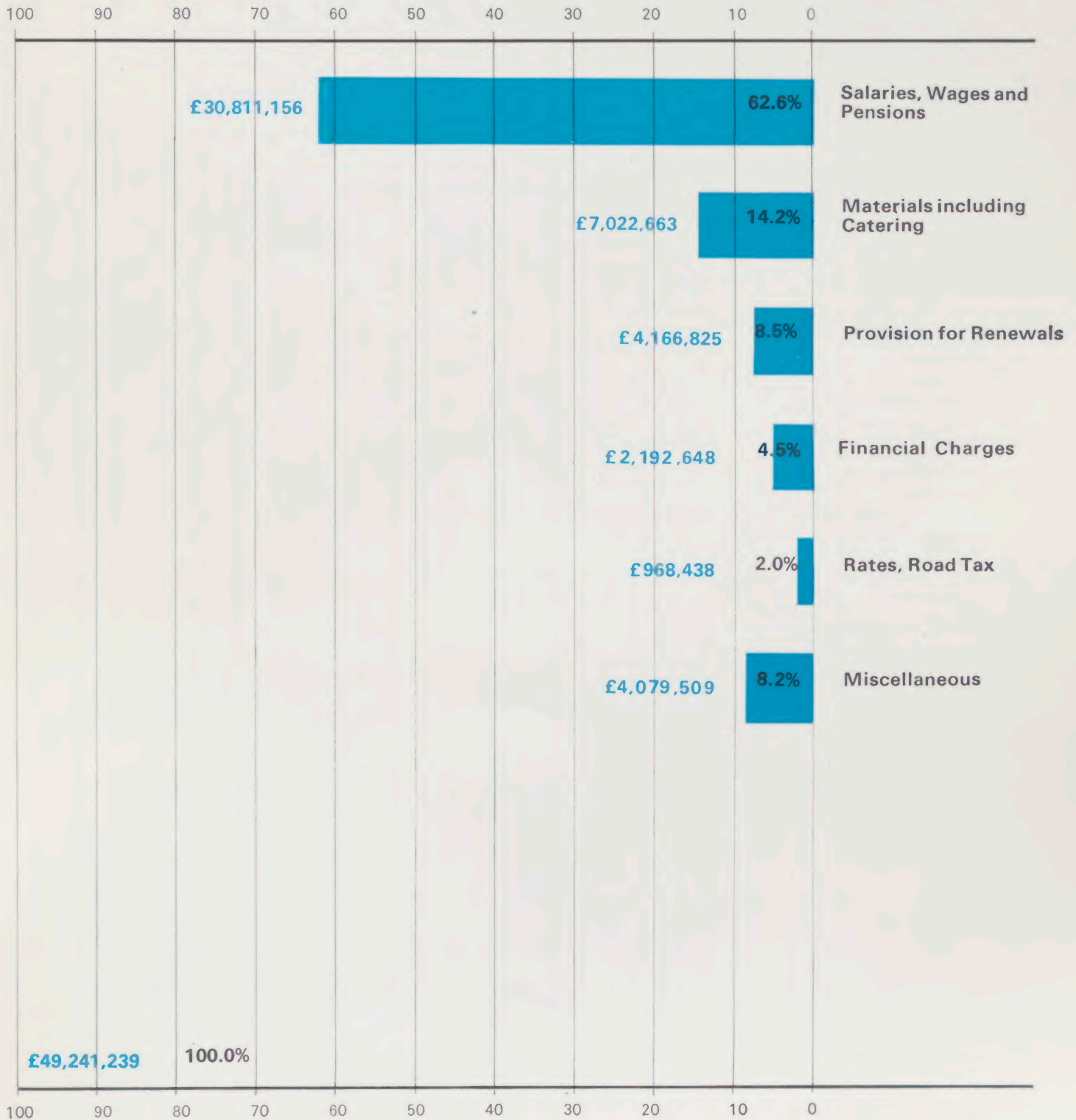
# Receipts/where they came from







# Expenditure/where it went





# Accounts



## Railway Working Account

	1972		1971	
	£	£	£	£
<b>Receipts</b>				
Passenger Train Traffic	6,852,085		5,947,184	
Goods Train Traffic	7,557,796		6,557,470	
	14,409,881		12,504,654	
Miscellaneous	194,447		162,968	
<b>Total Receipts</b>		<b>14,604,328</b>		<b>12,667,622</b>
<b>Expenditure</b>				
Maintenance of Lines and Works	2,703,919		2,277,667	
Maintenance of Rolling Stock	3,547,969		3,270,473	
Fuel	431,478		329,547	
Operating and Other Expenses	10,837,373		9,363,228	
Provision for Renewal of Lines and Works	1,226,000		931,000	
Operating Depreciation	1,222,079		1,259,980	
<b>Total Expenditure</b>		<b>19,968,818</b>		<b>17,431,895</b>
<b>Operating Deficit</b>		<b>(5,364,490)</b>		<b>(4,764,273)</b>
Financial Charges		1,349,938		1,199,954
<b>Net Deficit</b> carried to Profit and Loss Account		<b>(£6,714,428)</b>		<b>(£5,964,227)</b>

## Road Passenger Working Account Dublin City Services

	1972		1971	
	£	£	£	£
<b>Receipts</b>				
Passenger Services	10,015,157		8,375,160	
Miscellaneous	52,741		47,759	
<b>Total Receipts</b>		<b>10,067,898</b>		<b>8,422,919</b>
<b>Expenditure</b>				
Maintenance of Buildings	26,246		22,154	
Maintenance of Vehicles and Equipment	2,154,154		1,938,292	
Fuel	508,523		471,865	
Road Tax and Licences	246,124		246,662	
Operating and Other Expenses	6,138,700		5,261,709	
Operating Depreciation	557,206		542,257	
<b>Total Expenditure</b>		<b>9,630,953</b>		<b>8,482,939</b>
<b>Operating Profit/(Deficit)</b>		<b>436,945</b>		<b>(60,020)</b>
Financial Charges		251,495		225,442
<b>Net Profit/(Deficit)</b> carried to Profit and Loss Account		<b>£185,450</b>		<b>(£285,462)</b>

**Road Passenger Working Account Provincial Services**

	1972		1971	
	£	£	£	£
<b>Receipts</b>				
Passenger Services	7,287,863		6,064,712	
Miscellaneous	294,831		254,984	
<b>Total Receipts</b>		<b>7,582,694</b>		<b>6,319,696</b>
<b>Expenditure</b>				
Maintenance of Buildings	43,307		36,553	
Maintenance of Vehicles and Equipment	1,526,191		1,273,170	
Fuel	397,793		335,961	
Road Tax and Licences	154,473		138,780	
Operating and Other Expenses	4,064,042		3,529,491	
Operating Depreciation	597,955		489,904	
<b>Total Expenditure</b>		<b>6,783,761</b>		<b>5,803,859</b>
<b>Operating Profit</b>		<b>798,933</b>		<b>515,837</b>
Financial Charges		248,970		179,620
<b>Net Profit</b> carried to Profit and Loss Account		<b>£549,963</b>		<b>£336,217</b>

**Road Passenger Working Account Tours and Private Hire**

	1972		1971	
	£	£	£	£
<b>Receipts</b>				
Passenger Services	1,542,640		1,387,904	
Miscellaneous	31,106		28,928	
<b>Total Receipts</b>		<b>1,573,746</b>		<b>1,416,832</b>
<b>Expenditure</b>				
Maintenance of Buildings	9,187		7,754	
Maintenance of Vehicles and Equipment	196,751		168,054	
Fuel	68,110		55,330	
Road Tax and Licences	22,386		22,333	
Operating and Other Expenses	1,215,567		1,015,951	
Operating Depreciation	192,512		138,183	
<b>Total Expenditure</b>		<b>1,704,513</b>		<b>1,407,605</b>
<b>Operating Profit/(Deficit)</b>		<b>(130,767)</b>		<b>9,227</b>
Financial Charges		56,514		37,627
<b>Net Deficit</b> carried to Profit and Loss Account		<b>(£187,281)</b>		<b>(£28,400)</b>

**Road Freight Working Account**

	1972		1971	
	£	£	£	£
<b>Receipts</b>				
Goods Services	6,232,947		5,501,049	
Miscellaneous	40,249		36,825	
<b>Total Receipts</b>		<b>6,273,196</b>		<b>5,537,874</b>
<b>Expenditure</b>				
Maintenance of Buildings	32,809		27,692	
Maintenance of Vehicles and Equipment	1,072,088		952,978	
Fuel	413,537		363,875	
Road Tax and Licences	219,702		190,109	
Operating and Other Expenses	4,168,772		3,665,281	
Operating Depreciation	365,453		353,402	
<b>Total Expenditure</b>		<b>6,272,361</b>		<b>5,553,337</b>
<b>Operating Profit/(Deficit)</b>		<b>835</b>		<b>(15,463)</b>
Financial Charges		134,778		123,592
<b>Net Deficit</b> carried to Profit and Loss Account		<b>(£133,943)</b>		<b>(£139,055)</b>

**Hotels, Refreshment Rooms and Restaurant Cars Working Account**

	1972		1971	
	£	£	£	£
<b>Receipts</b>				
Hotels, Refreshment Rooms and Restaurant Cars		<b>2,791,127</b>		<b>2,389,953</b>
<b>Expenditure</b>				
Maintenance of Buildings, Cars and Equipment	89,441		94,820	
Provisions, Wines, etc.	1,153,993		964,353	
Other Direct Expenses	1,232,386		1,059,885	
Other Expenditure	210,902		202,871	
<b>Total Expenditure</b>		<b>2,686,722</b>		<b>2,321,929</b>
<b>Operating Profit</b>		<b>104,405</b>		<b>68,024</b>
Realised Surplus on Sales of Premises		15,502		—
<b>Financial Charges</b>		<b>119,907</b>		<b>68,024</b>
Financial Charges		143,767		13,479
<b>Net Profit/(Deficit)</b> carried to Profit and Loss Account		<b>(£23,860)</b>		<b>£54,545</b>

**Canals Working Account**

	1972		1971	
	£	£	£	£
<b>Receipts</b>				
Rents	31,951		32,641	
Miscellaneous	6,408		4,489	
<b>Total Receipts</b>		<b>38,359</b>		<b>37,130</b>
<b>Expenditure</b>				
Maintenance of Buildings	7,176		6,608	
Maintenance of Waterways and Works	114,398		92,169	
Operating and Other Expenses	47,802		42,079	
<b>Total Expenditure</b>		<b>169,376</b>		<b>140,856</b>
<b>Operating Deficit</b>		<b>(131,017)</b>		<b>(103,726)</b>
Financial Charges		—		—
<b>Net Deficit</b> carried to Profit and Loss Account		<b>(£131,017)</b>		<b>(£103,726)</b>

**Vessels Working Account**

	1972		1971	
	£	£	£	£
<b>Receipts</b>				
Passenger Traffic	67,065		60,196	
Goods Traffic	17,116		14,287	
Miscellaneous	965		1,025	
<b>Total Receipts</b>		<b>85,146</b>		<b>75,508</b>
<b>Expenditure</b>				
Maintenance of Vessels and Equipment	24,841		29,420	
Fuel	2,338		1,946	
Operating and Other Expenses	83,273		72,674	
Operating Depreciation	5,620		5,620	
<b>Total Expenditure</b>		<b>116,072</b>		<b>109,660</b>
<b>Operating Deficit</b>		<b>(30,926)</b>		<b>(34,152)</b>
Financial Charges		7,186		6,857
<b>Net Deficit</b> carried to Profit and Loss Account		<b>(£38,112)</b>		<b>(£41,009)</b>



## Consolidated Profit and Loss Account

	1972		1971	
	£	£	£	£
<b>WORKING ACCOUNTS:</b>				
<b>Net Profits/(Deficits) from</b>				
Railway	(6,714,428)		(5,964,227)	
Road Passenger — Dublin City Services	185,450		(285,462)	
— Provincial Services	549,963		336,217	
— Tours and Private Hire	(187,281)		(28,400)	
Road Freight	(133,943)		(139,055)	
Hotels, Refreshment Rooms and Restaurant Cars	(23,860)		54,545	
Canals	(131,017)		(103,726)	
Vessels	(38,112)		(41,009)	
		(6,493,228)		(6,171,117)
<b>Financial Charges (Note 5)</b>	2,192,648		1,786,571	
Allocated to Working Accounts	Cr. 2,192,648		Cr. 1,786,571	
<b>Net Deficit</b>		<b>£6,493,228</b>		<b>£6,171,117</b>
<b>Financed as Follows:—</b>				
Non-repayable State Grants Under				
Section 6, Transport Act, 1964	2,650,000		2,650,000	
Sub-head D. 3, Vote 41, 1971/'72 of Dail Eireann	3,350,000		—	
Section 1, Transport Act, 1970	—		2,980,000	
		6,000,000		5,630,000
Surplus/(Deficit) arising on disposal of Rolling Stock and Railway Lines previously written-off		(4,617)		27,165
<b>Increase in Adverse Balance Forward (Note 6)</b>		5,995,383		5,657,165
		497,845		513,952
		<b>£6,493,228</b>		<b>£6,171,117</b>

## Consolidated Balance Sheet at 31st March, 1972

	1972		1971	
	£	£	£	£
<b>Fixed Assets</b> (Note 10)		33,927,743		31,863,960
<b>Investment in Subsidiary Company</b> (Note 12)				
Share Capital	450,000		300,000	
Loan Account	349,392		147,583	
		799,392		447,583
<b>Current Assets</b>				
Stock of Stores (Less Reserve—Note 8)	4,589,836		3,972,789	
Sundry Debtors and Payments in Advance	4,938,478		5,251,927	
Balance at Bankers and Cash in Hand	26,928		20,327	
Bank Deposits	1,235,000		—	
Investments (Less Reserve)	39,454		589,453	
(Market Value 31/3/72.—£45,706 31/3/71.—£464,110)				
	10,829,696		9,834,496	
<b>LESS:</b>				
<b>Current Liabilities and Provisions</b>				
Amount due to Bankers (partly secured by Investments)	2,314,104		1,857,664	
Unsecured Bank Loans	1,935,500		2,287,816	
Deferred Payments on Rail and Road				
Rolling Stock	951,569		1,011,506	
Sundry Creditors and Accrued Charges	5,568,469		5,763,955	
Equalisation Account for Renewal of Lines and Works	125,448		121,523	
Taxation	78,129		64,437	
	10,973,219		11,106,901	
<b>NET CURRENT ASSETS</b>		(143,523)		(1,272,405)
<b>TOTAL NET ASSETS</b>		<b>£34,583,612</b>		<b>£31,039,138</b>
<b>FINANCED BY</b>				
<b>Issued Transport Stocks</b> (Note 7)		18,514,460		18,514,460
<b>RESERVES</b>				
Capital Reserve (Note 9)	1,991,055		2,027,758	
Profit and Loss Account (Note 6)	483,951		Dr. 81,914	
	2,475,006		1,945,844	
<b>LESS:</b> Discount and Issue Expenses—				
Transport Stocks (Less amounts written-off)	10,445		12,534	
		2,464,561		1,933,310
<b>Sinking Fund</b> for Redemption of Transport Stocks	4,811,795		4,273,123	
<b>LESS:</b> Investments	4,811,795	—	4,273,123	—
<b>Loan Capital</b>				
Repayable State Advances for Capital				
Expenditure with Interest thereon, under				
Section 4, Transport Act, 1964, as amended by				
Section 1, Transport Act, 1969	11,104,591		10,591,368	
Unsecured Loan Stock 1991/96 (Note 12f)	2,500,000		—	
		13,604,591		10,591,368
		<b>£34,583,612</b>		<b>£31,039,138</b>

M. GRACE, Accountant-in-Charge.

## 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.

The Board's subsidiary company in New York—C.I.E. Tours International Incorporated—has been treated as a branch of Coras Iompair Eireann for accounting purposes and its results are included in Road Passenger Working Account Tours and Private Hire.
- 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 £1,031,521 (£998,714 in the previous year).
- 3. Capital Commitments**

The Board's Capital commitments at 31st March, 1972, were approximately £3,437,000 (£4,487,000 at 31st March, 1971).
- 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 three years ended 31st March, 1972, and revised estimated expenditure for the next two 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 the fleet spread over expected life. Coaching stock is depreciated on the basis of replacement cost of under-age vehicles in the fleet at the commencement of the year spread over expected life. Wagons are depreciated on the basis of estimated cost of vehicles required to replace the existing fleet spread over expected life. The 1971/72 depreciation provision includes an additional amount of £72,235 being depreciation underprovided on 28 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 the fleet spread over expected life.*

**Road Freight Vehicles:** *Road Freight Vehicles are depreciated on the basis of original cost of under-age vehicles in the fleet 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.*

**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, 1972 amounted to £2,192,648 (£1,786,571 year ended 31st March, 1971) as follows:

	1972		1971	
	£	£	£	£
<b>Interest on Transport Stocks:</b>				
2½% Transport Stock, 1965/75	75,000		75,000	
3% Transport Stock, 1975/85	105,434		105,434	
5% Transport Stock, 1972/77	125,000		125,000	
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
<b>Sinking Funds:</b>				
2½% Transport Stock, 1965/75	50,000		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		230,000
Discount and Issue Expenses—Transport Stocks		2,089		2,089
Miscellaneous Rents		60,532		55,958
Interest on Repayable State Advances for Capital Expenditure		805,048		643,993
Sundry Interest Paid, less Received		283,985		51,040
<b>Associated Transport Companies:</b>				
Guaranteed Interest to Fishguard and Rosslare Railways and Harbours Co. (In Ireland)		48,652		48,526
Statutory Contribution—County Donegal Railways Joint Committee.		Cr. 4,342		Cr. 11,719
		<b>£2,192,648</b>		<b>£1,786,571</b>
<b>Allocated to Working Accounts as follows:</b>		£		£
Railway		1,349,938		1,199,954
Road Passenger—Dublin City Services		251,495		225,442
—Provincial Services		248,970		179,620
—Tours and Private Hire		56,514		37,627
Road Freight		134,778		123,592
Vessels		7,186		6,857
Hotels, Refreshment Rooms and Restaurant Cars		143,767		134,799
		<b>£2,192,648</b>		<b>£1,786,571</b>

**6. Movement on Profit and Loss Account**

	1972		1971	
	£		£	
Adverse Balance forward from last year	Dr.	81,914	Dr.	210,422
Increase per Profit and Loss Account		497,845		513,952
Loan Stock Issue Expenses written off		50,290		—
		<u>630,049</u>		<u>724,374</u>
Non-repayable grant under sub-head D 3 of Vote 41, 1971/72 towards the amount by which the Board's net deficits exceeded the Exchequer grants for the two year period ended 31st March, 1971. The grant was voted by Dail Eireann to enable the Board to pay to the Exchequer interest due for those years on Repayable State Advances under Section 4, Transport Act, 1964.		1,114,000		—
Non-repayable grant under Section 2, Transport Act, 1969 of amount by which the Board's net deficits exceeded the Exchequer grants for the five year period ended 31st March, 1969		—		642,460
	Cr.	<b>£483,951</b>	Dr.	<b>£81,914</b>

**7. Issued Transport Stocks**

	Amount of Stock at 31st March, 1971	Amount Received During Year	Amount of Stock at 31st March, 1972
	£	£	£
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
	<b>£18,514,460</b>	—	<b>£18,514,460</b>

**8. Stock of Stores (Less Reserve)**

During the year the sum of £44,549 was charged against the Stock of Stores Reserve in respect of obsolete stock items. These obsolete stock items mainly comprise spares for Crossley locomotive engines which are no longer in service.

**9. Movement on Capital Reserve**

	1972		1971	
	£	£	£	£
Balance Forward from last year		2,027,758		2,148,165
<b>Add:</b> Surplus on dissolution of County Donegal Railways Joint Committee and Strabane and Letterkenny Railway Company		83,628		—
		<u>2,111,386</u>		<u>2,148,165</u>
<b>Deduct:</b> Capital Expenditure on Railway Lines and Works during year	118,790		161,075	
<b>Less:</b> Surplus arising on disposal of Land and Buildings and Acquired Assets	98,230		40,668	
	<u>20,560</u>		<u>120,407</u>	
Loss on sales of investments	99,771		—	
		<u>120,331</u>		<u>120,407</u>
		<b>£1,991,055</b>		<b>£2,027,758</b>

**10. Fixed Assets**

	Net Book Amount 1st April, 1971	Current Year Additions	Current Year Depreciation	Net Book Amount 31st March, 1972
	£	£	£	£
Railway Rolling Stock	14,232,158	2,159,010	1,160,974	15,230,194
Road Passenger Vehicles:				
<i>Dublin City Services</i>	3,497,052	522,051	544,286	3,474,817
<i>Other Services</i>	3,712,111	1,851,076	784,054	4,779,133
Road Freight Vehicles and Equipment	1,844,969	246,286	397,260	1,693,995
Vessels	113,637	—	5,620	108,017
Land and Buildings	3,349,856	144,250	—	3,494,106
Plant and Machinery	1,881,104	210,801	321,597	1,770,308
Hotels and Refreshment Rooms, including Catering Equipment	3,233,073	208,761	64,661	3,377,173
	<b>£31,863,960</b>	<b>£5,342,235</b>	<b>£3,278,452</b>	<b>£33,927,743</b>

**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 monies 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) The Company had no capital commitments at 31st March, 1972 (£210,000 at 31st March, 1971).
- (b) No provision for Taxation has been made in the Accounts, other than for Income Tax deducted from loan interest for which the Company is accountable, as the Capital Allowances and Losses available appear sufficient to eliminate any liability to date.
- (c) Bank Interest payable for the year amounted to £80,092 (1971—£135,935). Of this amount £20,137 (1971—£18,890) has been capitalised and added to cost of new premises, £25,916 (1971—£41,257) has been charged to Great Southern Hotels (N.I.) Limited being interest on loans to that Company and the balance of £34,039 (1971—£75,788) has been charged to Profit and Loss Account.
- (d) The Accounts of Great Southern Hotels (N.I.) Limited, Belfast, formerly Russell Court Hotel Limited, which is a wholly owned subsidiary, have not been consolidated due to demolition of the hotel for reconstruction. The result for the year was a loss of £144,341 (1971—£83,727). The major contribution to this loss was financial expenses amounting to £115,451, which includes £25,916 interest charged by O.I.E.T.
- (e) Ostlanna Iompair Eireann Teoranta has guaranteed a bank loan of £900,000 (1971—£600,000) to Great Southern Hotels (N.I.) Limited.
- (f) The Unsecured Loan Stock is repayable in full at anytime between 1991 and 1996 and carries an interest rate of 10.72% per annum. Under the terms of a Deed of Trust, dated 16th August, 1971, Ostlanna Iompair Eireann Teoranta is obliged to set aside in the year 1976 and every year thereafter on or before the 31st August a sum not less than £50,000 as a Sinking Fund.

# AUDITORS' REPORT

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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, 1972, and of the consolidated net revenue deficit for the year ended on that date.

**Craig Gardner & Co.**, Chartered Accountants,  
Gardner House, Ballsbridge, Dublin 4.  
24th August, 1972.





# Statistics



Summary of Financial Statistics

Coras Iompair Eireann (including wholly owned subsidiary companies OIE Teo., Aerlod Teo., and CIE Tours International Inc.)

	Year ended 31st March				
	1968	1969	1970	1971	1972
	£'000	£'000	£'000	£'000	£'000
Revenue	27,396	31,197	34,232	36,868	43,016
Deficit	2,480	1,961	3,234	6,171	6,493
State Grant Received (See note)	2,000	2,000	2,650	5,630	6,000
Interest and Sinking Fund Provisions—paid or chargeable on Loan Capital	1,256	1,347	1,467	1,641	1,802
Interest paid or chargeable on Loan Capital from Exchequer (included in above)	309	400	470	644	805
Net Value of Assets:					
Fixed	24,121	27,972	29,882	32,164	34,378
Current	1,294	29	(74)	(1,125)	206
Loan Capital (Total)	23,923	24,514	26,705	27,991	31,696
Loan Capital from Exchequer	5,409	6,000	8,191	9,477	10,682
Reserves	1,182	2,777	1,923	1,933	2,465
Number of Employees	20,213	20,647	20,551	20,922	20,962
	£	£	£	£	£
Auditors' Fees	3,613	3,729	5,275	5,650	6,250
Board Members' Fees	5,500	5,417	5,258	5,586	5,602

*Note: Additional grants were received as follows:*

*1971—£642,460 in respect of the five-year period ended 31st March, 1969.*

*1972—£1,114,000 in respect of the two-year period ended 31st March, 1971.*

**Rail Passengers**

Revenue	£6,852,085	1972
	£5,947,184	1971
Number	11,000,921	1972
	10,332,287	1971

**Rail Freight**

Revenue	£7,557,796	1972
	£6,557,470	1971
Tonnage	3,689,274	1972
	3,394,266	1971

**Dublin City Road  
Passenger Services**

Revenue	£10,015,157	1972
	£8,375,160	1971
Number	200,608,930	1972
	208,945,028	1971

**Provincial and Other Road  
Passenger Services**

Revenue	£8,830,503	1972
	£7,452,616	1971
Number	81,597,053	1972
	78,783,536	1971

**Road Freight**

Revenue	£6,232,947	1972
	£5,501,049	1971
Tonnage	3,691,764	1972
	3,591,675	1971

Figures in colour are in respect of 1971.

### Mileage of Railway Lines

	First Track		Other Track		Sidings		Total	
	Miles	Chs.	Miles	Chs.	Miles	Chs.	Miles	Chs.
Lines owned by Board	1,289	16	312	44	248	71	1,850	51
	<b>1,289</b>	<b>22</b>	<b>312</b>	<b>44</b>	<b>250</b>	<b>15</b>	<b>1,852</b>	<b>01</b>
Lines jointly owned (Board's share of Ownership)		08		06		06		20
		<b>08</b>		<b>06</b>		<b>06</b>		<b>20</b>
Lines leased or worked by Board	71	11	2	51	4	78	78	60
	<b>71</b>	<b>11</b>	<b>2</b>	<b>73</b>	<b>5</b>	<b>23</b>	<b>79</b>	<b>27</b>
<b>Total</b>	<b>1,360</b>	<b>35</b>	<b>315</b>	<b>21</b>	<b>253</b>	<b>75</b>	<b>1,929</b>	<b>51</b>
	<b>1,360</b>	<b>41</b>	<b>315</b>	<b>43</b>	<b>255</b>	<b>44</b>	<b>1,931</b>	<b>48</b>

### 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
	<b>155</b>	<b>57</b>	<b>13</b>	<b>35</b>

### Locomotives

	1972	1971
Diesel Electric Locomotives	177	<b>177</b>
Diesel Hydraulic Locomotives	44	<b>44</b>
<b>Total</b>	<b>221</b>	<b>221</b>

### Rail Motor Vehicles

	No.	Seats		
		First	Standard	Total
Diesel Rail Cars	86	—	6,059	6,059
	<b>86</b>	<b>—</b>	<b>5,209</b>	<b>5,209</b>

Figures in colour are in respect of 1971.

## Rail Coaching Vehicles

	Seats				No. of Vehicles	
	First		Standard		1972	1971
	1972	1971	1972	1971		
Carriages of Uniform Class	232	232	18,853	20,429	295	312
Composite Carriages	970	988	1,096	1,288	44	45
Restaurant Cars			1,055	1,055	29	29
<b>Total</b>	<b>1,202</b>	<b>1,220</b>	<b>21,004</b>	<b>22,772</b>	<b>368</b>	<b>386</b>

Ambulance Coaches					4	4
Radio Vans					5	5
Post Office Vans					14	14
Luggage, Parcel and Brake Vans					169	174
Horse Boxes					17	17
<b>Total</b>					<b>577</b>	<b>600</b>

## Rail Service Vehicles

	1972	1971
Ballast Wagons and Vans, etc.	312	396
Mess and Tool and Sleeping Vans	70	91
Breakdown Cranes	5	5
Miscellaneous	107	104
Departmental Petrol Rail Motors	5	5
<b>Total</b>	<b>499</b>	<b>601</b>

Figures in colour are in respect of 1971.

## Rail Merchandise & Mineral Vehicles

	8 Tons & up to 12 Tons	Over 12 Tons	Number	Tonnage Capacity	
				Total	Average per Vehicle
<b>Freight Vehicles</b>					
Open Wagons	2,707 2,903	— —	2,707 2,903	31,944 33,984	11·80 11·71
Covered Wagons	3,816 4,052	133 134	3,949 4,186	46,426 48,841	11·76 11·67
Special Wagons for Loads of exceptional Dimensions and Weight			17 17	502 502	29·53 29·53
Cattle Trucks			600 688	7,200 8,256	12·00 12·00
Flat Trucks			1,242 1,184	22,471 18,869	18·09 15·94
Miscellaneous			513 515	8,476 8,496	16·52 16·50
<b>Total</b>			<b>9,028</b> <b>9,493</b>	<b>117,019</b> <b>118,948</b>	<b>12·96</b> <b>12·53</b>
<b>Containers</b>					
Large Covered			54 92	544 992	10·07 10·78
Large Covered Insulated			133 93	2,396 1,596	18·02 17·16
Small Covered			31 31	123 123	3·97 3·97
Small Covered Wheeled			2 2	5 5	2·50 2·50
Open			74 74	166 166	2·24 2·24
Bicycle			1 4	4 16	4·00 4·00
Lancashire Flats			555 555	7,613 7,613	13·72 13·72
Dog Kennels			76 76	4 4	·05 ·05
Glucose Tanks			9 9	57 57	6·33 6·33
International Standard Organisation			199 200	3,980 4,000	20·00 20·00
Barley Containers			12 12	132 132	11·00 11·00
<b>Total</b>			<b>1,146</b> <b>1,148</b>	<b>15,024</b> <b>14,704</b>	
Brake Vans			175 177		

Figures in colour are in respect of 1971.

**Dublin City Services Road Passenger Vehicles**

	Number		Seating Capacity			
			Total		Average per Vehicle	
	1972	1971	1972	1971	1972	1971
Double-Deck Buses	818	850	59,825	61,887	73.1	72.8
Single-Deck Buses	121	85	5,319	3,699	44.0	43.5
<b>Total</b>	<b>939</b>	<b>935</b>	<b>65,144</b>	<b>65,586</b>	<b>69.4</b>	<b>70.1</b>

**Provincial and Other Services Road Passenger Vehicles**

	Number		Seating Capacity			
			Total		Average per Vehicle	
	1972	1971	1972	1971	1972	1971
Double-Deck Buses	166	172	11,990	12,168	72.2	70.7
Single-Deck Buses	1,350	1,173	59,835	49,968	44.3	42.6
Minibuses	72	72	1,006	1,006	14.0	14.0
Touring Coaches	116	100	4,984	4,280	43.0	42.8
Limousines	6	6	39	39	6.5	6.5
Ambulances	4	4	Berths	Berths	Berths	Berths
			32	32	8.0	8.0
<b>Total</b>	<b>1,714</b>	<b>1,527</b>	<b>77,886</b>	<b>67,493</b>	<b>45.4</b>	<b>44.2</b>

Figures in colour are in respect of 1971.



## Road Freight Vehicles

	Under 6 Tons Capacity		6 Tons Capacity and Over		Total	
	1972	1971	1972	1971	1972	1971
Lorries	36	37	507	497	543	534
Vans	69	68	18	18	87	86
Tractors	154	154	274	213	428	367
Horseboxes					34	33
<b>Total</b>					<b>1,092</b>	<b>1,020</b>

### Trailers

Special Purposes					92	92
Articulated					620	579
Flat Four-Wheeled					261	238
Horse-Drawn Vehicles					5	5
<b>Total</b>					<b>978</b>	<b>914</b>

### Horses for Road Vehicles

**5**      **5**

### Containers

Cement					13	13
Merchandise					341	341
Livestock					54	99
Grain					18	18
Insulated					130	130
Tar and Oil					38	37
Refrigerated					4	2
<b>Total</b>					<b>598</b>	<b>640</b>

Staff Cars					138	134
Service Vehicles					209	192

Figures in colour are in respect of 1971.

## Hotels

Location	No. of Bedrooms	No. of Private Baths	Accommodation (No. of Persons)
Killarney	173	165	335
	173	165	335
Kenmare	60	42	104
	60	42	104
Parknasilla	76	63	144
	76	63	144
Galway	128	128	251
	128	128	251
Corrib	116	116	232
Mulrany	72	46	142
	72	46	142
Sligo	60	30	109
	60	30	109
Bundoran	106	69	208
	106	69	208
Killarney (Torc)	96	96	192
	96	96	192
Rosslare	100	100	200
	100	100	200

Figures in colour are in respect of 1971.

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

	1972	1971
	Tons	Tons
Ale and Porter (including Empties)	235,175	227,995
Bacon and Hams	9,090	13,827
Beet	334,541	273,753
Beet Pulp	11,580	14,570
Butter	1,571	4,273
Cement	959,162	745,496
Chilled and Frozen Meat	24,888	33,227
Chocolate Crumb	10,589	11,855
Drapery	17,099	21,298
Fertiliser	362,245	396,993
Grain	32,637	44,673
Groceries	84,936	90,229
Gypsum	66,596	43,385
Jute and Sisal	12,515	9,203
Millstuffs	13,444	21,388
Mineral Ores	549,090	624,952
Moss Peat	6,656	4,548
Petrol and Oil	221,288	167,657
Scrap Iron	14,850	13,126
Sugar	48,286	50,315
Tar and Bitumen	42,838	48,200
<b>Total</b>	<b>3,059,076</b>	<b>2,860,963</b>

Figures in colour are in respect of 1971.

## Number of Livestock carried by Goods Train

	1972	1971
Horses	1,092	1,266
Cattle	206,176	199,615
Calves	5,445	7,848
Sheep	2,862	5,299
Pigs	1,124	7,811
Other Animals	222	89
<b>Total</b>	<b>216,921</b>	<b>221,928</b>

## Engine Mileage

	Coaching	Goods	Other	Total
Diesel Locomotives	4,518,447	3,277,267	897,636	8,693,350
	4,307,048	3,302,281	888,718	8,498,047
Diesel Railcars	338,622	—	1,725	340,347
	481,066	—	2,361	483,427
<b>Total</b>	<b>4,857,069</b>	<b>3,277,267</b>	<b>899,361</b>	<b>9,033,697</b>
	<b>4,788,114</b>	<b>3,302,281</b>	<b>891,079</b>	<b>8,981,474</b>

## Freight Train Working

	1972	1971
Ton Miles per Train Mile (Train Load in Tons)	108·94	102·05
Wagon Miles per Train Mile (No. of Wagons per Train)		
Loaded	18·08	18·46
Empty	7·24	6·87
Average Wagon Load in Tons	6·03	5·53

Figures in colour are in respect of 1971.

## Rail Passenger Traffic

Class of Passenger		Number	Receipts	Average Receipts per Journey	
			£	£	p.
Ordinary	First Class	112,568	266,723	2 36-94	
		100,824	237,019	2 35-08	
	Standard	7,146,725	4,777,892	0 66-85	
		7,109,450	4,144,847	0 58-30	
<b>Total</b>		<b>7,259,293</b>	<b>5,044,615</b>	<b>0 69-49</b>	
		<b>7,210,274</b>	<b>4,381,866</b>	<b>0 60-77</b>	
Season	First Class	75,292	14,928	0 19-83	
		79,876	15,292	0 19-14	
	Standard	3,666,336	237,152	0 06-47	
		3,042,137	175,430	0 05-77	
<b>Total</b>		<b>3,741,628</b>	<b>252,080</b>	<b>0 06-74</b>	
		<b>3,122,013</b>	<b>190,722</b>	<b>0 06-11</b>	

	Total Units	Average Receipts per Unit	
		£	p.
Passenger Miles	391,370,800	0 01-35	
	361,917,300	0 01-26	
Passenger Journeys	11,000,921	0 48-15	
	10,332,287	0 44-26	
Loaded Train Miles	4,730,202	1 11-98	
	4,663,048	0 98-06	
Miles of Road (First Track)	1,361	£3,892	
	1,361	£3,360	

## Freight Train Traffic

	Receipts	Tons Carried	Ton Miles	Average Length of Haul	Average Receipts	
	£			Miles	Per Ton	Per Ton Mile
					£ p.	Pence
Merchandise	6,177,080	2,543,842	274,068,054	107-74	2 42-83	2-25
	5,334,209	2,271,738	256,824,496	113-05	2 34-81	2-08
Minerals	1,129,382	1,043,026	68,548,601	65-72	1 08-28	1-65
	1,016,592	1,025,288	66,615,037	64-97	0 99-15	1-53
Coal and Coke	17,432	14,091	351,275	24-93	1 23-71	4-96
	10,499	10,499	346,467	33-00	1 00-00	3-03
<b>Total</b>	<b>7,323,894</b>	<b>3,600,959</b>	<b>342,967,930</b>	<b>95-24</b>	<b>2 03-39</b>	<b>2-14</b>
	<b>6,361,300</b>	<b>3,307,525</b>	<b>323,786,000</b>	<b>97-89</b>	<b>1 92-33</b>	<b>1-96</b>

	Number	Average Receipts per Unit
		£ p.
Livestock	233,902	118-85
	196,170	113-25

	Total Units	Average Receipts per Unit
		£ p.
Loaded Train Miles	3,244,509	2 32-94
	3,269,166	2 00-59
Loaded Wagon Miles	58,664,570	0 12-88
	60,360,075	0 10-86
Miles of Road (First Track) over which service operates	1,506	£5,018
	1,506	£4,354

Figures in colour are in respect of 1971.

**Dublin City Road Passenger Services**

	Receipts	Passengers Carried	Vehicle Miles
	£		
City Services	9,970,349 <b>8,330,951</b>	200,288,481 <b>208,568,230</b>	31,519,019 <b>31,580,681</b>
Private Hire	44,808 <b>44,209</b>	320,449 <b>376,798</b>	84,636 <b>90,436</b>
<b>Total</b>	<b>10,015,157</b> <b>8,375,160</b>	<b>200,608,930</b> <b>208,945,028</b>	<b>31,603,655</b> <b>31,671,117</b>

<b>Average Receipts</b>	Per Passenger	Per Vehicle Mile
	Pence	
City Services	4.98 <b>3.99</b>	31.63 <b>26.38</b>

**Provincial and other Road Passenger Services**

	Receipts	Passengers Carried	Vehicle Miles
	£		
City Services	1,630,447 <b>1,315,258</b>	37,301,034 <b>37,025,266</b>	4,352,990 <b>4,284,463</b>
Provincial Services	5,460,934 <b>4,550,914</b>	41,410,060 <b>38,888,376</b>	24,893,766 <b>22,858,769</b>
Private Hire	532,421 <b>475,336</b>	2,666,259 <b>2,627,070</b>	2,224,704 <b>2,078,649</b>
Tours	1,010,219 <b>912,568</b>	219,700 <b>242,824</b>	1,881,069 <b>1,798,912</b>
<b>Total</b>	<b>8,634,021</b> <b>7,254,076</b>	<b>81,597,053</b> <b>78,783,536</b>	<b>33,352,529</b> <b>31,020,793</b>

<b>Average Receipts</b>	Per Passenger	Per Vehicle Mile
	Pence	
City Services	4.37 <b>3.55</b>	37.46 <b>30.70</b>
Provincial Services	13.19 <b>11.70</b>	21.94 <b>19.91</b>

Figures in colour are in respect of 1971.

## Road Freight Motor Services

(Board's Vehicles Only.)

	Vehicle Miles	Tonnage	Receipts	Average Receipts per Ton	
			£	£	p.
Scheduled Services	2,514,575	198,092	982,268	4	95.86
	2,308,302	185,678	828,458	4	46.18
Railhead Collection and Delivery Services	2,422,012	1,448,186	1,876,559	1	29.58
	2,249,380	1,304,311	1,548,826	1	18.75
Direct Road Services	11,045,366	2,026,176	3,010,661	1	48.59
	11,107,037	2,078,794	2,776,332	1	33.55
<b>Total</b>	<b>15,981,953</b>	<b>3,672,454</b>	<b>5,869,488</b>	<b>1</b>	<b>59.82</b>
	<b>15,664,719</b>	<b>3,568,783</b>	<b>5,153,616</b>	<b>1</b>	<b>44.41</b>
		Number			
Livestock	785,505	56,704	177,656		
	834,941	62,268	170,622		

Figures in colour are in respect of 1971.

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