



**ANNUAL
REPORT**



Coras Iompair Éireann

**1973
1974**

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Members of the Board

Mr. L. St. John Devlin, Chairman

Mr. F. Lemass

Mr. D. Larkin

Mr. M. Purcell

Mr. W. J. Fitzpatrick

Mr. E. Markey

CHAIRMAN'S REVIEW

The size of C.I.E. is generally taken for granted and the apparent inadequacies of the organisation are commented upon more often than the scale and diversity of its operations. The Board employs 20,000 people of varying skills and trades. Wages and salaries amounting to £41 million in 1973/74 represent over 63% of the total expenditure. On this basis it is the largest single commercial enterprise in the country and a feature of its size is the wide geographical spread of employment. It is an enterprise which is totally dependent on the community for its survival and prosperity but in defining the community one must include the people who work for C.I.E. as well as those who avail of its services.

It is only right that the community should be satisfied that it gets value for its money. In quantifying this value it must take into account not only the employment C.I.E. creates but also its contribution to the national infrastructure, the environment in which it operates and the constraints which apply. A particular consideration in this respect is the effect of rapid inflation on an activity which is highly labour intensive as well as being highly capital intensive. In such a predicament money values appear to ridicule annual comparison. Nevertheless the charts which accompany this Report demonstrate the scale and diversity of C.I.E. activities and they also reflect a reasonable control of costs over a period when there was a substantial change in the general Industrial wages index.

Although the statistics of physical carryings and movements show growth and recovery they also seem to suggest an inflexible pattern. This is not so with C.I.E. planning. The Board has appreciated that economic change and demographic change will force a radical alteration in the demand for transport services over the next decade, and it has undertaken a number of studies with a view to identifying and satisfying future transport needs. The recent petroleum crisis has reinforced the potential of the national railway system which provides a high transport output for a low energy consumption. It is significant that this re-awakening of interest in the railways coincided with the announcement of the C.I.E. Railway Development Plan.

The Railway operation is not the only area in which change will take place. At the present time the provision of public urban transport is frustrating for the provider and for the consumer. This is a situation which has evolved over a period of years and which gets more difficult as time goes on. The scapegoat is inevitably the transport company.

For example, notwithstanding a sophisticated system of vehicle monitoring, the average speed of Dublin City buses is falling annually. This affects the frequency and regularity of services and arises from the increase in the volume of traffic using centre city streets and the corresponding problem of traffic

control. You cannot divorce urban planning and traffic control from urban transport planning. They are interdependent and the individual planning agencies have a collective responsibility. In some countries, the necessary co-ordination has been achieved by the establishment of urban passenger transport authorities. It is clear that we should now examine this concept and its relevance to conditions in Ireland. A number of studies have already been undertaken by C.I.E. and others in this regard, and this research can be a valuable input to the design of a comprehensive and integrated transport system for the urban and sub-urban area of Dublin. Similar studies are planned for Cork and other urban areas. In this context one cannot think of road passenger and rail passenger services as being separate and distinct entities. In C.I.E. we see them as part of a total integrated system within a co-ordinated urban plan.

The Transport Acts require C.I.E. to provide reasonable, efficient and economical transport services with due regard to safety, the encouragement of national economic development and the maintenance of reasonable conditions of employment. They add that it is the duty of the Board to conduct its undertaking so that after taking into account the annual subvention there should be a break-even in operations. There is no definition of what would be a reasonable, efficient and economical transport service in terms of the level of demand to be met, prices to be charged or

cost levels to be maintained. It has and will continue to be the policy of C.I.E. to provide the widest range of services within the capacity of its resources both human and financial.

While public transport is a mixture of public sector transport and private sector transport, it is not always easy to draw a sharp distinction between their roles. This dilemma is acknowledged by the Board and consequently the Board sees its role as one which complements rather than duplicates the activities of the private sector. Nevertheless competition is inevitable in areas where the Board has a commitment to assets and/or to a specific transport mode e.g. the Railway. Apart from these exceptions the aim of C.I.E. is to combine with the private sector in providing an adequate national transport service.

It is with regret that I record the death of Frank Lemass in June, 1974. He was a Member of the Board since 1966 and was General Manager for almost 25 years. During this period he showed great dynamism and was responsible for major innovations in the Company's development. It is not readily recognised that there is a long lead time before major changes can be implemented in an industry such as ours. Much of the recent success of C.I.E. was based on his foresight and the research which was carried out during his period as General Manager.

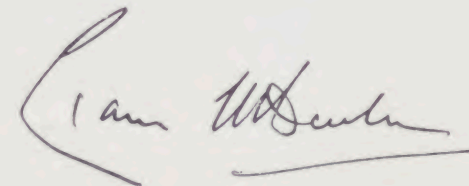
My predecessor Mr. T. P. Hogan who retired as Chairman on the 31st December, 1973 had been a member of the Board for 16 years and Chairman for 7

years. He made a significant contribution to the recent development of the railway and it was during his period of office that the successful marketing concept of the "Great Train Robbery" was launched.

On the 31st August, 1973 Mr. M. F. Molony retired from the Board after 20 years during which he was a Member of the Great Northern Railway Board from 1953 to 1958 before joining the C.I.E. Board on the 1st September, 1958. Mr. E. Cassidy who also retired on the 31st August, 1973 had been a Member of the Board for 12 years. Mr. M. Purcell retired on the 31st August, 1974.

Three new Members have been appointed—Mr. E. Markey on the 19th January, 1974; Mr. J. A. Bristow on the 28th May, 1974 and Mr. B. Connaughton on the 28th August, 1974.

Since I took office in January of this year I have had an opportunity of meeting many of those who work for C.I.E. I have been impressed by the commitment which I have found at all levels in the organisation. The Board is well served by its staff and I am confident that it can and will provide a continuing improvement in services, a greater degree of job satisfaction for its staff and an increase in career opportunities.



Chairman.



REPORT

***C.I.E. increased its average number of passenger trains per day from 94 to 108 during 1973/74 and increased its rail passenger carryings by 7% over the previous year.**

The introduction of an innovatory timetable with shorter trains running faster and at more frequent intervals was made possible by the availability of C.I.E.'s new fleet of Supertrains. The better service did attract a further increment of passengers and total rail passenger numbers were 12.7 million. Over three years the number of rail passengers has now increased by 23%.

***Dublin City Bus services carried an extra 10 million passengers reaching an annual total of 220 million passengers during 1973/74.**

***Provincial city and long distance services carried 63 million passengers, 1 million more than in the previous year.**

***On the school transport scheme 140,500 schoolchildren were carried daily which is an increase of 5% over 1972/73.**

The increase was mainly in primary school pupils. As progress is achieved towards the goal of providing transport for all eligible primary and post-primary pupils there will be a lower level of annual increase.

***Rail freight tonnage showed an increase of 1% over the previous year and on road freight a further 6% increase was carried.**

The Board is aware that potential improvement in efficiency and performance is limited by current

facilities and equipment. Increasing demands for more and better services for passengers and freight underline the need for capital investment in new equipment and improved operational technology. A further urgent need for modernisation arises out of the deficit situation. To contain the present deficit at a time of inflation when the cost of wages and materials is escalating there has to be increased productivity and greater utilisation of equipment. C.I.E. personnel have been working on plans for re-equipment and modernisation of methods for nearly three years. An encouraging feature of this year's work is that this plan has been accepted in principle by the Government, which has indicated its intention of making finance available for the capital investments involved.

The most important of these plans is the Railways Development Plan which is a precise blue-print for the development of the railways up to 1980. Aimed at containing the rising railway deficit, the plan involves modernisation of stations and depots, introduction of new equipment and handling methods and redeployment of manpower. The plan will take six years to implement and will cost £27m by present calculations which is £10m above the normal capital requirements over the same period.

Progress was also made in the preparation of plans for improving Dublin City transportation. The Government approved in principle the recommendations in the Dublin Transportation Study in relation to the suburban rail system. C.I.E. personnel are now at work on the detailed designs. C.I.E. has also employed Alan M. Voorhess and Company, recognised experts in the field of rail rapid transit, as consultants to examine the feasibility of building an underground

rail system in Dublin. This also follows one of the recommendations of the Dublin Transportation Study. Operational studies within C.I.E. for the extension and improvement of the provincial bus network have now reached the stage of pilot projects and some new express services have been introduced.

Consultation with C.I.E. staff, trade unions and the public is seen by C.I.E. as a necessary prerequisite to the implementation of these various plans. Information has been made widely available as the plans develop and C.I.E. has had most useful exchanges with each of the interests involved on their implementation.

The Northern Ireland political situation has given rise to harassment of cross-border rail and road services and it also has had adverse economic effects on C.I.E.'s tours programme. Cross-border rail services were interrupted several times, two locomotives were destroyed by explosions and a number of buses were seized and burned.

The energy crisis occurring late in 1973 while creating additional demand for passenger services and highlighting the importance of public transport in a situation of world energy shortage also added considerably to C.I.E.'s fuel bills and adversely affected costs. The gross revenue earned by all the Board's activities during the year was £53.084m, an increase of £7.172m.

Of this £7.172m, £3.4m was derived from the rates and fares increase when granted, the balance, £3,772m, being due to additional business both in passenger and freight. The rates and fares increase had been applied for in June 1972 but was not conceded until August 1973, resulting in a loss of £1.7m revenue in the year under review.

Labour costs in 1973/74 rose by £6m as a result of

increases in rates of pay in accordance with the National Pay Agreements and improvements in conditions of service such as extra pay for shift work, rest day working and higher meal and lodging allowances. Social insurance contributions also rose substantially. Interest charges were also heavier than last year by £210,000, mainly in respect of interest payments to the Government for capital advances.

The total deficit for the year, before allowing for the Government subvention, was £11.666m or £3.190m higher than in the previous year. When the total subvention for the year under review is taken into consideration, a deficit of £916,000 still remains.



RAILWAYS

The continued buoyancy in rail passenger carryings (up by 7% over the previous year) reflects the public acceptance of the new Supertrains, the convenience of the expanded mainline passenger timetable intro-

duced on 2nd April, 1973 and the attractions of various new ticket innovations.

From the beginning of the year 1973/74 the air-conditioned Supertrain service became general on a large number of mainline routes. The new timetable which gave a more frequent service between major centres with a wider choice of departure times and a general reduction in overall journey times, was felt by the public to enhance the convenience of rail travel.

While previous price innovations had increased passenger numbers, the marketing strategy this year was to spread the demand as evenly as possible throughout the week and ease the peaks. The mid-week return ticket and the mini week-end ticket offered at attractive rates went far towards achieving this result. Special bank holiday week-end tickets similarly helped to ease pressure at bank holiday peaks.

To cater for the increased number of trains handled a number of significant changes were introduced in the Dublin mainline terminals. Heuston Station was expanded with two additional platforms and a modern concourse with a new ticket office, quick meal restaurant, up-to-date waiting rooms, shops, etc. This station now handles all mainline traffic from Dublin apart from Sligo, Galway and Belfast trains which operate from Connolly Station. Pearse Station was reorganised as a suburban station catering exclusively for increased commuter traffic.

New cross city train services were introduced for the morning and evening commuter peaks in the Dublin area—services increased from 43 to 74 per day. A further eight push-pull train sets were added to the service and a new suburban station at Bayside was opened for the developing housing area at Howth.

Rail freight tonnage at 3.7m tons was over 1% higher than in 1972/73. Significant increases occurred in general traffics, mineral ores and gypsum with reductions occurring in fertilisers, sugar, grain and cement.

There was a growth in unit load and container movements. Extra liner trains operated between Dublin/Cork and Waterford/Limerick.

Operating revenue at £17.125m was higher by £2.090m while operating expenditure plus financial charges rose by £4.055m to £26.736m, leaving a deficit of £9.611m, an increase of £1.965m on 1972/73.

Various preparatory phases of the Railways Development Plan got under way:

***New signalling systems were introduced at Limerick Station, Portarlington/Portlaoise and Hazelhatch/Sallins.**

***Work commenced on the rationalized rail centre at Connolly Station.**

***Development proceeded on the North Esk container complex at Cork.**

***One hundred and ten[†] container flat wagons were added to the fleet and a further programme was authorised for new wagons, additional containers and demountable units.**



DUBLIN CITY SERVICES

The number of passengers carried during the year increased by 10 million to a total of 220 million passengers.

This substantial increase in numbers, which reflected an addition of

£1.958m in receipts, was not sufficient to offset the effects of inflation and the loss of revenue caused by the delay in fare increases.

Expenditure, including financial charges increased by £2.565m to £13.939m, resulting in a deficit of £967,000 compared with a deficit of £360,000 in 1972/73.

The fuel crisis while increasing operating expenses had

also the effect of increasing the number of passengers and with a reduction in private transport there was an improvement in operating conditions.

Vandalism and assaults on bus crews this year assumed more serious proportions despite the efforts of the Garda authorities. Late night services were suspended on several routes. Frequent bomb scares have further increased difficult city traffic conditions. The bus radio-telephone system helped to counter these conditions.

Automatic Vehicle Monitoring, a computerised control system which improves regularity and average bus speeds, reached a further development phase. Both it and the radio control system has aroused much interest and has attracted visits from bus operators from other countries.

The city commuter tickets were actively promoted and this year have shown an increase of 52% over the previous year.



ROAD SERVICES

Passenger—Provincial

The upward trend in passenger numbers revealed in 1972/73 was maintained this year. The number of passengers carried was 63 million, an increase of one million over the previous year. These figures exclude

the special school services.

New concession fares, expanded home holiday traffic and the impact of the fuel shortage on private trans-

port were factors that contributed to the increase.

The Road Passenger Planning Group, initiated in October 1972, has carried out an extensive series of surveys on road passenger operations. The results of these surveys have provided the base for a number of significant policy recommendations which are at present being tested on a pilot basis. A number of new express and limited stop services recommended by the Group are being currently introduced.

There was an increase of 5.1% in carryings of school-children under the free transport scheme—as many as 140,500 were carried daily. The operation of this service was interrupted by a strike of minibus drivers in Co. Donegal during September '73 and a strike of part-time drivers which followed in March '74 was still in progress at the close of the year.

To assist in the operation of the Londonderry and Lough Swilly Railway Company, C.I.E. provided 13 buses on lease.

Revenue earned on the provincial road passenger services was £10.035m, an increase of £1.559m over 1972/73. Expenditure for the year, including financial charges, amounted to £9.746m which was £1.588m greater than in the previous year.

The net result for the year was a profit of £289,000 compared with a profit of £318,000 in 1972/73. The delay in fares increases, which was intended to meet the cost of inflation, was responsible for the dis-improvement.

Road Freight

The total tonnage carried during the year was 6m tons, an increase of 6% over the previous year.

The upward movement in tonnage compared with the previous year was reflected in increased haulage for County Councils' road works programmes, general

merchandise, barytes and materials for Roadstone. Receipts for the year at £7.4m showed an increase of £0.775m over 1972/73, while expenditure rose by £0.891m to £7.467m. The overall results showed a deficit of £67,000 compared to a profit of £49,000 in 1972/73.



OTHER ACTIVITIES

Tours and Private Hire

The continuing difficulties of the tourism industry in Ireland are reflected in the results for 1973/74.

Revenue earned at £1.606m was higher by £172,000 but costs increased by £420,000 to £2.039m.

The net result was a deficit of £433,000 for this year compared with a deficit of £185,000 in 1972/73.

Contributing to the increase in costs was the partial write-off of coaches surplus to requirements since the decline of the tours market and also the extra expenditure needed to improve and refurbish coaches remaining in the fleet before transferring them to other sectors of C.I.E. where they can be more profitably utilised. There is reason to believe that these and other changes will enable the Tours Department to achieve a financial break-even in the year 1974.

Against the background of a general decline in tour passengers since 1969, there was a slight increase in fourteen and seventeen day coach tours from North America to Ireland and Britain. There was also a

welcome development of new business from Europe and Australia. The home holiday market still continues to be buoyant.

There was a decline in numbers taking short tours (4 to 12 days). A factor here is the 22/45 day airfare from North America which still excludes a stop-over facility in Ireland and operates unfavourably on Irish tourism.

An intensive sales drive in the private hire field gave significant increases in local hire of coaches and buses by tenants associations, social groups, educational tours, etc.

Vessels and Canals

The deficit on the Galway/Aran boat services and Shannon Cruises was £51,000. In 1972/73 the deficit was £38,000.

C.I.E. decided to withdraw from the cruiser service on the Shannon. The pioneering role of the Board on this waterway has led to extensive development by private operators. The two Shannon cruisers have been sold to Irish private interests.

The net cost of maintaining the canals, a non-trading activity was £206,000, an increase of £47,000 on the 1972/73 result.

International Activities

This newly created grouping of operations includes the following:—

Rosslare Harbour

Aerlod Teo.

Irish Ferryways

Continental Freight Services (including C.I.E.'s participation in Irish Continental Line).

The revenue earned by the group after payments to

shipping companies was £690,000. In 1972/73 the amount was £520,000. The group showed a profit of £23,000 this year by comparison with a loss of £77,000 in 1972/73.

Hotels and Catering

Total Hotels and Catering Sales during the year amounted to £3.118 million, 17% more than the previous year; the hotel operations of O.I.E. Teo. contributed £1.856 million, 13% more than the previous year, and O.I.E. Northern Ireland subsidiary, consolidated in these Accounts for the first time, contributed £124,000.

The O.I.E. group of hotels showed a loss of £588,000, after payment of interest amounting to £579,000 as compared with a loss of £424,000 for the previous year.

The trading results of the O.I.E. chain of Great Southern Hotels and Restaurant na Mara continue to improve despite a severe reversal in winter trading during the petrol "famine" of December and January last. The position for 1974 is quite hopeful and despite the uncertainties in world tourism the hotels are trading better than in 1973 and a significant improvement in profitability is anticipated.

The position with regard to the Belfast Russell Court Hotel, re-opened in May, 1973, after bomb damage repairs, is less hopeful. The market remains depressed, security expenses are high and heavy interest payments on borrowings combine to produce substantial losses for the Northern subsidiary. There seems little likelihood of any dramatic improvement in Belfast trading and the examination of means of solving O.I.E.'s liquidity problems in this area continues. A total of £127,714 was written off in the books of the Northern subsidiary during the year representing the

excess of cost over book value at the time of acquisition.

The Railway catering services were expanded during the year in line with the large addition in mainline train services; costs increased accordingly but sales fell well below expectations; this resulted in a worsening of £50,000 in the profitability of these services. These services are now being re-organised and a significant improvement in profitability is anticipated in 1974.



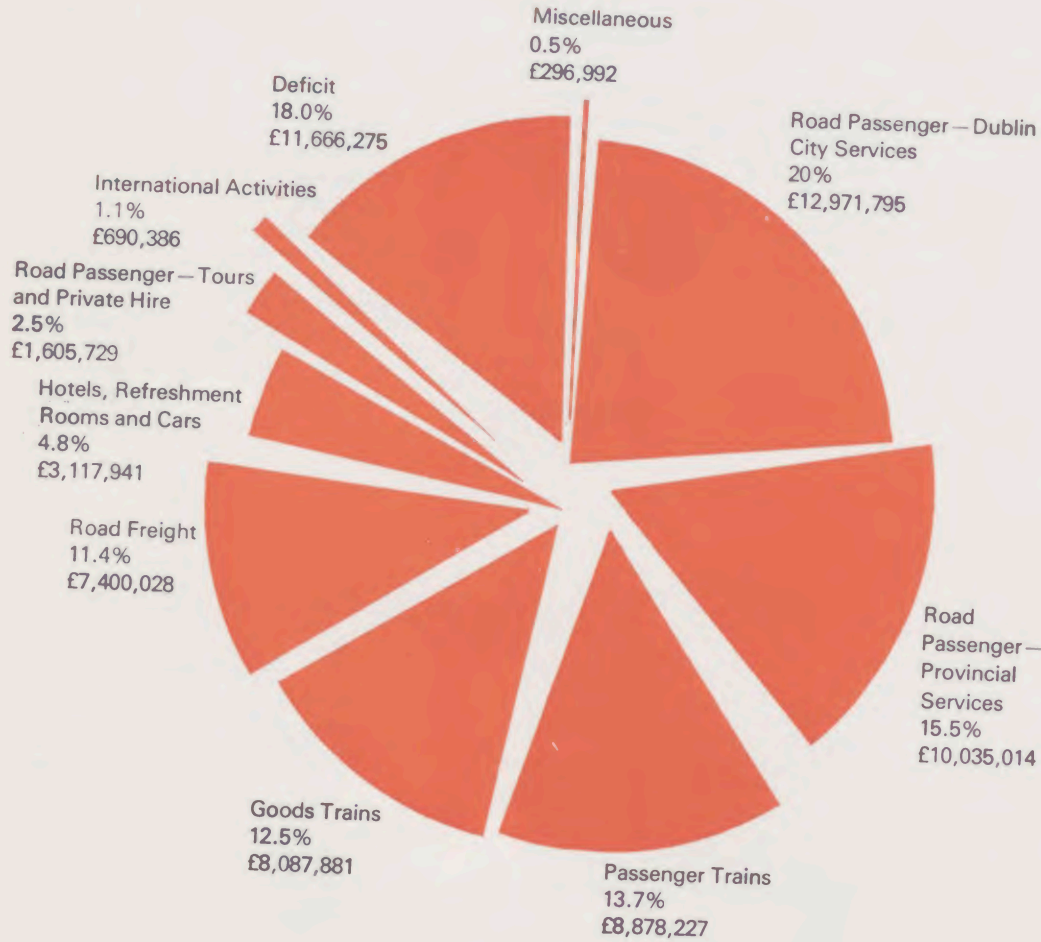
STAFF

Wages and salary increases under the terms of the Employer/Labour Conference National Agreements Fourteenth Round, first phase were extended to the staff during the year following agreement with the trade

unions. Salaries and wages paid during the year, excluding O.I.E. staff, totalled £39,037,272, an increase of £5,958,194.

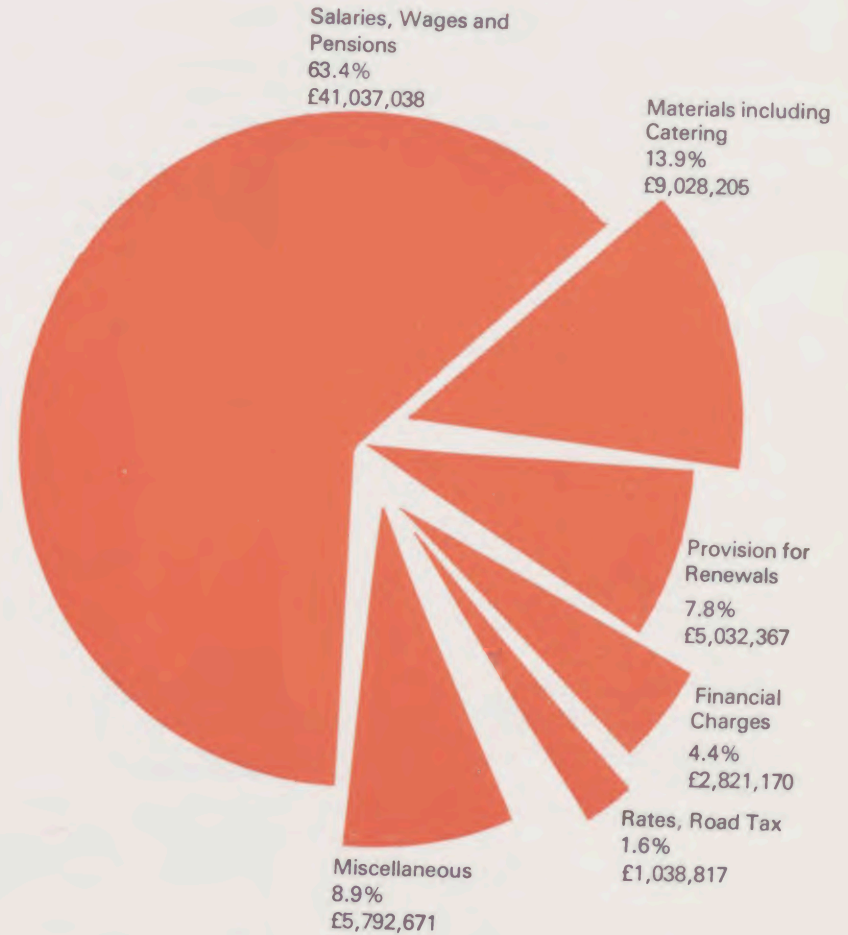
The only significant disruption of the Company's services by labour disputes during the year under review arose from an unofficial strike by part-time school bus drivers which occurred towards the end of March 1974. Under the Joint Consultation Scheme elections for employee's seats on thirty-four Joint Consultative Councils for 1973/75 were held in April 1973. The N.B.U. participated in the elections for the first time. Following the elections the new Councils held their Spring and Autumn series of meetings for 1973.

RECEIPTS



100% = £64,750,268

EXPENDITURE



100% = £64,750,268

Consolidated Revenue Accounts

1974

1973

Railway Working
Account

	£	£	£	£
Receipts				
Passenger Train Traffic	8,878,227		7,198,088	
Goods Train Traffic	8,087,881		7,684,883	
Miscellaneous	16,996,108		14,882,969	
	159,164		152,565	
Total Receipts		17,125,272		15,035,534
Expenditure				
Maintenance of Lines and Works	3,349,639		2,872,157	
Maintenance of Rolling Stock	4,179,898		3,610,952	
Fuel	856,530		443,611	
Operating and Other Expenses	14,287,472		11,635,158	
Provision for Renewal of lines and works	1,373,378		1,450,000	
Operating Depreciation	1,164,941		1,186,786	
Total Expenditure		25,211,858		21,198,664
Operating Deficit		(8,086,586)		(6,163,130)
Financial Charges		1,524,346		1,482,430
Net Deficit carried to Profit and Loss Account		(£9,610,932)		(£7,645,560)

Consolidated Revenue Accounts

1974

1973

Road Passenger
Working Account
Dublin City Services

	£	£	£	£
Receipts				
Passenger Services	12,920,843		10,957,423	
Miscellaneous	50,952		56,379	
Total Receipts		12,971,795		11,013,802
Expenditure				
Maintenance of Buildings	75,827		65,407	
Maintenance of Vehicles and Equipment	3,117,176		2,794,053	
Fuel	793,474		538,033	
Road Tax and Licences	258,099		251,272	
Operating and Other Expenses	8,485,879		6,753,365	
Operating Depreciation	880,224		692,532	
Total Expenditure		13,610,679		11,094,662
Operating Deficit		(638,884)		(80,860)
Financial Charges		328,311		279,479
Net Deficit carried to Profit and Loss Account		(£967,195)		(£360,339)

Consolidated Revenue Accounts

1974

1973

Road Passenger
Working Account
Provincial Services

	£	£	£	£
Receipts				
Passenger Services	9,722,050		8,173,715	
Miscellaneous	312,964		302,865	
Total Receipts		10,035,014		8,476,580
Expenditure				
Maintenance of Buildings	41,963		37,926	
Maintenance of Vehicles and Equipment	2,232,524		1,992,041	
Fuel	604,615		416,110	
Road Tax and Licences	179,041		175,379	
Operating and Other Expenses	5,627,355		4,542,806	
Operating Depreciation	803,547		713,650	
Total Expenditure		9,489,045		7,877,912
Operating Profit		545,969		598,668
Financial Charges		256,507		280,120
Net Profit carried to Profit and Loss Account		£289,462		£318,548

Consolidated Revenue Accounts

1974

1973

Road Passenger
Working Account
Tours and Private Hire

	£	£	£	£
Receipts				
Passenger Services	1,534,500		1,403,984	
Miscellaneous	71,229		30,091	
Total Receipts		1,605,729		1,434,075
Expenditure				
Maintenance of Buildings	10,019		8,046	
Maintenance of Vehicles and Equipment	237,827		203,540	
Fuel	76,185		62,074	
Road Tax and Licences	19,749		18,849	
Operating and Other Expenses	1,285,174		1,049,240	
Operating Depreciation	366,309		222,699	
Total Expenditure		1,995,263		1,564,448
Operating Deficit		(389,534)		(130,373)
Financial Charges		44,030		54,657
Net Deficit carried to Profit and Loss Account		(£433,564)		(£185,030)

Consolidated Revenue Accounts

1974

1973

Road Freight Working Account

	£	£	£	£
Receipts				
Goods Services	7,341,052		6,577,550	
Miscellaneous	58,976		47,143	
Total Receipts		7,400,028		6,624,693
Expenditure				
Maintenance of Buildings	36,516		30,569	
Maintenance of Vehicles and Equipment	1,276,542		1,170,086	
Fuel	525,408		437,854	
Road Tax and Licences	224,422		226,306	
Operating and Other Expenses	4,875,532		4,239,037	
Operating Depreciation	389,996		354,520	
Total Expenditure		7,328,416		6,458,372
Operating Profit		71,612		166,321
Financial Charges		139,069		117,144
Net Profit/(Deficit) carried to Profit and Loss Account		(£67,457)		£49,177

Consolidated Revenue Accounts

1974

1973

International Activities Working Account

	£	£	£	£
Receipts				
Harbour Services	284,731		135,475	
Freight Services (Net) (Note 9)	447,655		384,167	
Total Receipts		732,386		519,642
Expenditure				
Maintenance, Operating and Other Expenses (Note 9)	563,121		498,531	
Operating Depreciation	49,902		47,550	
Total Expenditure		613,023		546,081
Operating Profit/(Deficit)		119,363		(26,439)
Financial Charges		54,086		50,250
Provision for share of Associated Company's loss		65,277		(76,689)
		42,000		—
Net Profit/(Deficit) carried to Profit and Loss Account		£23,277		(£76,689)

Consolidated Revenue Accounts

1974

1973

Hotels, Refreshment
Rooms and Restaurant
Cars Working Account

	£	£	£	£
Receipts				
Hotels, Refreshment Rooms and Restaurant Cars		3,117,941		2,676,064
Expenditure				
Maintenance of Buildings, Cars and Equipment	97,735		86,051	
Provisions, Wines, etc.	1,345,101		1,111,280	
Other Direct Expenses	1,556,061		1,278,659	
Other Expenditure	303,193		243,990	
Total Expenditure		3,302,090		2,719,980
Operating Deficit		(184,149)		(43,916)
Realised Surplus on Sales of Premises		9,593		5,558
		(174,556)		(38,358)
Financial Charges		468,499		340,408
Net Deficit carried to Profit and Loss Account		(£643,055)		(£378,766)

Consolidated Revenue Accounts

1974

1973

Canals Working
Account

	£	£	£	£
Receipts				
Rents	34,140		32,121	
Miscellaneous	5,537		5,079	
Total Receipts		39,677		37,200
Expenditure				
Maintenance of Buildings	10,552		2,819	
Maintenance of Waterways and Works	177,052		144,822	
Operating and Other Expenses	57,864		48,758	
Total Expenditure		245,468		196,399
Operating Deficit		(205,791)		(159,199)
Financial Charges		—		—
Net Deficit carried to Profit and Loss Account		(£205,791)		(£159,199)

Consolidated Revenue Accounts

1974

1973

Vessels Working
Account

	£	£	£	£
Receipts				
Passenger Traffic	66,326		68,161	
Goods Traffic	21,143		18,751	
Miscellaneous	1,089		1,833	
Total Receipts		88,558		88,745
Expenditure				
Maintenance of Vessels and Equipment	30,278		20,924	
Fuel	1,890		1,982	
Operating and Other Expenses	97,018		90,603	
Operating Depreciation	4,070		6,307	
Total Expenditure		133,256		119,816
Operating Deficit		(44,698)		(31,071)
Financial Charges		6,322		7,046
Net Deficit carried to Profit and Loss Account		(£51,020)		(£38,117)

**Consolidated Profit and
Loss Account**

	£	£	£	£
WORKING ACCOUNTS:				
Net Profits/(Deficits) from				
Railway	(9,610,932)		(7,645,560)	
Road Passenger—Dublin City Services	(967,195)		(360,339)	
—Provincial Services	289,462		318,548	
—Tours and Private Hire	(433,564)		(185,030)	
Road Freight	(67,457)		49,177	
International Activities (Note 9)	23,277		(76,689)	
Hotels, Refreshment Rooms and Restaurant Cars	(643,055)		(378,766)	
Canals	(205,791)		(159,199)	
Vessels	(51,020)		(38,117)	
		(11,666,275)		(8,475,975)
Financial Charges (Note 2)	2,821,170		2,611,534	
Allocation to Working Accounts	Cr. 2,821,170	—	Cr. 2,611,534	—
Net Deficit		£11,666,275		£8,475,975
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, 1972/73 of Dail Eireann	—		5,650,000	
Sub-head D.3, Vote 41, 1973/74 of Dail Eireann	8,100,000		—	
		10,750,000		8,300,000
Surplus/(Deficit) arising on Disposal of Rolling Stock and Railway Lines previously written off		(23,213)		1,425
		10,726,787		8,301,425
Decrease in Balance Forward (Note 7)		939,488		174,550
		£11,666,275		£8,475,975

Consolidated Balance Sheet at 31st March, 1974

	£	£	£	£
Fixed Assets (Note 3)		41,628,970		39,710,343
Premium on Acquisition of Subsidiary (Note 13e)		—		127,714
Current Assets				
Stocks of Stores (Less Reserve)	6,222,525		4,670,707	
Debtors and Payments in Advance	6,606,495		5,560,507	
Balance at Bankers and Cash in Hand	153,131		274,657	
Bank Deposits	5,123,746		1,288,172	
Investments (Less Reserve) (Note 4)	38,033		37,681	
	<u>18,143,930</u>		<u>11,831,724</u>	
LESS:				
Current Liabilities and Provisions				
Amount due to Bankers	1,319,883		1,081,147	
Unsecured Bank Loans	1,697,000		2,077,000	
Deferred Payments on Rail and Road Rolling Stock	1,493,333		2,074,872	
Creditors and Accrued Charges	10,552,765		7,316,371	
Equalisation Account for Renewal of Lines and Works	—		189,105	
Taxation	77,650		75,376	
	<u>15,140,631</u>		<u>12,813,871</u>	
NET CURRENT ASSETS		3,003,299		(982,147)
TOTAL NET ASSETS		£44,632,269		£38,855,910
FINANCED BY:				
Issued Transport Stocks (Note 5)		18,514,460		18,514,460
RESERVES				
Capital Reserve (Note 6)	1,166,969		1,737,146	
Profit and Loss Account (Note 7)	(472,194)		595,008	
	<u>694,775</u>		<u>2,332,154</u>	
LESS: Discount and Issue Expenses—				
Transport Stocks (Less Amounts written-off)	6,267		8,356	
	<u>6,267</u>	688,508	<u>8,356</u>	2,323,798
Sinking Fund for Redemption of Transport Stocks	6,057,796		5,404,324	
Less: Investments	6,057,796	—	5,404,324	—
	<u>—</u>		<u>—</u>	
Government Grants (Note 13f)		1,179,072		1,179,072
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	16,550,229		13,338,580	
Unsecured Loan Stock 1991/96 (Note 13c)	2,500,000		2,500,000	
Unsecured Bank Loan (Note 8)	4,000,000		—	
Secured Long Term Loan (Note 13d)	1,200,000		1,000,000	
	<u>24,250,229</u>		<u>16,838,580</u>	
		£44,632,269		£38,855,910

Notes on Consolidated Accounts

1. Accounting Policies

(a) Consolidation of Accounts

The Revenue Accounts and Balance Sheets of the Ostlanna Iompair Eireann Teoranta Group and of Aerlod Teoranta—wholly owned subsidiaries of the Board—have been consolidated with those of Coras Iompair Eireann in the foregoing Statement of Accounts. In previous years the accounts of Great Southern Hotels (N.I.) Limited, a wholly-owned subsidiary of Ostlanna Iompair Eireann Teoranta, were not consolidated. In the 1973/74 accounts, the comparative figures have been restated to include the results of that subsidiary for the year ended 31st March 1973 and its net assets at that date.

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.

(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 balance of the actual cost of carrying out the programme of renewals necessary to maintain the running lines at the required standard over the period of five years ended 31st March, 1974.

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 included an additional amount of £31,800 being depreciation underprovided on 10 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. The 1973/74 depreciation provision in Road Passenger Working Account—Tours and Private Hire includes an additional amount of £100,000 being an acceleration in the depreciation provision on certain tour coaches surplus to present requirements and withdrawn from service at year-end.

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 included 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.

**Notes on Consolidated Accounts
(Continued)**

2. Financial Charges

The financial charges of Coras Iompair Eireann 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 financial charges of the Oslanna Iompair Eireann Teoranta Group have been allocated to Hotels, Refreshment Rooms and Restaurant Cars Working Account and those of Aerlod Teoranta to International Activities Working Account. The consolidated total financial charges for the year ended 31st March, 1974 amounted to £2,821,170 (£2,611,534 year ended 31st March, 1973) as follows:—

	1974		1973	
	£	£	£	£
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	
4½% 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 } 4½% 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		63,053		90,676
Interest on Repayable State Advances for Capital Expenditure		1,064,987		878,863
Sundry Interest Payable less Receivable		645,451		594,709
Associated Transport Companies:				
Guaranteed Interest to Fishguard and Rosslare Railways and Harbours Co. (in Ireland)		48,906		48,513
		£2,821,170		£2,611,534
Allocated to Working Accounts as follows:				
Railway		1,524,346		1,482,430
Road Passenger—Dublin City Services		328,311		279,479
—Provincial Services		256,507		280,120
—Tours and Private Hire		44,030		54,657
Road Freight		139,069		117,144
International Activities		54,086		50,250
Vessels		6,322		7,046
Hotels, Refreshment Rooms and Restaurant Cars		468,499		340,408
		£2,821,170		£2,611,534

3. Fixed Assets

Notes on Consolidated Accounts (Continued)

	Net Book Amount 1st April, 1973	CURRENT YEAR		Net Book Amount 31st March, 1974
		Additions	Depreciation	
	£	£	£	£
Railway Rolling Stock	17,291,503	1,303,674	1,109,210	17,485,967
Road Passenger Vehicles				
Dublin City Services	4,195,756	1,863,746	869,063	5,190,439
Other Services	4,432,385	590,209	1,161,791	3,860,803
Road Freight Vehicles and Equipment	1,704,507	1,125,954	432,110	2,398,351
Vessels	101,710	—	4,070	97,640
Land and Buildings	3,902,065	365,278	—	4,267,343
Plant and Machinery	1,855,730	557,392	318,366	2,094,756
Hotels and Refreshment Rooms including Catering Equipment (Note 13f)	6,226,687	62,364	55,380	6,233,671
	£39,710,343	£5,868,617	£3,949,990	£41,628,970

4. Investments (Less Reserve)

	1974	1973
	£	£
Quoted at Cost (Less Reserve)	37,233	37,681
(Market Value £28,095, 1973—£40,116)		
Associated Company	800	—
Unquoted at cost		
	£38,033	£37,681

5. Issued Transport Stocks

	1974	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

6. Movement on Capital Reserve

	1974		1973	
	£	£	£	£
Balance forward from last year		1,737,146		1,991,055
DEDUCT:				
Capital Expenditure on Railway Lines and Works	636,653		333,655	
Less: Surplus arising on disposal of Land and Buildings and Acquired Assets	66,476		79,746	
		570,177		253,909
		£1,166,969		£1,737,146

7. Movement on Profit and Loss Account

	1974		1973	
		£		£
Balance forward from last year	Cr.	595,008	Cr.	187,558
Decrease per Profit and Loss Account		939,488		174,550
	Dr.	344,480	Cr.	13,008
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
Premium on acquisition of Ostlanna Iompair Eireann Teoranta subsidiary written off (Note 13e)		127,714		—
	Dr.	£472,194	Cr.	£595,008

8. Unsecured Bank Loan

This loan was obtained from the European Investment Bank and is to be repaid in instalments between 15th July 1979 and 15th January, 1994.

9. International Activities Working Account

The International Activities Working Account includes the results of Aerlod Teoranta, Irish Ferryways, Continental Freight Services and Rosslare Harbour and the corresponding amounts for 1972/73. The 1972/73 corresponding figures have been restated to include as a charge against revenue an amount of £32,383 previously charged to expenditure. In previous accounts the results of Aerlod Teoranta and Rosslare Harbour were included in Railway Working Account and those of Irish Ferryways and Continental Freight Services in Road Freight Working Account. In the 1973/74 Accounts, the comparative figures in the Railway and Road Freight Working Accounts have been restated to exclude the results of these activities.

10. 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 £1,800,704 (£1,290,972 in the previous year).

11. Capital Commitments

The Board's capital commitments at 31st March, 1974, were approximately £6,714,000 (£5,873,000 at 31st March, 1973).

12. 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, 1972) is £2 722,000, but the solvency of the Fund is guaranteed by the Board to the extent that sufficient moneys 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.

13. Ostlanna Iompair Eireann Teoranta Group

- (a) The Group's capital commitments at 31st March, 1974 were approximately £114,000 (£170,000 at 31st March, 1973). The subsidiary company, Great Southern Hotels (N.I.) Limited, is claiming under the Criminal Injuries to Property (Compensation) Act (Northern Ireland) 1971 the cost of re-instating property, contents and stock, loss of profits and the cost of other items consequential to an explosion. It is expected that these claims will be met in full by Belfast Corporation. The excess of compensation money received to date over the related expenditure incurred has been carried forward in Creditors and Accrued Charges pending the final outcome of the claims.
- (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, but the figures for 1970/71, 1971/72, 1972/73 and 1973/74 have not yet been agreed with the Revenue Authorities.
- (c) The unsecured Loan Stock is repayable in full at any time 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.
- (d) The long term loan from Lombard and Ulster Merchant Banking Limited (and the interest accrued to 31st March, 1974) are secured by a mortgage debenture dated 5th April, 1972 granting a floating charge on the assets of the Subsidiary, Great Southern Hotels (N.I.) Limited, and its uncalled capital and a specific charge on its land and property. The loan is repayable in annual instalments commencing in December 1977 and ending in December 1983.
- (e) Premium on Acquisition of Subsidiary represents the excess of the cost of the wholly-owned subsidiary, Great Southern Hotels (N.I.) Limited, over the book value of its assets at date of acquisition, now written off (Note 7).
- (f) Government Grants, which in previous Accounts were deducted in arriving at net book amount of the Group's fixed assets, are now shown separately and the comparative figures have been restated accordingly. These Grants are repayable to the extent of £1,168,787 (£1,179,072 at 31st March, 1973) in certain circumstances.

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, 1974 and of the consolidated net revenue deficit for the year ended on that date.

Craig Gardner & Co., Chartered Accountants,
Gardner House, Ballsbridge, Dublin 4.
15th November, 1974.

Summary of Financial Statistics

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

	YEAR ENDED 31st MARCH						
	1968	1969	1970	1971	1972	1973	1974
	£ thousands						
Receipts	27,396	31,197	34,232	36,868	43,016	45,912	53,084
Deficit	2,480	1,961	3,234	6,171	6,493	8,476	11,666
State Grant Received (Footnote A)	2,000	2,000	2,650	5,630	6,000	8,300	10,750
Interest and Sinking Fund Provisions—paid or chargeable on Loan Capital	1,256	1,347	1,467	1,641	1,802	1,876	2,062
Interest paid or chargeable on Loan Capital from Exchequer (included in above)	309	400	470	644	805	879	1,065
Net Value of Assets:							
Fixed (Footnote B)	24,121	27,972	29,882	32,164	34,378	39,838	41,629
Current	1,294	29	(74)	(1,125)	206	(982)	3,003
Loan Capital (Total)	23,923	24,514	26,705	27,991	31,696	34,897	42,223
Loan Capital from Exchequer	5,409	6,000	8,191	9,477	10,682	12,883	16,009
Reserves (Footnote B)	1,182	2,777	1,923	1,933	2,465	3,503	1,868
Number of Employees	20,213	20,647	20,551	20,922	20,962	20,554	20,059
	£	£	£	£	£	£	£
Auditors' Fees	3,613	3,729	5,275	5,650	6,250	6,683	7,050
Board Members' Fees	5,500	5,417	5,258	5,586	5,602	5,675	6,314

A. Additional grants were received as follows:

1971—£642,460 in respect of five-year period ended 31st March, 1969.
 1972—£1,114,000 in respect of two-year period ended 31st March, 1971.
 1973—£582,000 in respect of three-year period ended 31st March, 1972.

B. Fixed Assets for 1973 and 1974 have been restated to exclude OIE Teo. Government Grants which are now shown in Reserves.

Statistics of Working Results

			YEAR ENDED 31st MARCH						
			1968	1969	1970	1971	1972	1973	1974
			£ thousands						
RAILWAY									
Mainline Passenger, Freight and Other Services	Receipts		10,039	11,170	11,698	12,406	14,262	14,645	16,707
Dublin Suburban Services	Receipts		156	193	212	262	342	391	418
	Total		10,195	11,363	11,910	12,688	14,604	15,036	17,125
	(Deficit)		(3,193)*	(3,174)*	(4,212)*	(5,964)*	(6,714)*	(7,646)	(9,611)
ROAD PASSENGER									
Dublin City Services	Receipts		6,349	7,022	7,678	8,423	10,068	11,014	12,972
	Profit/(Deficit)		118	177	61	(285)	185	(360)	(967)
Provincial Services	Receipts		4,854	4,923	5,561	6,320	7,583	8,477	10,035
	Profit/(Deficit)		415	637	633	336	550	319	289
Tours and Private Hire	Receipts		—	1,120	1,427	1,417	1,574	1,434	1,606
	Profit/(Deficit)		—	196	132	(29)	(187)	(185)	(433)
	Total		11,203	13,065	14,666	16,160	19,225	20,925	24,613
	Profit/(Deficit)		533	1,010	826	22	548	(226)	(1,111)
ROAD FREIGHT									
	Receipts		4,238	4,662	5,134	5,538	6,273	6,624	7,400
	Profit/(Deficit)		119*	123*	84*	(139)*	(134)*	49	(67)
HOTELS, REFRESHMENT ROOMS, &c.									
	Receipts		1,700	2,041	2,414	2,390	2,791	2,682	3,128
	Profit/(Deficit)		153	186	193	55	(24)	(379)	(643)
CANALS AND VESSELS									
	Receipts		60	66	108	112	123	126	128
	(Deficit)		(92)	(106)	(125)	(145)	(169)	(197)	(257)
INTERNATIONAL ACTIVITIES									
	Receipts		—	—	—	—	—	519	690
	Profit/(Deficit)		—	—	—	—	—	(77)	23
TOTAL									
	Receipts		27,396	31,197	34,232	36,868	43,016	45,912	53,084
	(Deficit)		(2,480)	(1,961)	(3,234)	(6,171)	(6,493)	(8,476)	(11,666)
INDEX									
Total CIE Expenditure			100	111	125	144	166	182	217
General Industrial Wages			100	103	116	132	156	171	190

*Includes International Activities

Statistics of Rail Passenger Operations & Receipts

	YEAR ENDED 31st MARCH						
	1968	1969	1970	1971	1972	1973	1974
	thousands						
Passenger Journeys							
Mainline and Other Services	5,322	5,656	5,611	5,475	5,610	6,063	6,675
Dublin Suburban Services	3,568	3,893	4,346	4,857	5,391	5,799	6,020
Total	8,890	9,549	9,957	10,332	11,001	11,862	12,695
	£ thousands						
Receipts							
Passenger Mainline and Other Services	3,247	3,816	4,115	4,311	4,954	5,315	6,917
Dublin Suburban Services	156	193	212	262	343	391	418
Total	3,403	4,009	4,327	4,573	5,297	5,706	7,335
	thousands						
Passenger Miles	439,449	459,213	466,873	468,900	486,385	524,454	543,755
Loaded Train Miles	4,228	4,391	4,579	4,663	4,730	4,960	5,782
	pence						
Average Receipts							
Pence per Passenger Journey	38.28	41.98	43.46	44.26	48.15	48.10	57.78
Pence per Passenger Mile	0.77	0.87	0.93	0.98	1.09	1.09	1.35

Statistics of Rail Freight Operations & Receipts

	YEAR ENDED 31st MARCH						
	1968	1969	1970	1971	1972	1973	1974
	thousands						
Tons Carried							
Ale, Beer, Stout	200	199	211	228	235	211	223
Beet and Beet Pulp	310	348	287	288	346	327	331
Cement	880	878	775	745	959	1,006	995
Fertiliser	402	395	343	397	362	359	307
Mineral Ores	94	240	362	625	549	630	658
Petrol and Oil	205	220	142	168	221	266	273
General Freight	910	992	1,025	943	1,017	834	885
	£ thousands						
Total	3,001	3,272	3,145	3,394	3,689	3,633	3,672
	thousands						
Receipts	5,599	6,057	6,178	6,557	7,558	7,685	8,088
	thousands						
Ton Miles	308,376	332,214	308,867	333,609	353,464	345,222	347,496
Laden Train Miles	3,171	3,157	3,131	3,269	3,245	3,154	2,946
	tons						
Average Wagon Load	4.96	5.37	5.02	5.53	6.03	6.94	7.53
	pence						
Average Receipts							
Per Ton	186.57	185.12	196.44	193.19	204.88	211.53	220.26
Per Ton Mile	1.82	1.82	2.00	1.97	2.14	2.23	2.33
Per Laden Train Mile	176.57	191.86	197.32	200.58	232.91	243.66	274.54

Statistics of Road Passenger Operations & Receipts

	YEAR ENDED 31st MARCH						
	1968	1969	1970	1971	1972	1973	1974
DUBLIN CITY SCHEDULED SERVICES							
				thousands			
Passenger Journeys	232,631	227,473	219,952	208,568	200,288	209,684	219,675
Vehicle Miles	31,671	31,852	32,090	31,581	31,519	31,921	31,867
				£ thousands			
Receipts	6,281	6,950	7,591	8,331	9,970	10,904	12,855
				pence			
Average Receipts							
Pence per Passenger Journey	2.70	3.06	3.45	3.99	4.98	5.20	5.85
Pence per Vehicle Mile	19.83	21.82	23.66	26.38	31.63	34.16	40.34
OTHER CITY SCHEDULED SERVICES							
				thousands			
Passenger Journeys	39,278	39,663	39,843	37,025	37,301	38,334	38,279
Vehicle Miles	4,571	4,601	4,571	4,284	4,353	4,678	4,758
				£ thousands			
Receipts	948	1,087	1,228	1,315	1,630	1,716	2,034
				pence			
Average Receipts							
Pence per Passenger Journey	2.41	2.74	3.08	3.55	4.37	4.48	5.31
Pence per Vehicle Mile	20.74	23.63	26.87	30.70	37.45	36.68	42.75
LONG-DISTANCE SCHEDULED SERVICES							
				thousands			
Passenger Journeys	29,873	33,851	36,326	38,888	41,410	44,803	46,700
Vehicle Miles	17,369	20,231	21,710	22,859	24,894	26,184	26,245
				£ thousands			
Receipts	2,733	3,507	3,957	4,551	5,461	6,199	7,403
				pence			
Average Receipts							
Pence per Passenger Journey	9.15	10.36	10.89	11.70	13.19	13.84	15.85
Pence per Vehicle Mile	15.73	17.33	18.23	19.91	21.94	23.67	28.21
TOURS AND PRIVATE HIRE							
				thousands			
Passenger Journeys	2,119	3,020	3,081	3,247	3,206	3,270	3,645
Vehicle Miles	3,225	3,743	3,829	3,968	4,190	3,601	3,528
				£ thousands			
Receipts	926	1,128	1,439	1,432	1,588	1,458	1,604

**Statistics of Road Freight Operations
& Receipts (Incl. International Activities)**

	YEAR ENDED 31st MARCH						
	1968	1969	1970	1971	1972	1973	1974
	thousands						
Tons Carried	3,953	3,993	3,813	3,592	3,692	3,786	4,085
Mileage (Board's Motors)	16,557	17,193	17,626	16,500	16,767	17,959	18,076
	£ thousands						
Receipts	4,102	4,501	4,932	5,330	6,054	6,745	7,468
	pence						
Average Receipts per Ton	103.77	112.72	129.35	148.39	163.98	178.16	182.82

Statistics of Rail Assets

Mileage of Railway Lines

	first track miles	total track miles
Lines owned by Board	1,290	1,846
	—	(4)
Other Lines	71	78
	—	—
Total	1,361	1,924
	—	(4)

Motive Power

	number	mileage 000
Diesel Locomotives	221	9,643
	—	704
Diesel Rail Cars (see Rail Passenger Vehicles)	44	101
	(13)	(99)
Total	265	9,744
	(13)	605

Rail Service Vehicles

	number
Ballast Wagons, Tool Vans, etc.	519
	(18)

Rail Passenger Vehicles

	number	seats
Passenger Carriages	382	23,805
	(3)	288
Diesel Railcars	—	2,848
	—	(1,018)
Luggage Vans, etc.	198	—
	12	—
Total	580	26,653
	9	(730)

Rail Freight Vehicles

	number	tonnage capacity
Open Wagons	2,472	29,478
	(74)	(782)
Covered Wagons	3,442	41,308
	(180)	(1,816)
Flat Trucks	1,290	24,602
	66	(587)
Brake Vans, etc.	1,007	13,392
	(140)	(1,648)
Total	8,211	108,780
	(328)	(4,833)

Rail Freight Containers

Covered Containers	487	8,492
	59	1,340
Lancashire Flats	511	6,953
	(44)	(660)
Other Containers	412	5,021
	198	3,880
Total	1,410	20,466
	213	4,560

Figures in colour represent changes on 1973 figures
Reductions are shown ()

Statistics of Road Assets

Road Passenger Vehicles

		number	seating capacity
Dublin City Services	Double-Deck Buses	858 30	63,020 2,262
	Single-Deck Buses	65 (1)	2,851 (41)
Other Services	Double-Deck Buses	175 11	12,567 762
	Single-Deck Buses	1,333 58	60,110 2,085
	Mini Buses	75 —	1,048 (4)
	Touring Coaches	106 2	4,744 96
	Miscellaneous	7 —	— —
	Total	2,619 100	144,340 5,160
Service Vehicles	Total	394 20	

Road Freight Vehicles

	number
Power Units	
Lorries	409 (40)
Tractors	453 41
Vans, etc.	98 (3)
Total	960 (2)
Trailers	
Articulated	667 109
Others	252 (13)
Total	919 96
Containers	
Covered	340 (17)
Flats	268 47
Total	608 30

Figures in colour represent changes on 1973 figures
Reductions are shown ()

