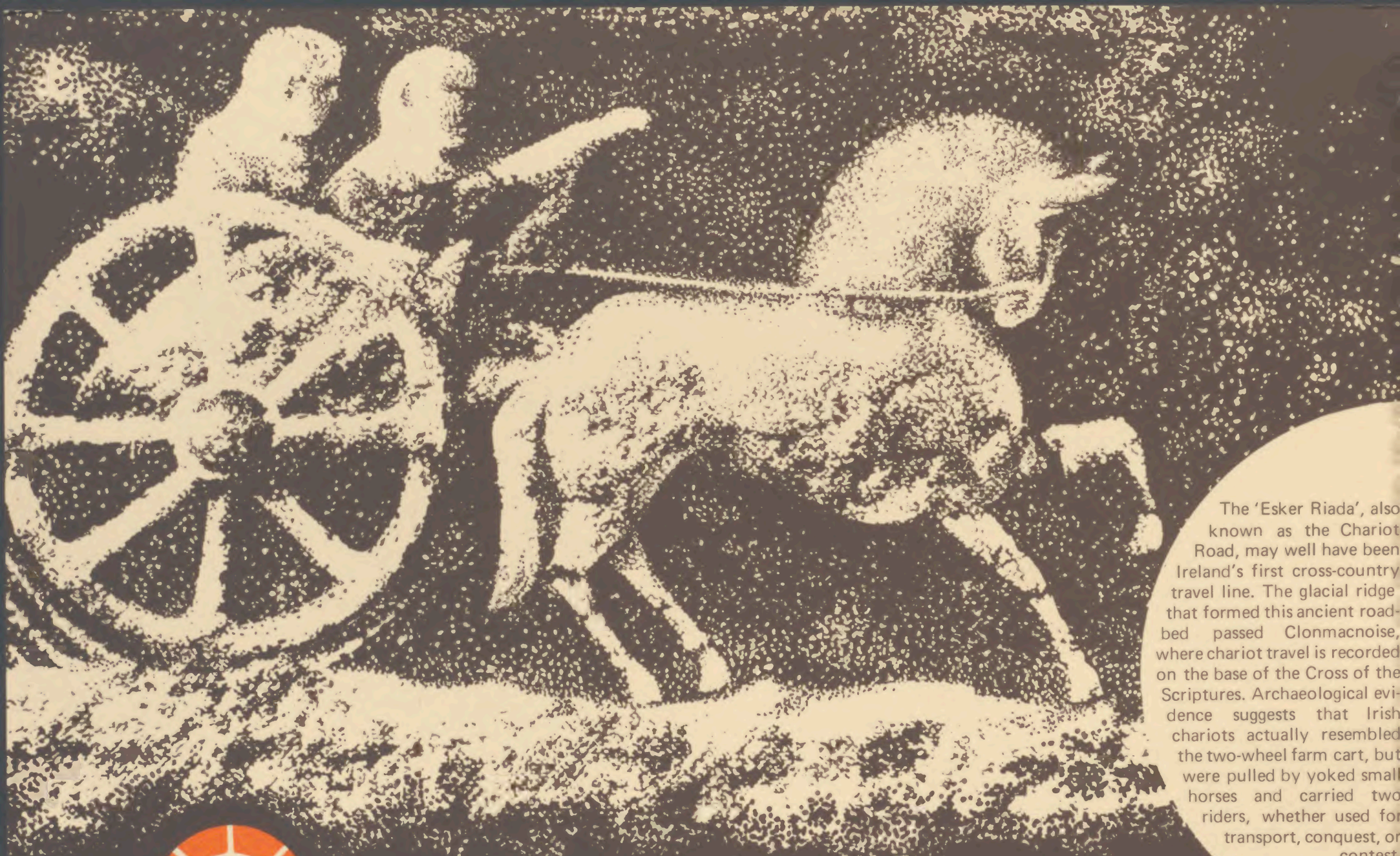


Tuarascáil Bhliantúil 1972/73





The 'Esker Riada', also known as the Chariot Road, may well have been Ireland's first cross-country travel line. The glacial ridge that formed this ancient road-bed passed Clonmacnoise, where chariot travel is recorded on the base of the Cross of the Scriptures. Archaeological evidence suggests that Irish chariots actually resembled the two-wheel farm cart, but were pulled by yoked small horses and carried two riders, whether used for transport, conquest, or contest.



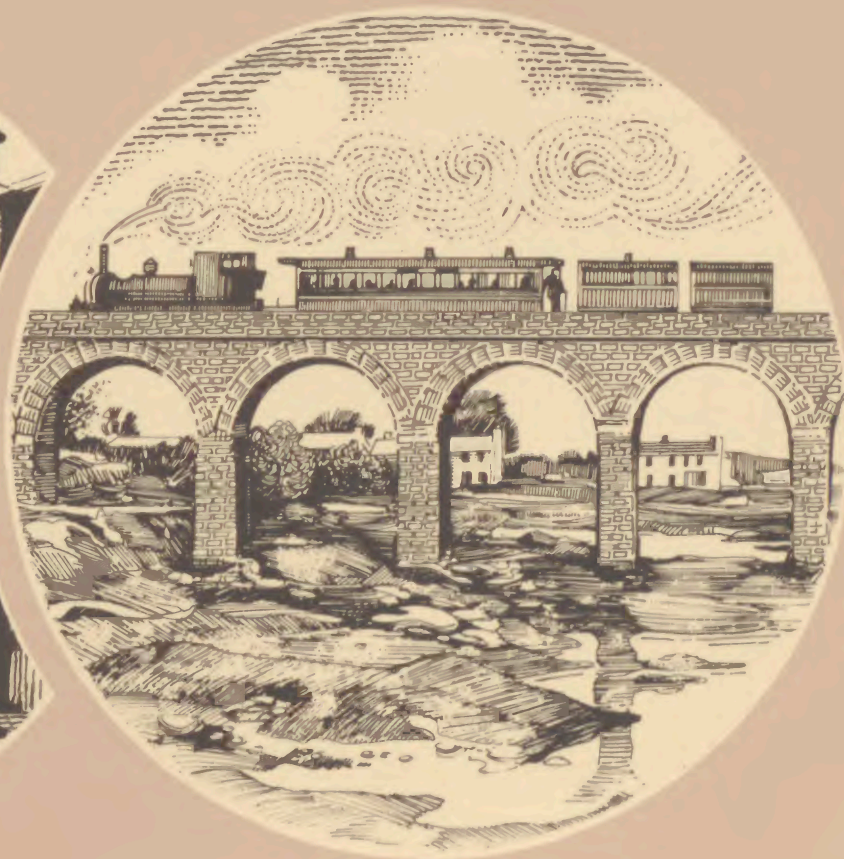
Coras Iompair Eireann

Tuarascáil Bhliantúil don bhliain dar críoch 31ú Márta 1973

Saint Brendan the Navigator reputedly sailed the seas with a cargo of passengers in vessels that resembled the traditional currach — ‘a very light little boat with a spine and ribs of pine’. Regardless, he established a reputation for Ireland in country-to-country travel.

By the mid-eighteenth century, canal routes improved multiple service transport, carrying passengers and freight with comfort and ease. Luxurious inns, such as Portobello House, developed to accommodate barge and coach travellers, offering rest, refreshment, and entertainment.

When railway networks revolutionized travel and transport in the nineteenth century many feats of engineering were accomplished in the interest of better connecting service. Viaducts and tunnels were constructed to facilitate the fast steam locomotives that hauled passengers and freight.



The twentieth century brought a return to road travel and public transport responded with street trams and omnibuses, while

maintaining and improving railway services. Today a new era of comfort and speed is marked by the introduction of the Supertrain. In a tradition of travel and transport that

developed to meet the needs of the people, CIE continues to serve with insight and imagination.







Members of the Board



1.



2.



3.

1. Mr. T. P. Hogan, Chairman
2. Mr. E. Cassidy
3. Mr. M. F. Molony
4. Mr. W. J. Fitzpatrick
5. Mr. F. Lemass
6. Mr. D. Larkin
7. Mr. M. Purcell



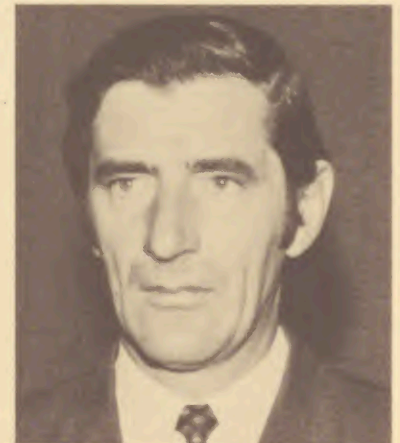
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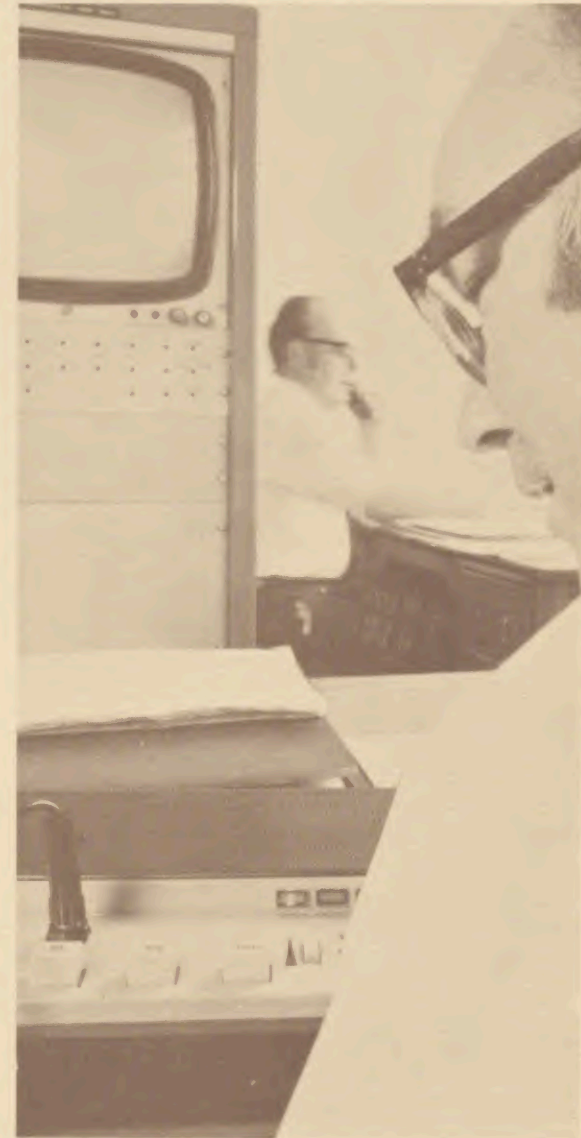


Introduction

CIE carried more passengers in 1972/73 than in any previous year. On railways it carried 12 million passengers—an increase of 8% over last year which itself had shown an increase of $6\frac{1}{2}\%$ over the previous year. On provincial city and provincial long distance buses it carried 62 million passengers. Dublin city buses carried 210 million passengers during the year—an increase of 5% over the previous year. There were 50 million journeys by schoolchildren under the Schools Free Transport Scheme. As many as 133,700 schoolchildren a day were carried—a 7% increase over last year. Rail freight tonnage and road freight carryings were also higher than last year.

The mandate given to CIE "to provide reasonable, efficient and economical transport services with due regard to safety of operation, the encouragement of national economic development and the maintenance of reasonable conditions of employment for its employees" was carried out in a very satisfactory way on the evidence of the past year's performance. 1972/73 on the railways was pre-eminently the year of the Great Train Robbery. Exhaustive marketing research, creative sales and promotional schemes, carefully pre-tested, resulted in a promotional and publicity campaign which fired the public imagination and induced a new excitement into the idea of rail travel. The promotion was not conceived in isolation but rather as the start of a series of campaigns—"The Great Spring Double", "Get Out and About", "Crazy Sam", etc., which had a roll-on effect and helped to produce this year's very satisfactory passenger results.

The public interest in train travel was further increased by the introduction to CIE's new rolling stock—the Supertrain—launched in December. By the end of the year the new service had been extended to the majority of the mainline routes and had impressed passengers by its new standards of comfort, speed and convenience. Mainline stations are rapidly being modernised and train operations rationalised to match the technical standards and greater passenger flow which has resulted.



Further important research and planning operations during the year led to the completion by the end of the year of new train schedules which have since been introduced and which are already giving a greatly improved frequency and speed of service on all main routes.

Dublin suburban train services also had a very successful year. Patronage for these services continued to improve, showing a growth of $7\frac{1}{2}\%$ on the previous year. New push/pull type trains were introduced — more suitable for suburban working although still far from ideal.

One station, Sydney Parade, which had been closed, was re-opened; automatic ticket checking was introduced at a number of stations; a new station was constructed in the new housing area of Bayside which has since been opened.

Dublin bus services, in spite of deteriorating traffic conditions, had an increase in passenger carryings. Experiments in bus control by radio telephone have somewhat alleviated the traffic problems. Traffic experts from Britain, Sweden, and Canada have come for briefings on CIE's Dublin bus control techniques. Further developments with computer links were planned.

The Northern Ireland political situation affected CIE's tour operations as it did Irish tourism in general. A cut-back in operation costs enabled the deficit to be held at £185,000 — marginally lower than the previous year's deficit.

Rail and road freight tonnages showed increases in this year. Considerable progress was made in the expansion of facilities at Rosslare Harbour. The port is now capable of catering for motor cars, passengers and roll-on/roll-off freight and is intended to be a major link between this country and the continent. Future planning for Ireland's internal transport needs is CIE's constant preoccupation. During this year the first phase of an intensive planning exercise has been completed which will result in a modern, more efficient transport system. Within current tech-



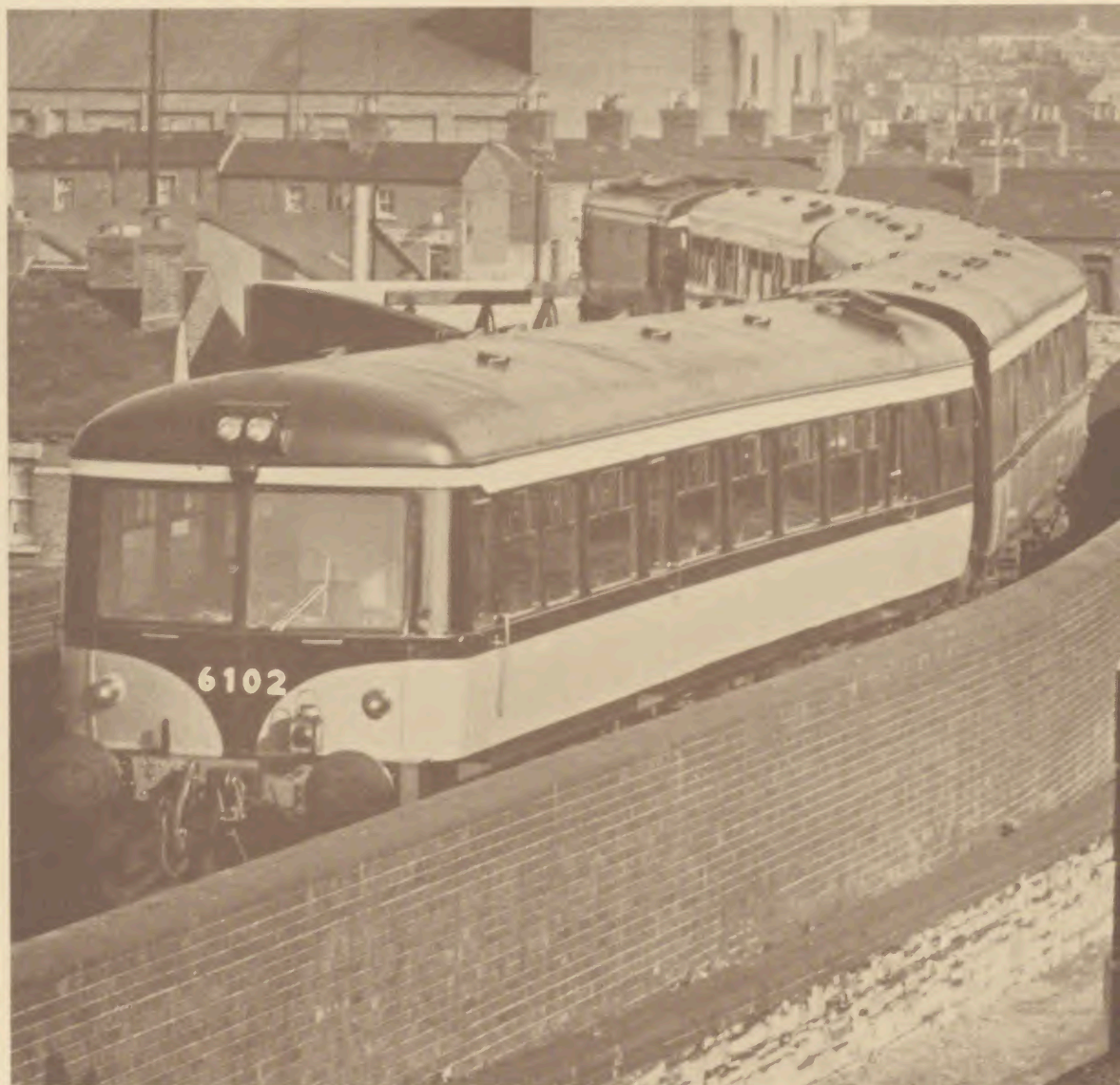
nologies a new system of distribution has been evolved which will be at once faster, more comprehensive and less costly. Account has also been taken of future technological developments in many areas: in signalling, radio and computer links have been explored; in the area of motive power, the world energy crisis has led to investigations into possibilities of electrification and the use of nuclear energy.

The changes already made and those planned, rely for their success on acceptance by CIE staff, its customers and the public. CIE has as its constant objective the spread of information and the education of operators and users alike in the benefits to the country of a modern transport system.

Increases in rates and fares arising from rising costs proposed by the Board in May, 1972, were referred by the Minister for Industry and Commerce to the National Prices Commission. In November, 1972, the Commission issued interim recommendations in relation to rail passenger fares and rail and road freight rates, but the Minister for Industry and Commerce decided that as the proposals put forward by CIE were still under examination by the Commission, it would be preferable that there should be no increase in the Board's rates before this examination had been completed. The net cost to the Board in 1972/73 of the delay in increasing fares and rates was £2.2 million; this cost was met by increased Government subvention.

The prices of materials continued to rise and were affected by the introduction of Value Added Tax from 1st November, 1972, especially in respect of certain railway items which previously had been exempt from tax.

The overall financial result for the undertaking during the year, after allowing £2,447,000 for financial charges on borrowings and taking account of subventions of £8.3 million under the Transport Act, 1964, and under Vote No. 41 of Dail Eireann, there was a surplus of £53,000.





Railways

The regulations of the EEC will affect the compilation and the way in which subventions are paid by the Government to CIE. Discussions have been taking place between officials of the EEC, the Department of Transport and Power and CIE to arrive at a new formula to comply with the regulations.

The number of passengers carried by rail continued to increase. The total number carried in 1972/73 was almost 12 million, an increase of 8% on last year which itself had shown an increase of 6½% over the previous year.

The increase was largely attributable to the marketing and promotional drives of "The Great Train Robbery" and the planned series of promotions which succeeded it throughout the year. "The Great Train Robbery" was repeated in early 1973 with equal success.

The introduction of the new air-conditioned Supertrains in December, 1972, brought a new standard of passenger comfort and convenience and further induced passengers to travel.

"First Class" on trains was replaced by a new superior class travel — "Superstandard" for which a flat supplement of £1.00 for each single journey is charged.

A new superior style uniform was introduced for train staff on Supertrain and mainline services.

Dublin suburban commuter traffic also continued to expand and new push/pull train units to improve these services are being introduced. Sydney Parade halt was re-opened as an unmanned station with automatic ticket vending machines and ticket activated entrance turnstiles.

A system of pre-booking was instituted for outwards traffic from Dublin at Christmas, 1972, on an experimental basis. Such control systems are now becoming necessary at holiday and peak weekends.



As part of the upgrading of mainline stations, an additional island platform was provided at Heuston Station which is also being further developed to cater for expanded business as well as the additional traffic arising out of the transference of the Dublin terminal for Galway and Westport trains from Pearse Station to Heuston Station. Pearse Station is now exclusively reserved for the growing suburban rail traffic.

Modern maintenance and valeting arrangements for carriages is being provided at Heuston Station.

Central heating has been installed in the concourse at Kent Station, Cork.

Rail freight tonnage at 3,646,000 tons, was marginally higher than last year. The significant improvements were in cement, mineral and oil traffics but some reductions occurred in beet, jute and general traffics. Attractive reductions in rates, over 50% in some cases, were introduced for sundry traffics from provincial areas into Dublin to encourage the development of this business and to secure better utilisation of the wagon capacity available.

The liner train concept was further developed and the year witnessed growing demand for unit load/container conveyance and for further extensions of the use of pallets. The liner train operated for the B+I between Cork and Dublin commenced to run through to the terminal at B+I Ferry port, Dublin. An additional siding for handling bulk oil traffic has been provided at Tivoli, Cork. Schemes are in hand to instal gantry cranes at various major stations and generally to improve traffic handling facilities.

The volume of livestock carried by rail is declining, due to changing methods of distribution in this trade. Steps were taken during the year to improve the economics of handling this traffic.

Rail operating revenue of £15,211,000 was higher by £607,000 than last year, while operating expenditure plus financial charges rose by £1,588,000 to £22,906,000, leaving a deficit on the railway of £7,695,000, an increase of £981,000 on 1971/72.





Dublin city services

210 million passengers were carried on Dublin City Services buses during this year—an increase of 9.5 million on the previous year.

Receipts of £11,014,000 showed an improvement of £946,000 while expenditure, including interest charges, increased by £1,491,000 to £11,374,000. Postponement of the increase in fares, necessary to meet the increase in costs, produced a deficit of £360,000, in comparison with a profit of £185,000 last year.

The popularity of the "Freedom of the City" monthly tickets for bus and rail commuters introduced last year continued to grow and there was a significant increase in sales in 1972/73.

Traffic congestion in the city continued to be a problem in maintaining or improving the level of services. The position was further aggravated this year by the exceptional incidence of bomb scares and the growth in the number of major road works. Vandalism on late night buses assumed serious proportions. Police protection in patrolling 'black spots' had to be sought on a number of occasions. The installation of radio telephones on buses is being continued and they have proved of considerable assistance in facilitating operations during difficult traffic conditions.

CIE is co-operating in further studies with the various interested bodies on general Dublin transportation problems.





Provincial bus services

CIE carried 62 million passengers on its provincial long distance buses and provincial city buses in 1972/73. This number, which excludes special school services, showed an increase of 2 million over the previous year.

The revenue earned on Provincial Bus Services was £8,476,000, an increase of £893,000 over 1971/72. Expenditure amounted to £8,158,000 or £1,125,000 greater than last year, leaving a profit of £318,000, a reduction of £232,000 on 1971/72.

City and town services showed some expansion while the introduction of cheap return fares secured greater support for long distance provincial services. Private hire operations benefitted from an intensive sales effort which helped to overcome the effects of the poor tourist season. However, day tours, which are largely dependent on tourist traffic, were down on previous years.

The schoolchildren's free transport scheme has continued to expand. There were 50 million journeys by children in this scheme in the past year; this total is an increase of 7% over last year.

During November and December 1972 a major bus passenger survey was carried out and the information obtained will form the basis of a new overall provincial bus policy plan which is being formulated. Traffic congestion in provincial cities is on the increase and was a particularly serious problem for Cork City bus services, resulting in a large number of lost journeys.

Arrangements were completed to introduce monthly commuter tickets in Cork, Limerick, Waterford and Galway cities, similar to the "Freedom of the City" tickets in operation in Dublin City.

An improvement scheme at Galway Garage was completed and similar schemes at Waterford and Stranorlar Garages are under way.





Tours and private hire

Road Freight

The unfavourable conditions in tourism which have prevailed for over two years and which produced a deficit of £187,000 last year were still in existence in 1972/73, the result being a deficit of £185,000. Revenue was £1,434,000, a decrease of £140,000 but costs were lower by £142,000.

In addition to difficulties caused by the Northern Ireland political situation, the introduction of a new 22/45 day air fare from America which allowed no stop-over facilities, deprived Ireland of many potential tourists.

As a result of these factors, 55% of the planned CIE coach tours were cancelled while tours services arranged by CIE on behalf of foreign wholesalers were curtailed by 39%.

To counteract the effect of the fall in business, the management structure in Dublin and North America was re-organised, and the number of units in the coach fleet was reduced.

The total tonnage carried at 5,699,810 tons was 2% higher than in the previous year.

Receipts for the year were £7,001,000, an increase of £728,000 compared with last year while costs were higher by £572,000. This year's result showed a profit of £22,000 compared with a deficit of £134,000 in 1971/72.

Features during the year were the successful conclusion of negotiations to permit one-man operation of tractors with 40-foot trailers and the commencement of fully-assembled car transportation from Rosslare Harbour.

The carriage of general merchandise, cement, limestone and barytes, showed a substantial improvement; haulage for County Council work was reduced. The Northern Ireland political situation, competition from licensed, unlicensed and own account vehicles and a labour dispute had a serious effect on efforts to expand road freight activities.





Hotels & Catering

Shipping and air freight

The hotels and catering services operated by Ostlanna Iompair Eireann showed a deficit of £150,000 which compared with a deficit of £24,000 last year.

The report of the financial results and operations of Ostlanna Iompair Eireann is published separately by the subsidiary. Revenue amounted to £2,661,000 of which £1,642,000 was earned by the Great Southern Hotels Group.



CIE's shipping and air freight services, which are conducted through Irish Ferryways and Aerlód Teoranta, had a successful year with larger turnover and increased profitability. These results were particularly encouraging in the light of the severe competition in sea and air freight.

The deficit on the Galway/Aran boat services and the Shannon Cruises was £38,000, the same as 1971/72.

The deficit on the maintenance of the canals, a non-trading activity was £159,000, an increase of £28,000 on 1971/72.





Wage and salary increases under the terms of the Employer/Labour Conference National Agreements of 1970 and 1972 were extended to the staff during the year, following agreement with the trade unions. Negotiations continued during the year on the transfer of the bus building activity at the Board's Spa Road Works to Van Hool McArdle Ltd.

The only significant disruption of the Board's services, by labour disputes during the year, arose from an unofficial strike of road freight staff in Dublin which lasted from 13th to 26th February, 1973.

The scheme for joint consultation between the management and the staff was continued during the year. The number of local joint consultative councils was increased from thirty-two to thirty-four. The two additional councils cater for Dublin City Services staff at Phibsboro' garage and for staff of the former Co. Donegal Railways Joint Committee.

Salaries and wages paid during the year (excluding OIE staff) totalled £33,079,078, an increase of £2,582,178 over 1971/72.

The staff development and training programme was maintained during the year and 4,379 members of the staff attended internal training courses. A further 349 attended external training courses.

The number of staff (excluding OIE staff) at the end of the year was 19,660.





General

Mr. Denis Larkin and Mr. Michael Purcell were appointed members of the Board in succession to Mr. L. Ferris and the late Mr. J. M. Cox.

Mr. John J. Byrne, Deputy General Manager, was appointed General Manager in succession to Mr. Daniel Herlihy, who retired on 31st August, 1972.

International appointments of CIE personnel included the appointment of Mr. J. J. Byrne, General Manager, to the Management Committee of the International Union of Public Transport. Mr. P. G. Byrne, Director of Development, was appointed a member of the EEC Economic and Social Committee. 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 efforts of its own staff at all levels and to record its appreciation of their effective endeavours throughout the year.



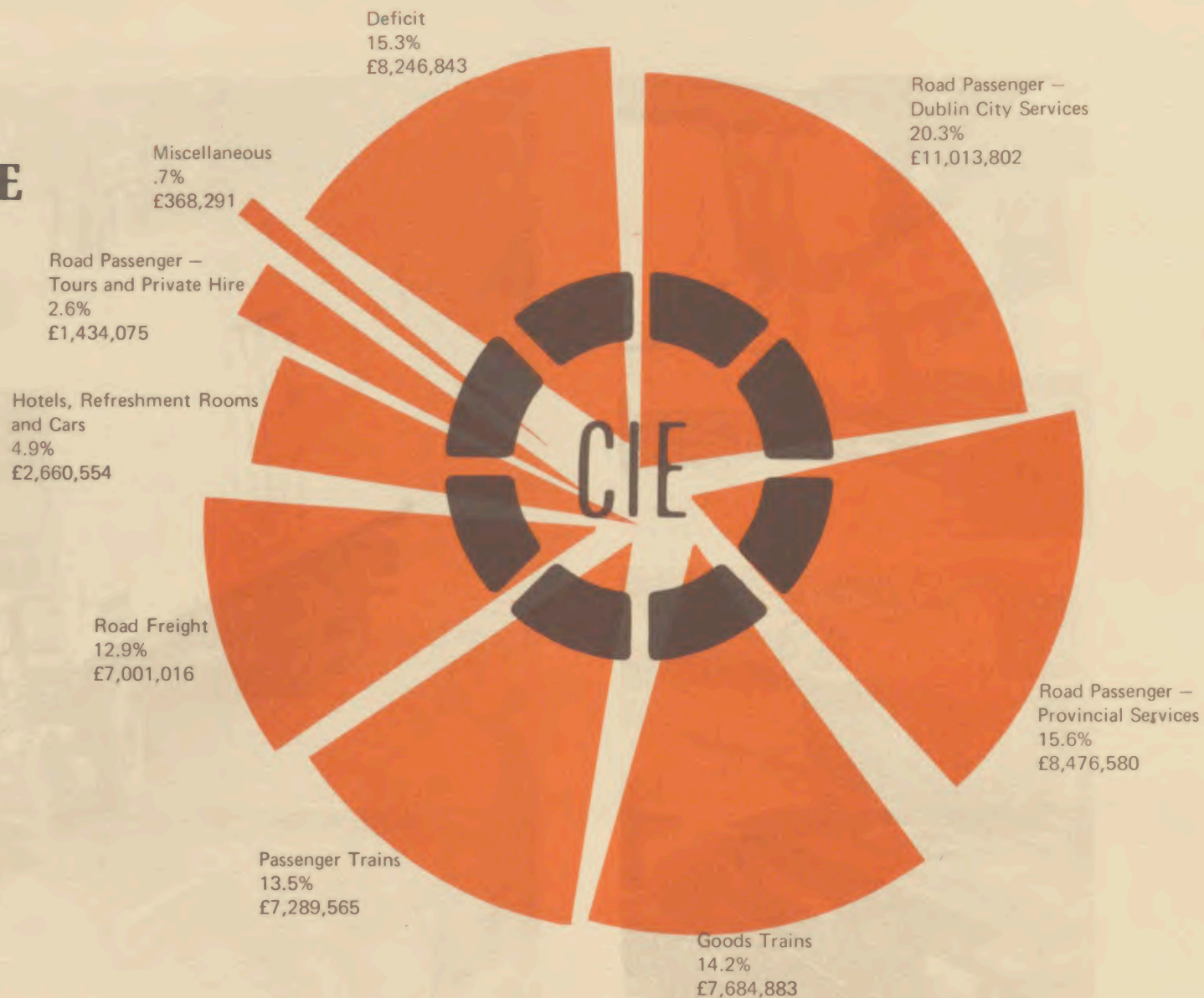
*Mr. John J. Byrne,
General Manager.*



Receipts

WHERE THEY CAME FROM

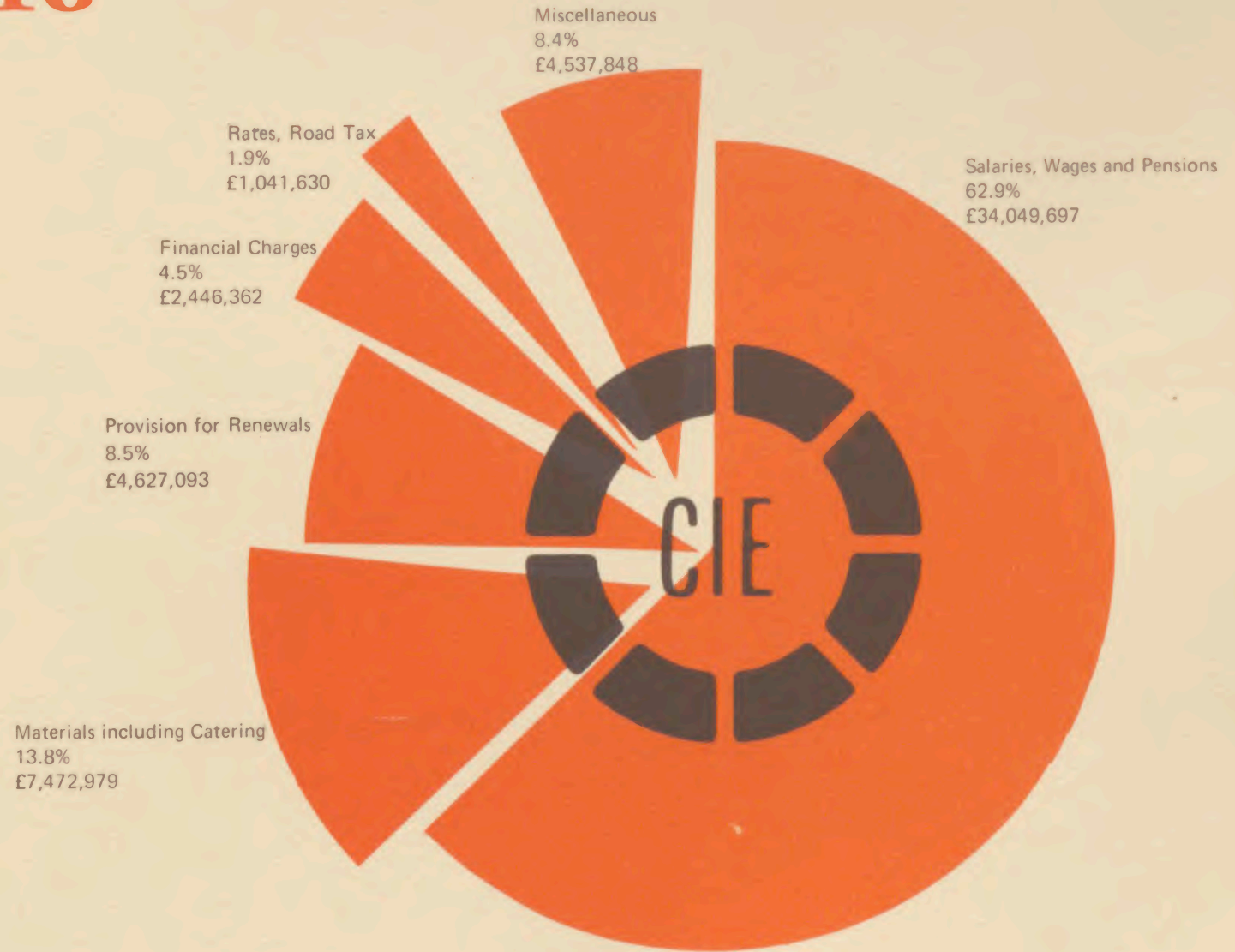
100% - £54,175,609



Expenditure

WHERE IT WENT

100% – £54,175,609





Accounts



Railway working account

	1973		1972	
	£	£	£	£
Receipts				
Passenger Train Traffic	7,289,565		6,852,085	
Goods Train Traffic	7,684,883		7,557,796	
	<hr/>		<hr/>	
Miscellaneous	14,974,448		14,409,881	
	236,788		194,447	
Total Receipts		15,211,236		14,604,328
Expenditure				
Maintenance of Lines and Works	2,941,858		2,703,919	
Maintenance of Rolling Stock	3,610,952		3,547,969	
Fuel	443,611		431,478	
Operating and Other Expenses	11,755,012		10,837,373	
Provision for Renewal of Lines and Works	1,450,000		1,226,000	
Operating Depreciation	1,187,385		1,222,079	
Total Expenditure		21,388,818		19,968,818
Operating Deficit		(6,177,582)		(5,364,490)
Financial Charges		1,517,023		1,349,938
Net Deficit carried to Profit and Loss Account		(£7,694,605)		(£6,714,428)

Road passenger working account Dublin city services

	1973		1972	
	£	£	£	£
Receipts				
Passenger Services	10,957,423		10,015,157	
Miscellaneous	56,379		52,741	
Total Receipts		11,013,802		10,067,898
Expenditure				
Maintenance of Buildings	65,407		26,246	
Maintenance of Vehicles and Equipment	2,794,053		2,154,154	
Fuel	538,033		508,523	
Road Tax and Licences	251,272		246,124	
Operating and Other Expenses	6,753,365		6,138,700	
Operating Depreciation	692,532		557,206	
Total Expenditure		11,094,662		9,630,953
Operating Profit/(Deficit)		(80,860)		436,945
Financial Charges		279,479		251,495
Net Profit/(Deficit) carried to Profit and Loss Account		(£360,339)		£185,450

Road passenger working account provincial services

	1973		1972	
	£	£	£	£
Receipts				
Passenger Services	8,173,715		7,287,863	
Miscellaneous	302,865		294,831	
Total Receipts		8,476,580		7,582,694
Expenditure				
Maintenance of Buildings	37,926		43,307	
Maintenance of Vehicles and Equipment	1,992,041		1,526,191	
Fuel	416,110		397,793	
Road Tax and Licences	175,379		154,473	
Operating and Other Expenses	4,542,806		4,064,042	
Operating Depreciation	713,650		597,955	
Total Expenditure		7,877,912		6,783,761
Operating Profit		598,668		798,933
Financial Charges		280,120		248,970
Net Profit carried to Profit and Loss Account		£318,548		£549,963

Road passenger working account tours and private hire

	1973		1972	
	£	£	£	£
Receipts				
Passenger Services	1,403,984		1,542,640	
Miscellaneous	30,091		31,106	
Total Receipts		1,434,075		1,573,746
Expenditure				
Maintenance of Buildings	8,046		9,187	
Maintenance of Vehicles and Equipment	203,540		196,751	
Fuel	62,074		68,110	
Road Tax and Licences	18,849		22,386	
Operating and Other Expenses	1,049,240		1,215,567	
Operating Depreciation	222,699		192,512	
Total Expenditure		1,564,448		1,704,513
Operating Deficit		(130,373)		(130,767)
Financial Charges		54,657		56,514
Net Deficit carried to Profit and Loss Account		(£185,030)		(£187,281)

Road freight working account

	1973		1972	
	£	£	£	£
Receipts				
Goods Services	6,953,873		6,232,947	
Miscellaneous	47,143		40,249	
Total Receipts		7,001,016		6,273,196
Expenditure				
Maintenance of Buildings	30,569		32,809	
Maintenance of Vehicles and Equipment	1,170,086		1,072,088	
Fuel	437,854		413,537	
Road Tax and Licences	226,306		219,702	
Operating and Other Expenses	4,627,347		4,168,772	
Operating Depreciation	354,520		365,453	
Total Expenditure		6,846,682		6,272,361
Operating Profit		154,334		835
Financial Charges		132,801		134,778
Net Profit/(Deficit) carried to Profit and Loss Account		£21,533		(£133,943)

Hotels, refreshment rooms and restaurant cars working account

	1973		1972	
	£	£	£	£
Receipts				
Hotels, Refreshment Rooms and Restaurant Cars		2,660,554		2,791,127
Expenditure				
Maintenance of Buildings, Cars and Equipment	81,872		89,441	
Provisions, Wines, etc.	1,105,500		1,153,993	
Other Direct Expenses	1,226,441		1,232,386	
Other Expenditure	226,697		210,902	
Total Expenditure		2,640,510		2,686,722
Operating Profit		20,044		104,405
Realised Surplus on Sales of Premises		5,558		15,502
Financial Charges		25,602		119,907
		175,236		143,767
Net Deficit carried to Profit and Loss Account		(£149,634)		(£23,860)

Canals working account

	1973		1972	
	£	£	£	£
Receipts				
Rents	32,121		31,951	
Miscellaneous	5,079		6,408	
Total Receipts		37,200		38,359
Expenditure				
Maintenance of Buildings	2,819		7,176	
Maintenance of Waterways and Works	144,822		114,398	
Operating and Other Expenses	48,758		47,802	
Total Expenditure		196,399		169,376
Operating Deficit		(159,199)		(131,017)
Financial Charges		—		—
Net Deficit carried to Profit and Loss Account		(£159,199)		(£131,017)

Vessels working account

	1973		1972	
	£	£	£	£
Receipts				
Passenger Traffic	68,161		67,065	
Goods Traffic	18,751		17,116	
Miscellaneous	1,833		965	
Total Receipts		88,745		85,146
Expenditure				
Maintenance of Vessels and Equipment	20,924		24,841	
Fuel	1,982		2,338	
Operating and Other Expenses	90,603		83,273	
Operating Depreciation	6,307		5,620	
Total Expenditure		119,816		116,072
Operating Deficit		(31,071)		(30,926)
Financial Charges		7,046		7,186
Net Deficit carried to Profit and Loss Account		(£38,117)		(£38,112)

Consolidated profit and loss account

	1973		1972	
	£	£	£	£
WORKING ACCOUNTS:				
Net Profits/(Deficits) from				
Railway	(7,694,605)		(6,714,428)	
Road Passenger — Dublin City Services	(360,339)		185,450	
— Provincial Services	318,548		549,963	
— Tours and Private Hire	(185,030)		(187,281)	
Road Freight	21,533		(133,943)	
Hotels, Refreshment Rooms and Restaurant Cars	(149,834)		(23,860)	
Canals	(159,199)		(131,017)	
Vessels	(38,117)		(38,112)	
		(8,246,843)		(6,493,228)
Financial Charges (Note 5)	2,446,362		2,192,648	
Allocation to Working Accounts	Cr. 2,446,362	—	Cr. 2,192,648	—
Net Deficit		£8,246,843		£6,493,228
Financed as Follows:				
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	
Sub-head D 3, Vote 41, 1972/'73 of Dail Eireann	5,650,000		—	
		8,300,000		6,000,000
Surplus/(Deficit) arising on Disposal of Rolling Stock and Railway Lines previously written off		1,425		(4,617)
		8,301,425		5,995,383
Increase in Balance Forward (Note 10)		(54,582)		497,845
		£8,246,843		£6,493,228

Consolidated balance sheet at 31st March 1973

	1973		1972	
	£	£	£	£
Fixed Assets (Note 6)		36,743,299		33,927,743
Investment in Subsidiary Company (Note 7)				
Share Capital	600,000		450,000	
Loan Account	566,485		349,392	
		1,166,485		799,392
Current Assets				
Stocks of Stores (Less Reserve)	4,663,657		4,589,836	
Sundry Debtors and Payments in Advance	5,409,388		4,938,478	
Balance at Bankers and Cash in Hand	274,647		26,928	
Bank Deposits	1,288,172		1,235,000	
Investments (Less Reserve)	37,681		39,454	
(Market Value 31/3/73 £40,116 31/3/72 £45,706)				
	11,673,545		10,829,696	
LESS:				
Current Liabilities and Provisions				
Amount due to Bankers (31/3/'73—unsecured 31/3/'72—partly secured)	899,616		2,314,104	
Unsecured Bank Loans	2,077,000		1,935,500	
Deferred Payments on Rail and Road Rolling Stock	2,074,872		951,569	
Sundry Creditors and Accrued Charges	7,064,997		5,568,469	
Equalisation Account for Renewal of Lines and Works	189,105		125,448	
Taxation	75,376		78,129	
	12,380,966		10,973,219	
NET CURRENT ASSETS		(707,421)		(143,523)
TOTAL NET ASSETS		£37,202,363		£34,583,612
FINANCED BY				
Issued Transport Stocks (Note 8)		18,514,460		18,514,460
RESERVES				
Capital Reserve (Note 9)	1,737,146		1,991,055	
Profit and Loss Account (Note 10)	1,120,533		483,951	
	2,857,679		2,475,006	
LESS: Discount and Issue Expenses—				
Transport Stocks (Less Amounts written-off)	8,356		10,445	
		2,849,323		2,464,561
Sinking Fund for Redemption of Transport Stocks	5,404,324		4,811,795	
Less: Investments	5,404,324		4,811,795	
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	13,338,580		11,104,591	
Unsecured Loan Stock 1991/96 (Note 7c)	2,500,000		2,500,000	
		15,838,580		13,604,591
		£37,202,363		£34,583,612

J. STANLEY, *Financial Controller.*

Notes on consolidated accounts

1. Accounting Policies

(a) 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.

The Accounts of Great Southern Hotels (N.I.) Limited, formerly Russell Court Hotel Limited, which is a wholly owned subsidiary of Oslanna Iompair Eireann Teoranta, have not been consolidated due to the fact that trading occurred only for the period from 11th August, 1972 to 25th September, 1972 when an explosion caused extensive damage to the property (Note 7d).

(b) 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 four years ended 31st March, 1973, and revised estimated expenditure for next year. 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 1972/'73 depreciation provision includes an additional amount of £31,800 (1971/'72 £72,235) being depreciation underprovided on 10 (1971/'72 — 28) diesel locomotive engines replaced during that 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. The 1972/'73 depreciation provision includes an additional amount of £23,030 being depreciation underprovided on certain Road Freight Vehicles withdrawn from service or due for withdrawal from service before the expiration of their expected useful lives.

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.

(c) Stocks of Stores

Stocks of Stores have been valued at cost and the basis of valuation is the same as that used at the end of the previous financial year. The general basis on which cost is determined is average cost which has been computed after making adequate provision for all defective and obsolete stocks.

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 £1,290,972 (£1,031,521 in the previous year).

3. Capital Commitments

The Board's capital commitments at 31st March, 1973, were approximately £5,873,000 (£3,437,000 at 31st March, 1972).

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

The deficiency on the above Fund as shown by the most recent completed 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. A valuation as at 31st December, 1972, is presently being undertaken.

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, 1973 amounted to £2,446,362 (£2,192,648 year ended 31st March, 1972) as follows:—

	1973		1972	
	£	£	£	£
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 } 3% Transport Stock, 1975/85 } 5% Transport Stock, 1972/77 } 4¼% Transport Stock, 1972/77 } 5% Transport Stock, 1970/75 } 6% Transport Stock, 1977/82 }	50,000 37,500 67,500 45,000 30,000		50,000 37,500 67,500 45,000 30,000	
		230,000		230,000
Discount and Issue Expenses—Transport Stocks		2,089		2,089
Miscellaneous Rents		90,676		60,532
Interest on Repayable State Advances for Capital Expenditure		878,863		805,048
Sundry Interest Paid, less Received		429,537		283,985
Associated Transport Companies:				
Guaranteed Interest to Fishguard and Rosslare Railways and Harbours Co. (In Ireland)		48,513		48,652
Statutory Contribution—County Donegal Railways Joint Committee		—	Cr.	4,342
		£2,446,362		£2,192,648
Allocated to Working Accounts as follows:				
Railway		1,517,023		1,349,938
Road Passenger—Dublin City Services		279,479		251,495
—Provincial Services		280,120		248,970
—Tours and Private Hire		54,657		56,514
Road Freight		132,801		134,778
Vessels		7,046		7,186
Hotels, Refreshment Rooms and Restaurant Cars		175,236		143,767
		£2,446,362		£2,192,648

6. Fixed Assets

	Net Book Amount 1st April, 1972	CURRENT YEAR		Net Book Amount 31st March, 1973
		Additions	Depreciation	
	£	£	£	£
Railway Rolling Stock	15,230,194	3,193,389	1,132,080	17,291,503
Road Passenger Vehicles				
Dublin City Services	3,474,817	1,402,453	681,514	4,195,756
Other Services	4,779,133	583,385	930,133	4,432,385
Road Freight Vehicles and Equipment	1,693,995	402,440	391,928	1,704,507
Vessels	108,017	—	6,307	101,710
Land and Buildings	3,494,106	407,959	—	3,902,065
Plant and Machinery	1,770,308	395,326	309,904	1,855,730
Hotels and Refreshment Rooms including Catering Equipment	3,377,173	(57,390)	60,140	3,259,643
	£33,927,743	£6,327,562	£3,512,006	£36,743,299

7. Oslanna Iompair Eireann Teoranta

- (a) The Company had no capital commitments at 31st March 1973 (Nil — 31st March, 1972).
- (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 it is understood that Capital Allowances and Losses available are sufficient to eliminate any liability to date.
- (c) Bank Interest payable for the year amounted to £60,081 (1972 — £80,092). Of this amount £15,956 (1972 — £20,137) has been capitalised and added to cost of new premises.
- (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 the fact that trading occurred only for the period from 11th August, 1972 to 25th September, 1972 when an explosion caused extensive damage to the property. The company is claiming, under the Criminal Injuries to Property (Compensation) Act (Northern Ireland) 1971, the cost of reinstating the property, contents, stock and loss of profits. It is expected that these claims will be met in full by the Belfast Corporation. The result for the year was a loss of £229,132 (1972 — £144,341). The major contribution to this loss was financial expenses amounting to £165,226 (1972 — £115,451).
- (e) 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, date 16th August, 1971, Oslanna 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.

8. Issued Transport Stocks

	Amount of Stock at 31st March, 1972	Amount Received During Year	Amount of Stock at 31st March, 1973
	£	£	£
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
	£18,514,460	—	£18,514,460

9. Movement on Capital Reserve

	1973		1972	
	£	£	£	£
Balance forward from last year		1,991,055		2,027,758
ADD:				
Surplus on dissolution of County Donegal Railways Joint Committee and Strabane and Letterkenny Railway Company		—		83,628
		1,991,055		2,111,386
Deduct:				
Capital Expenditure on Railway Lines and Works	333,655		118,790	
Less: Surplus arising on disposal of Land and Buildings and Acquired Assets	79,746		98,230	
	253,909		20,560	
Loss on sales of investments	—		99,771	
		253,909		120,331
		£1,737,146		£1,991,055

10. Movement on Profit and Loss Account

	1973	1972
	£	£
Balance forward from last year	Cr. 483,951	Dr. 81,914
Increase per Profit and Loss Account	54,582	497,845
Loan Stock Issue Expenses written off	—	50,290
	Cr. 538,533	Dr. 630,049
Non-repayable grant under sub-head D. 3 of Vote 41, 1972/'73 of the amount by which the Board's net deficits exceeded the Exchequer grants for the three year period ended 31st March, 1972	582,000	—
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
	Cr. £1,120,533	Cr. 483,951

Auditors' report

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

In our opinion, proper books of Account have been kept by the Board and its subsidiaries and the foregoing Consolidated Balance Sheet and Revenue Accounts, which are in agreement therewith, give with the Notes annexed a true and fair view of the state of affairs of the Board and its subsidiaries at 31st March, 1973, and of the consolidated net revenue deficit for the year ended on that date.

Craig Gardner & Co., Chartered Accountants,
Gardner House, Ballsbridge, Dublin 4.
28th August, 1973.

Statistics

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

	Year ended 31st March				
	1969	1970	1971	1972	1973
	£'000	£'000	£'000	£'000	£'000
Revenue	31,197	34,232	36,868	43,016	45,923
Deficit	1,961	3,234	6,171	6,493	8,247
State Grant Received (See note)	2,000	2,650	5,630	6,000	8,300
Interest and Sinking Fund Provisions—paid or chargeable on Loan Capital	1,347	1,467	1,641	1,802	1,876
Interest paid or chargeable on Loan Capital from Exchequer (included in above)	400	470	644	805	879
Net Value of Assets:					
Fixed	27,972	29,882	32,164	34,378	37,343
Current	29	(74)	(1,125)	206	(141)
Loan Capital (Total)	24,514	26,705	27,991	31,696	33,897
Loan Capital from Exchequer	6,000	8,191	9,477	10,682	12,883
Reserves	2,777	1,923	1,933	2,465	2,849
Number of Employees	20,647	20,551	20,922	20,962	20,554
	£	£	£	£	£
Auditors' Fees	3,729	5,275	5,650	6,250	6,650
Board Members' Fees	5,417	5,258	5,586	5,602	5,675

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.

1973—£582,000 in respect of the three-year period ended 31st March, 1972.

Rail Passengers	Revenue	£7,289,565	1973
		£6,852,085	1972
	Number	11,861,970	1973
		11,000,921	1972
Rail Freight	Revenue	£7,684,883	1973
		£7,557,796	1972
	Tonnage	3,693,159	1973
		3,689,274	1972
Dublin City Road Passenger Services	Revenue	£10,957,423	1973
		£10,015,157	1972
	Number	210,079,036	1973
		200,608,930	1972
Provincial and Other Road Passenger Services	Revenue	£9,577,699	1973
		£8,830,503	1972
	Number	86,011,968	1973
		81,597,053	1972
Road Freight	Revenue	£6,953,873	1973
		£6,232,947	1972
	Tonnage	3,786,261	1973
		3,691,764	1972

Figures in colour are in respect of 1972

Mileage of Railway Lines

	First Track		Other Track		Sidings		Total	
	Miles	Chs.	Miles	Chs.	Miles	Chs.	Miles	Chs.
Lines owned by Board	1,289	28	312	18	248	09	1,849	55
	1,289	16	312	44	248	71	1,850	51
Lines jointly owned (Board's share of ownership)		08		06		06		20
		08		06		06		20
Lines leased or worked by Board	71	10	2	43	4	19	77	72
	71	11	2	51	4	78	78	60
Total	1,360	46	314	67	252	34	1,927	67
	1,360	35	315	21	253	75	1,929	51

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

Locomotives

	1973	1972
Diesel Electric Locomotives	177	177
Diesel Hydraulic Locomotives	44	44
Total	221	221

Rail Motor Vehicles

	No.	Seats		
		First	Standard	Total
Diesel Rail Cars	57	—	3,866	3,866
	86	—	6,059	6,059

Figures in colour are in respect of 1972

Rail Coaching Vehicles

	Seats				No. of Vehicles	
	First		Standard		1973	1972
	1973	1972	1973	1972	1973	1972
Carriages of Uniform Class	484	232	20,152	18,853	316	295
Composite Carriages	808	970	864	1,096	36	44
Restaurant Cars			1,209	1,055	33	29
Total	1,292	1,202	22,225	21,004	385	368

Ambulance Coaches					4	4
Radio Vans					5	5
Post Office Vans					14	14
Luggage, Parcel & Brake Vans					163	169
Horseboxes					—	17
Total					571	577

Rail Service Vehicles

	1973	1972
Ballast Wagons & Vans, &c.	343	312
Mess & Tool & Sleeping Vans	68	70
Breakdown Cranes	5	5
Miscellaneous	116	107
Departmental Petrol Rail Motors	5	5
Total	537	499

Figures in colour are in respect of 1972

Rail Merchandise & Mineral Vehicles

	8 Tons & up to 12 Tons	Over 12 Tons	Number	Tonnage Capacity	
				Total	Average per Vehicle
Freight Vehicles					
Open Wagons	2,546	—	2,546	30,260	11.89
	2,707	—	2,707	31,944	11.80
Covered Wagons	3,489	133	3,622	43,124	11.91
	3,816	133	3,949	46,426	11.76
Special Wagons for Loads of exceptional Dimensions and Weight			17	502	29.53
			17	502	29.53
Cattle Trucks			351	4,212	12.00
			600	7,200	12.00
Flat Trucks			1,224	25,189	20.58
			1,242	22,471	18.09
Miscellaneous			605	10,326	17.07
			513	8,476	16.52
Total			8,365	113,613	13.58
			9,028	117,019	12.96
Containers					
Large Covered			52	536	10.31
			54	544	10.07
Large Covered Insulated			133	2,396	18.02
			133	2,396	18.02
Small Covered			31	123	3.97
			31	123	3.97
Small Covered Wheeled			2	5	2.50
			2	5	2.50
Open			74	166	2.24
			74	166	2.24
Bicycle			1	4	4.00
			1	4	4.00
Lancashire Flats			555	7,613	13.72
			555	7,613	13.72
Dog Kennels			76	4	.05
			76	4	.05
Glucose Tanks			13	97	7.46
			9	57	6.33
International Standard Organisation			198	3,960	20.00
			199	3,980	20.00
Barley Containers			12	132	11.00
			12	132	11.00
UIC Tiltainers			50	870	17.40
			—	—	—
Total			1,197	15,906	
			1,146	15,024	
Brake Vans			174		
			175		

Figures in colour are in respect of 1972

Dublin City Services Road Passenger Vehicles

	Seating Capacity					
	Number		Total		Average per Vehicle	
	1973	1972	1973	1972	1973	1972
Double-Deck Buses	828	818	60,758	59,825	73.4	73.1
Single-Deck Buses	66	121	2,892	5,319	43.8	44.0
Total	894	939	63,650	65,144	71.2	69.4

Provincial and Other Services Road Passenger Vehicles

	Seating Capacity					
	Number		Total		Average per Vehicle	
	1973	1972	1973	1972	1973	1972
Double-Deck Buses	164	166	11,805	11,990	72.0	72.2
Single-Deck Buses	1,275	1,350	58,025	59,835	45.5	44.3
Minibuses	75	72	1,052	1,006	14.0	14.0
Touring Coaches	104	116	4,648	4,984	44.7	43.0
Limousines	3	6	18	39	6.0	6.5
			Berths	Berths	Berths	Berths
Ambulances	4	4	32	32	8.0	8.0
Total	1,625	1,714	75,580	77,886	46.5	45.4

Figures in colour are in respect of 1972

Road Freight Vehicles

	Under 6 Tons Capacity		6 Tons Capacity and Over		Total	
	1973	1972	1973	1972	1973	1972
Lorries	32	36	417	507	449	543
Vans	63	69	13	18	76	87
Tractors	143	154	269	274	412	428
Horseboxes					25	34
Total					962	1092

Trailers

Special Purposes					70	92
Articulated					558	620
Flat Four-Wheel					192	261
Horse-Drawn Vehicles					3	5
Total					823	978

Horses for Road Vehicles

					3	5
--	--	--	--	--	---	---

Containers

Lancashire Flats					221	211
Cement					—	13
Merchandise					202	341
Livestock					4	54
Grain					18	18
Insulated					115	130
Tar and Oil					13	38
Refrigerated					5	4
Total					578	809

Staff Cars					140	138
Service Vehicles					234	209

Figures in colour are in respect of 1972

Hotels

Location	No. of Bedrooms	No. of Private Baths	Accommodation (No. of Persons)
Killarney	189	181	367
	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
	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 1972

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

	1973 Tons	1972 Tons
Ale and Porter (including Empties)	222,801	235,175
Bacon and Hams	11,003	9,090
Beet	309,854	334,541
Beet Pulp	16,906	11,580
Cement	1,005,727	959,162
Chilled and Frozen Meat	23,108	24,888
Chocolate Crumb	8,330	10,589
Drapery	21,656	17,099
Fertiliser	358,590	362,245
Grain	23,913	32,637
Groceries	79,602	84,935
Gypsum	62,098	66,595
Millstuffs	9,818	13,444
Mineral Ores	629,677	549,090
Moss Peat	9,490	6,656
Petrol and Oil	266,156	221,288
Scrap Iron	21,702	14,850
Sugar	41,461	48,286
Tar and Bitumen	40,577	42,838
Total	3,162,469	3,044,990

Figures in colour are in respect of 1972

Number of Livestock carried by Goods Train

	1973	1972
Horses	696	1,092
Cattle	110,654	206,176
Calves	1,678	5,445
Sheep	2,634	2,862
Pigs	298	1,124
Other Animals	131	222
Total	116,091	216,921

Engine Mileage

	Coaching	Goods	Other	Total
Diesel Locomotives	4,894,128	3,176,445	868,016	8,938,589
	4,518,447	3,277,267	897,636	8,693,350
Diesel Railcars	199,017	—	1,436	200,453
	338,622	—	1,725	340,347
Total	5,093,145	3,176,445	869,452	9,139,042
	4,857,069	3,277,267	899,361	9,033,697

Freight Train Working

	1973	1972
Ton Miles per Train Mile (Train load in Tons)	111.44	108.94
Wagon Miles per Train Mile (No. of Wagons per Train)		
Loaded	16.05	18.08
Empty	6.49	7.24
Average Wagon Load in Tons	6.94	6.03

Figures in colour are in respect of 1972

Rail Passenger Traffic

Class of Passenger		Number	Receipts	Average Receipts per Journey
			£	£ p
Ordinary	First Class	103,479	200,174	1 93.44
		112,568	266,723	2 36.94
	Standard	7,399,121	5,228,845	0 70.67
		7,146,725	4,777,892	0 66.85
Total		7,502,600	5,429,019	0 72.36
		7,259,293	5,044,615	0 69.49
Season	First Class	36,639	7,321	0 19.98
		75,292	14,928	0 19.83
	Standard	4,322,731	285,040	0 06.59
		3,666,336	237,152	0 06.47
Total		4,359,370	292,361	0 06.71
		3,741,628	252,080	0 06.74
		Total Units	Average Receipts per Unit	
			£ p	
Passenger Journeys Sold		11,861,970	0 48.23	
		11,000,921	0 48.15	
Passenger Miles		524,454,300	0 01.09	
		486,384,666	0 01.09	
Loaded Train Miles		4,960,112	1 15.35	
		4,730,202	1 11.98	
Miles of Road (First Track)		1,361	£4,204	
		1,361	£3,892	

Freight Train Traffic

	Receipts £	Tons Carried	Ton Miles	Average Length of Haul Miles	Average Receipts Per Ton £ p	Average Receipts Per Ton Mile Pence
Merchandise	6,313,160	2,534,002	265,624,132	104.82	2 49.14	2.38
	6,177,080	2,543,842	274,068,054	107.74	2 42.83	2.25
Minerals	1,228,309	1,111,902	80,600,508	72.49	1 10.47	1.52
	1,146,814	1,057,117	68,899,876	65.18	1 08.49	1.66
Total	7,541,469	3,645,904	346,224,640	94.96	2 06.85	2.18
	7,323,894	3,600,959	342,967,930	95.24	2 03.39	2.14
Livestock	143,414	Number 116,091		111.87		
	233,902	216,921		118.85		
		Total Units	Average Receipts per Unit			
			£ p			
Loaded Train Miles		3,154,290	2 43.63			
		3,244,509	2 32.94			
Loaded Wagon Miles		50,619,247	0 15.18			
		58,664,570	0 12.88			
Miles of Road (First Track) over which Service Operates		1,506	£5,103			
		1,506	£5,018			

Figures in colour are in respect of 1972

Dublin City Road Passenger Services

	Receipts	Passengers Carried	Vehicle Miles
	£		
City Services	10,903,794	209,683,553	31,920,526
	9,970,349	200,288,481	31,519,019
Private Hire	53,629	395,483	103,918
	44,808	320,449	84,636
Total	10,957,423	210,079,036	32,024,444
	10,015,157	200,608,930	31,603,655
Average Receipts	Per Passenger	Per Vehicle Mile	
	Pence	Pence	
City Services	5.20	34.16	
	4.98	31.63	

Provincial and Other Road Passenger Services

	Receipts	Passengers Carried	Vehicle Miles
	£		
City Services	1,716,249	38,334,237	4,677,875
	1,630,447	37,301,034	4,352,990
Provincial Services	6,199,055	44,803,484	26,184,471
	5,460,934	41,410,060	24,893,766
Private Hire	581,304	2,718,065	2,223,563
	532,421	2,666,259	2,224,704
Tours	822,768	156,182	1,273,435
	1,010,219	219,700	1,881,069
Total	9,319,376	86,011,968	34,359,344
	8,634,021	81,597,053	33,352,529
Average Receipts	Per Passenger	Per Vehicle Mile	
	Pence	Pence	
City Services	4.48	36.69	
	4.37	37.46	
Provincial Services	13.84	23.67	
	13.19	21.94	

Figures in colour are in respect of 1972

Road Freight Motor Services

(Board's Vehicles only)

	Vehicle Miles	Tonnage	Receipts	Average Receipts per Ton	
			£	£	p
Scheduled Services	2,509,166	220,334	1,074,240	4	87.55
	2,514,575	198,092	982,268	4	95.86
Railhead Collection and Delivery Services	2,438,939	1,465,146	2,012,158	1	37.33
	2,422,012	1,448,186	1,876,559	1	29.58
Direct Road Services	12,287,814	2,083,047	3,474,848	1	66.82
	11,045,366	2,026,176	3,010,661	1	48.59
Total	17,235,919	3,768,527	6,561,246	1	74.11
	15,981,953	3,672,454	5,869,488	1	59.82
Livestock	722,817	Number 42,072	178,176		
	785,505	56,704	177,656		

Figures in colour are in respect of 1972



Rail System

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

