

1945
NEW ZEALAND

RAILWAYS STATEMENT

(BY THE MINISTER OF RAILWAYS, HON. R. SEMPLE)

MR. SPEAKER,—

This is the fifth Railways Statement it has been my pleasure to present. Each of them has been a wartime statement, and each of them has recorded the splendid work done by the railways in the prosecution of the war effort. It has been a source of pride to me to have under my charge during a most difficult period a Department which has risen so magnificently to the heavy demands made upon it.

FINANCIAL

As was anticipated in my last Statement, there was a substantial decrease in the net revenue for the year. The gross revenue for the year was £14,459,750, compared with a gross revenue of £15,325,306 for the previous year. Although the decrease, £865,556, or 5·65 per cent., is substantial, the total earnings for the year are the second highest on record.

The decrease, which occurred principally in passenger traffic, was due in some measure to altered war conditions, resulting in a substantial decline in the return from Armed Services' fares and freights. This decline would probably have been more than compensated for by other traffic had it not been necessary to operate restricted services throughout the year on account of the inadequate coal-supplies, and having regard to these factors the revenue earnings must be considered as satisfactory.

Expenditure for the twelve months amounted to £13,260,277, an increase of £502,941, or 3·94 per cent. The rise in expenditure is due principally to two factors—the cost of implementing the decisions of the Government Railways Industrial Tribunal, and the increase (except in the case of coal) in both the quantity used and unit costs of materials and supplies.

When comparing the expenditure for this year and last it must also be borne in mind that last year's expenditure included the sum of £410,500 which was set aside to meet future expenditure on maintenance work deferred up to that time owing to war conditions. Certain arrears of maintenance work were carried out during the year, but, on reviewing the position at the end of the year, it was found that in total the deferred work was approximately the same as at the close of the previous year, the arrears undertaken being counter-balanced by other work since deferred. The reserve set aside the previous year was therefore considered adequate, and no further provision for deferred maintenance was made in this year's accounts.

In connection with work deferred as a result of the war it should be noted that the reserve for track-renewals now stands at £940,316, as compared with £582,708 in 1940. This reserve is built up on the basis of a normal year's renewal work, and, while the track has been maintained to standard, renewal work during the war years has necessarily been interrupted. This reserve will, of course, be available to assist in overtaking renewal arrears when men and materials become available.

The net revenue of £1,199,473 showed a decrease of £1,368,497 (53·29 per cent.), compared with 1943–1944, the net return on average capital being 1·69 per cent., as compared with 3·71 per cent. last year.

COAL POSITION

The coal-supply has been most difficult throughout the year, notwithstanding the reduction in train mileage resulting from restricted train services. The total quantity of coal consumed by locomotives fell from 634,007 to 576,926 tons. The consumption of hard coal decreased by 79,111 tons, but that of soft coal increased by 22,030 tons, thus making a net decrease of 57,081 tons.

TRIBUNAL

The decision of the Government that the railway organizations should have their claims for improved salaries, wages, and conditions decided by an independent and impartial Tribunal was implemented during the year. The first sittings and decisions of the Tribunal covered a wide range of subjects, some seventy claims by the service organizations being dealt with.

The length of the hearings and the extensive range of subjects dealt with serve to strengthen the view that it is not possible for a Minister of the Crown personally to deal with and give proper consideration to all the problems which may arise relating to industrial conditions in a service as large and as varied as the railways.

While all railwaymen may not be satisfied with all the decisions of the Tribunal—indeed, it would be very surprising if they were—it is felt that they did give a large measure of satisfaction and that the establishment of the Government Railways Industrial Tribunal has been fully justified.

The additional cost to working-expenses of giving effect to the decisions of the Tribunal for the year under review is estimated at £752,190. The decisions operated for only part of the year, and for the full coming year it is estimated that the additional cost to both working and capital expenses will be £1,114,800.

PROSPECTS

The present indications are that the coal position will not appreciably improve during the coming year. This probability, taken in conjunction with a greater use of road transport, both public and private, as a result of the easing in the petrol situation, presages a falling off in revenue during the coming year, but it is felt this will be more than offset by an increase in production.

It is anticipated that revenue will remain almost stationary, but that, in consequence of the general increase in salaries and wages, expenditure will show a sharp increase, resulting in a net revenue return of little more than half that realized during 1944-45.

The question of increasing fares and freight rates has been fully considered, but, having regard to the interests of stabilization, it has been decided that no increase should be made in the meantime.

POST-WAR DEVELOPMENTS

Post-war development, both immediate and long-term, has been the subject of investigation and consideration for some time now.

The principal new works investigated and the stages reached are, briefly, as follows :—

Hutt Valley Electrification.—The investigation of this scheme has been completed, and the report is now in the hands of the Government for consideration.

Rimutaka Tunnel.—An investigating Committee has this matter well in hand, and their report will be submitted to the Government in the near future.

Auckland Suburban Electrification.—This is a large undertaking including, as it does, provision for industrial lines in the vicinity of Auckland. Shortage of technical officers has held up the progress of investigation, but with the return of men from the Armed Forces it is anticipated that substantial progress will now be made.

Nelson-Inangahua Line.—The report of the Committee investigating this work is practically complete and will be submitted to the Government prior to the end of October.

Work upon a number of projects was suspended at the outbreak of war, and among these projects were the following :—

Papakura—Horotiu duplication :
 Palmerston North deviation and new station :
 North Auckland line grade easements :
 Marton rearrangements :
 Bonny Glen—Turakina grade easement :
 St. Leonard's—Sawyer's Bay deviation and duplication :
 Frankton Junction rearrangement and Frankton Junction—Claudelands lowering and duplication of line :
 McKay's Crossing—Otaki duplication.

Important works in progress when war broke out and on which it has been possible to make a certain amount of progress during the war years include the Christchurch new station and rearrangement of yard and terminal facilities, and the Turakina—Okōia deviation.

In addition to these projects, there are a number of other works which are listed for attention, such as new stations and goods-sheds at Stratford and Hastings, new station at Greymouth, extensions and new goods-sheds at Dunedin, bus terminals at Wellington and Lower Hutt, new locomotive depots at Westport and Invercargill, and the rebuilding of some fifty stations and goods-sheds.

All of these works are receiving consideration, and an order of priority will be decided upon in collaboration with the Ministry of Works.

The building of new locomotives and rolling-stock has, of course, been interrupted during the war, and there is an extensive programme for the building of locomotives, multiple units, carriages, and wagons. Having regard to this programme, no difficulty is anticipated in readily rehabilitating the 4,821 railway employees still absent with the Armed Forces should they all decide to resume their careers with the Department.

Given understanding and co-operation from all those whose interests are in any way involved, the railways can and will make a valuable contribution to post-war re-establishment in all its phases, a contribution which I feel will be achieved no less effectively than that which has been accomplished in the war effort.

CONCLUSION

I wish to express my keen appreciation of the efficiency with which the management and staff have performed their duties during a most difficult and trying year; a year which was, moreover, the second busiest in the history of the Department. A considerable amount of time was necessarily taken by the Tribunal to hear and consider the great volume of evidence presented to it and impatience resulted in unfortunate stoppages of work in various places, but, despite this, the harmonious relationships existing between the Minister, the management, and the staff have never been more apparent than at the present time.

RESULTS OF WORKING

The following is a statement of the results of working for the past five years:—

PARTICULARS.	Year ended 31st March,				
	1945.	1944.	1943.	1942.	1941.
Total miles open for traffic	3,504	3,504	3,460	3,390	3,39
Average miles open for year	3,504	3,469	3,403	3,390	3,39
Capital cost of opened and unopened lines	£74,874,045	£74,289,351	£73,951,515	£73,723,223	£73,048,95
Capital cost of open lines	£71,353,574	£70,999,125	£68,685,063	£64,904,020	£64,762,79
Capital cost per mile of open lines ..	£20,364	£20,262	£19,851	£19,146	£19,10
Gross earnings	£14,459,750	£15,325,306	£14,128,993	£11,938,338	£11,160,21
Working-expenses	£13,260,277	£12,757,336	£11,302,413	£10,056,034	£9,465,57
NET EARNINGS	£1,199,473	£2,567,970	£2,826,580	£1,882,304	£1,694,64
Interest charges	£2,842,399	£2,765,724	£2,622,713	£2,756,146	£2,746,54
PERCENTAGE OF TOTAL WORKING-EXPENSES TO GROSS EARNINGS	91·71	83·24	79·99	84·23	84·8
PERCENTAGE OF NET EARNINGS TO AVERAGE CAPITAL INVESTED IN OPEN LINES	1·69	3·71	4·31	2·90	2·6
Railway operating earnings	£12,448,307	£13,464,979	£12,415,080	£10,383,880	£9,694,19
Railway operating expenses	£11,696,895	£11,365,917	£10,019,659	£8,902,592	£8,406,79
NET RAILWAY OPERATING EARNINGS	£751,412	£2,099,062	£2,395,421	£1,481,288	£1,287,40
PERCENTAGE OF RAILWAY OPERATING EXPENSES TO EARNINGS ..	93·96	84·41	80·71	85·73	86·7
Operating earnings per average mile open	£3,552	£3,881	£3,648	£3,063	£2,86
Operating expenses per average mile open	£3,338	£3,276	£2,944	£2,626	£2,48
NET OPERATING EARNINGS PER AVERAGE MILE OPEN	£214	£605	£704	£437	£38
Operating earnings per train-mile ..	d. 233·36	d. 210·82	d. 196·81	d. 178·28	d. 171·5
Operating expenses per train-mile ..	219·27	177·95	158·83	152·85	148·8
NET OPERATING EARNINGS PER TRAIN-MILE	14·09	32·87	37·98	25·43	22·7
Passengers, ordinary	13,629,523	18,317,323	17,171,214	11,105,627	9,440,08
Season tickets	1,394,817	1,518,045	1,377,825	1,167,115	1,055,74
Total passenger journeys	32,994,529	38,611,267	36,133,268	28,610,945	26,276,92
Goods tonnage	8,177,551	8,233,489	8,035,046	7,734,650	7,754,76
Live-stock tonnage	776,688	793,137	852,043	739,115	671,41
Train-mileage (revenue)	12,802,536	15,328,987	15,139,882	13,978,961	13,559,64
Engine-mileage	18,168,727	21,095,680	20,736,574	19,147,871	18,625,11

For the current year it is anticipated that the revenue will reach £14,500,000 and the expenditure £13,889,690.

ANNUAL REPORT OF THE GENERAL MANAGER OF THE NEW ZEALAND GOVERNMENT RAILWAYS

New Zealand Government Railways Department,
Head Office, Wellington, 10th October, 1945.

The Hon. the MINISTER OF RAILWAYS.

SIR,—

I have the honour to submit my annual report on the working of the New Zealand Railways for the financial year ended 31st March, 1945.

The report covers only the more important aspects of the year's operations, the usual comprehensive review of activities having been again dispensed with in view of the need to conserve paper supplies.

WORKING RESULT (Whole Undertaking)

	1945.	1944.	Variation, 1945 with 1944.	
				Per Cent.
Revenue	£14,459,750	£15,325,306	— £865,556	5·65
Expenditure	£13,260,277	£12,757,336	+ £502,941	3·94
Net revenue	£1,199,473	£2,567,970	— £1,368,497	53·29
Return on average capital invested in open lines, per cent.	1·69	3·71	2·02	54·45
Interest charges	£2,842,399	£2,765,724	+ £76,675	2·77
Excess of interest charges over net revenue	£1,642,926	£197,754	+ £1,445,172	..

Revenue.—The gross revenue was higher than that earned during any previous year other than 1943-44, in comparison with which a decrease of £865,556 (5·65 per cent.) is recorded, mainly in passenger traffic. Having regard to the serious operating difficulties experienced during the year, this result must be considered as highly satisfactory. The difficulties induced by war conditions were intensified by the inadequacy of coal-supplies available for railway use, serious flooding in the South Island, and the strike by members of several branches of the Amalgamated Society of Railway Servants, these factors, particularly the first, having a seriously adverse effect on the revenue position.

Expenditure.—The increase of £502,941 (3·94 per cent.) in expenditure was due to increased wages costs and to the increased cost of stores and materials, partly offset by a decrease in the quantity of coal consumed and the amount charged to maintenance. This year bore only its correct share of maintenance expenditure, whereas last year special provision was made to meet future expenditure on deferred maintenance work which would ordinarily have been undertaken during that or previous years.

The estimated additional cost to the year's working-expenses of giving effect to the decisions of the Government Railways Industrial Tribunal was £752,190.

The ratio of operating expenditure to revenue was 93·96, compared with 84·41 for the year 1943-44.

Net Revenue.—The net revenue showed a decrease of £1,368,497 (53·29 per cent.) compared with last year.

Prior to arriving at net revenue, the sum of £1,520,885 was set aside from the revenue account for depreciation, renewals and other reserves, and superannuation and sick-benefit subsidies.

INTEREST CHARGES

Interest charges totalled £2,842,399, an increase of £76,675 compared with the previous year. Net revenue fell short of the interest charges by £1,642,926.

MILEAGE OF LINES OPEN FOR TRAFFIC

The mileage of lines open for traffic at 31st March, 1945, was 3,504 miles 1 chain, no additions having been made during the year.

OPERATING REVENUE

The following table shows the operating revenue under the main headings, together with appropriate comparisons with the previous year's figures. Information regarding receipts from subsidiary services and miscellaneous non-operating revenue appears later in this report.

Operating Revenue.	Amount.		Variation 1945 with 1944.		Per Cent. of Operating Revenue.	
	1945.	1944.			1945.	1944.
	£	£	£	Per Cent.		
Passengers, ordinary	3,152,053	3,891,146	—739,093	18·99	25·32	28·90
Season tickets	352,400	384,336	—31,936	8·31	2·83	2·85
Parcels, luggage, and mails	411,021	435,928	—24,907	5·71	3·30	3·24
Goods	8,261,087	8,479,387	—218,300	2·57	66·36	62·98
Labour, demurrage, &c.	271,746	274,182	—2,436	·89	2·19	2·03
Total operating	12,448,307	13,464,979	—1,016,672	7·55	100·00	100·00

It will be seen that the decrease in revenue occurred principally in passenger traffic, the number of passenger journeys (ordinary) being 13,629,523, a decrease of 4,687,800, or 25·59 per cent. This fall was due, firstly, to the operation of the coal-saving time-table throughout the whole year as compared with only nine weeks in the North and eleven weeks in the South Island the previous year, and, secondly, to a decrease of 1,396,410 journeys by the members of the Armed Forces.

In the case of goods traffic, a decrease of £224,023 in Armed Service freights was the main factor. The total tonnage carried, 8,954,239 tons, represented a decrease of only 0·80 per cent. The main decrease in tonnage, however, took place in the general merchandise group of commodities—i.e., the higher-rated goods—and this, coupled with a decrease in the average haul, accounts for the disparity between the reduction in revenue and the reduction in tonnage.

OPERATING EXPENDITURE

The following table shows the operating expenditure under the main headings, together with appropriate comparisons with the previous year's figures :—

Operating Expenditure.	Amount.		Variation 1945 with 1944.		Percentage of Operating Revenue.	
	1945.	1944.				
	£	£	£	Per Cent.	1945.	1944.
Maintenance—						
Way and Works ..	2,250,736	2,146,448	+104,288	4·86	18·08	15·94
Signals ..	332,015	326,190	+5,825	1·79	2·67	2·42
Rolling-stock ..	2,839,591	2,868,006	—28,415	·99	22·81	21·30
Examinations, lubrication, and lighting of vehicles	141,485	128,896	+12,589	9·77	1·14	·96
Transportation						
Locomotive ..	2,332,096	2,427,060	—94,964	3·91	18·73	18·03
Traffic ..	3,460,705	3,207,782	+252,923	7·88	27·80	23·82
General charges ..	340,267	261,535	+78,732	30·10	2·73	1·94
Totals ..	11,696,895	11,365,917	+330,978	2·91	93·96	84·41

SUBSIDIARY SERVICES

The following table shows the variations in revenue and expenditure for the year as compared with 1943–44 :—

Subsidiary Services.	Revenue.			Expenditure.		
	Amount, 1945.	Variation, 1945 with 1944.		Amount, 1945.	Variation, 1945 with 1944.	
	£	£	Per Cent.	£	£	Per Cent.
Lake Wakatipu steamers ..	9,196	+28	·31	14,036	—1,180	7·75
Refreshment service ..	341,529	—55,984	14·08	324,934	—21,313	6·16
Bookstall service ..	191,257	+2,965	1·57	186,810	+4,584	2·52
Advertising service ..	35,363	+5,480	18·34	30,060	+3,069	11·37
Dwellings ..	157,795	+2,654	1·71	237,819	+25,198	11·85
Other buildings ..	45,317	+2,175	5·04	30,833	+2,864	10·24
Road motor service ..	820,022	+173,340	26·80	738,890	+158,741	27·36
Miscellaneous revenue (non-operating)	410,964	+20,458	5·24			
Totals ..	2,011,413	+151,116	8·12	1,563,382	+171,963	12·36

PUBLICITY ACTIVITIES

The same publicity policy was followed as during the past several years of war, expenditure being confined mainly to advertising in newspapers and periodical publications and devoted to special subjects such as non-occupation of reserved seats, the quick turn-round of wagons, and to general prestige publicity. A pleasing feature was the friendly liaison which was maintained with the press, from which quarter the Department has invariably received every consideration and assistance.

TRACK, PLANT, AND ROLLING-STOCK

The track, bridges, structures, signalling appliances, rolling-stock, locomotives, and other plant are in good order and efficient for the work required of them.

STAFF

The following shows the staff position, together with appropriate comparisons with the previous year's figures (the figures do not include the railway employees serving in the Armed Forces) :—

	1945.	1944.	Variation, 1945 with 1944.
Total staff as at 31st March—			
Permanent	13,649	13,598	+51
Casual	9,983	10,044	—61
Totals	23,632	23,642	—10
Average staff throughout the year	24,002	23,422	+580

At the outbreak of war the total staff employed by the railways was 25,765, so that as at 31st March, 1945, the number employed was less than the pre-war staff by 2,133, or 8·28 per cent. The Department has since the outbreak of war lost the services of 4,335 of the permanent staff through deaths, resignations, retirements, and dismissals.

From the Department 4,821 men are still serving with the Armed Forces, and it is with mingled feelings of pride and regret that I record that since the outbreak of war 312 employees have made the supreme sacrifice, while 63 have been posted missing.

The successful rehabilitation of the Department's employees is a matter of paramount importance, and for some time now a specially appointed Rehabilitation Officer has been dealing with Trade Training Schemes and other matters affecting the welfare of ex-servicemen resuming their careers with the Department.

Railway employees have assisted the National Patriotic Fund by way of voluntary subscriptions deducted from their pay to the extent of £29,486, while deposits in the National Savings accounts by way of fortnightly instalments have reached a total sum of £218,941. These amounts represent, of course, only the subscriptions and deposits made through departmental channels, and it is known that railwaymen have subscribed generously for patriotic funds, national savings, and war loans in their capacity as citizens.

A total of £71,982 was paid under the Workers' Compensation Act during the year to employees suffering injury in the course of their employment.

COAL POSITION

The coal position throughout the year has been one of constant anxiety, despite the severe reductions in train services.

The following table shows the consumption and stocks of locomotive coal during the past six years :—

Year ended 31st March,	Coal Consumption.			Coal Stocks.
	Hard.	Soft.	Total.	
	Tons.	Tons.	Tons.	Tons.
1939	284,295	200,128	484,423	93,046
1940	301,512	190,944	492,456	53,570
1941	298,465	230,087	528,552	76,109
1942	307,948	229,784	537,732	73,332
1943	333,773	278,068	611,841	65,087
1944	284,688	349,319	634,007	20,817
1945	205,577	371,349	576,926	20,954

The serious decline in the coal stocks is readily apparent, and since the end of the financial year the position has deteriorated still further to such an extent that, at the time of writing, the stocks are approximately 8,000 tons in the North Island and 3,000 tons in the South Island, or a total of 11,000 tons, which does not equal an average week's consumption.

For the year under review the average weekly consumption was 11,094 tons, which represents a reduction of 1,098 tons on the average weekly consumption for the previous year.

The following table shows for the same years the consumption of coal from the point of view of efficiency and economy :—

Year ended 31st March,	Steam-engine Miles (000's)	Pounds per Engine-mile.	Steam Gross Ton-miles (000's).	Pounds per 1,000 Gross Ton-miles.	Percentage of Soft Coal used.
1939	16,978	64	2,767,240	392	41
1940	17,069	65	2,828,326	390	39
1941	17,072	69	2,991,761	396	44
1942	17,368	69	3,078,801	391	43
1943	18,840	73	3,467,082	395	45
1944	18,955	75	3,562,997	399	55
1945	16,087	80	3,117,337	415	64

It will be noted that the steam-engine mileage for the year ended 31st March, 1945, was less than that for 1939, and this was due to the severe restrictions imposed in January, 1944, as a result of the coal shortage.

A certain amount of increase in the consumption of coal per engine-mile would naturally follow the increase in the average tractive capacity per locomotive and the average trailing load, but whereas one would expect the consumption of coal in relation to the amount of work done—*i.e.*, pounds consumed per 1,000 gross ton miles—to decrease, or at least remain constant, the reverse has been the case.

The foregoing table shows that there is a close correlation between the proportion of soft coal used and the consumption per 1,000 gross ton-miles, and there is no doubt that the increase in the proportion of soft coal used and a falling off in the quality of the coal have adversely affected efficient and economic working.

Apart from the type and quality of coal used the shortage has itself tended to increase operating costs as the restricted services have adversely affected wagon turn round and coal has had to be transferred from depot to depot to maintain supplies.

POST-WAR ACTIVITIES

With the cessation of hostilities the problems of peacetime reconstruction must now be faced. A good deal of preliminary planning and investigation has already been done, and consideration of a number of major works, such as the Hutt Valley electrification, main-line duplications, grade easement works, &c., is well advanced.

Plans have also been made for a capital programme designed to provide for renewals, replacements, improvements, and additions to rolling-stock, buildings, bridges, and plant.

In addition to these matters, there are certain avenues for improvement in service and economics in working which it is intended to pursue.

The express goods services between Auckland and Wellington and between Christchurch and Dunedin have now been in operation for some time and have undoubtedly proved their worth. Between Auckland and Wellington there is, in fact, more traffic offering at the moment than it is possible to take. Provision is made in the rolling-stock programme for a greater number of bogie wagons so that the present express goods services can be extended and similar services instituted between other suitable points.

In a number of cases it has been possible, by co-ordinating rail and road services, to eliminate mixed trains. The elimination of mixed trains enables economics in working to be effected and improves the service to the public, both from the passenger and goods sides, and it is intended to pursue this policy as far as possible.

The introduction of rail cars has proved popular with the public, so much so that the accommodation on the single-car units has been found to be too limited. Consequently it is not proposed to extend the single-unit rail car services, but to concentrate on the provision of three-car Diesel electric sets, both articulated and non-articulated. Inquiries have been made with various British manufacturers, and tenders are expected in the very near future for eleven of the former type sets which will seat 120 passengers and for fifteen of the latter type sets which will seat 156 passengers. This latter type will be capable of running in combinations of three-car, six-car, nine-car, &c., sets.

A matter which has given the Department a great deal of concern is the housing of its employees, and I am pleased to say that arrangements have been made for the Department of Housing Construction to build a certain number of State houses each year for the Railways Department.

In New Zealand, as in many other countries, the paramount importance of an efficient railway system capable of rapid expansion to meet a national emergency has been amply demonstrated during the war years. Railways must remain an indispensable means of transport, both in peace and in war, and it is therefore essential that they should be maintained in a sound and healthy condition.

CONCLUSION

In conclusion, I desire to place on record my sincere appreciation of the loyal co-operation of the staff, whose efficiency enabled the Department to handle an exceptionally heavy volume of traffic under very trying conditions.



General Manager.

STATEMENT No. 1
CAPITAL ACCOUNT AS AT 31ST MARCH, 1945

—	Total to 31st March, 1944.	Year ended 31st March, 1945.	Total to 31st March, 1945.	—	Total to 31st March, 1945.
<i>Expenditure</i>				<i>Receipts</i>	
Permanent - way — Works, buildings, machinery, plant, and dwellings	£ 63,239,498	£ 610,775	£ 63,850,273	Capital included in public debt	£ 72,365,223
Rolling-stock, lake steamers, and road motors	15,767,240	413,567	16,180,807	Other capital	9,033,902
Lines closed for traffic	130,249	..	130,249		
	79,136,987	1,024,342	80,161,329	Deduct accrued depreciation and other losses of capital written off in accordance with subsection (2), section 23, of the Government Railways Amendment Act, 1931	81,399,125
Deduct accrued depreciation on existing assets	10,193,804	472,715	10,666,519		10,400,000
Add unexpended balances as per Depreciation Account	68,943,183	551,627	69,494,810		
	2,055,942	Cr. 197,178	1,858,764	Outstanding liabilities	71,353,574
	£70,999,125	£354,449	£71,353,574		£71,353,574

NOTE.—Unopened lines are under the control of the Public Works Department, and all expenditure out of the Public Works Account in connection therewith is included in the accounts of that Department

GENERAL BALANCE-SHEET AS AT 31ST MARCH, 1945

<i>Liabilities</i>	£	<i>Assets</i>	£
Sundry creditors—		Sawmills, bush areas, and stocks of timber	67,611
General (including unpaid wages)	.. ..	Stores and materials on hand—	
Collections for refund	.. ..	Stores Branch	2,566,139
Unexpended balance of amounts transferred from National Development Loans Account	.. ..	Subsidiary services	25,465
Items to be written off on receipt of parliamentary authority	.. ..	Sundry assets : Subsidiary services	2,591,604
Renewals, Depreciation and Equalization Reserve	.. ..	Work in progress, sundry debtors, and debit balances	49,993
Accounts as per Statement No. 13	.. ..	Accrued interest on investments	253,075
Sick Benefit Fund	.. ..	Outstanding at stations	1,295
	.. ..	Working Railways investments	822,416
	.. ..	Sick Benefit Fund investments	1,975,000
	.. ..	Cash in Working Railways Account	1,730
	.. ..		430,916
	£6,193,640		£6,193,640

F. H. MCAULEY, A.R.A.N.Z., Chief Accountant.

I hereby certify that the Balance-sheet and accompanying accounts have been duly examined and compared with the relative books and documents submitted for audit, and correctly set out the position as disclosed thereby, subject to the above departmental note.—CYRIL G. COLLINS, Controller and Auditor-General.

STATEMENT No. 2
INCOME AND EXPENDITURE OF THE WHOLE UNDERTAKING FOR THE YEAR ENDED 31ST MARCH, 1945

	Statement No.	Year 1944-45.			Year 1943-44.		
		Gross Revenue.	Expenditure.	Net Revenue.	Gross Revenue.	Expenditure.	Net Revenue.
		£	£	£	£	£	£
Railway operation ..	3	12,448,307	11,696,895	751,412	13,464,979	11,365,917	2,099,062
Lake Wakatipu steamers ..	9A	9,196	14,036	Dr. 4,840	9,168	15,216	Dr. 6,048
Refreshment service ..	9A	341,529	324,034	16,595	397,513	346,247	51,266
Bookstall service ..	9A	191,257	186,810	4,447	188,292	182,226	6,066
Advertising service ..	9A	35,363	30,069	5,303	29,883	26,991	2,892
Dwellings ..	9A	157,795	237,819	Dr. 80,024	155,141	212,621	Dr. 57,480
Buildings occupied by refreshment service, book- stall proprietors, &c. ..	9A	45,317	39,833	14,484	43,142	27,969	15,173
Road motor services ..	9A	820,022	738,330	81,132	646,682	580,149	66,533
Miscellaneous revenue ..	..	416,964	..	416,964	390,506	..	399,506
		14,459,759	13,280,277	..	15,325,306	12,757,336	..
Total net revenue to Net Revenue Account ..	..	..	..	1,199,473	..	..	2,567,970

NET REVENUE ACCOUNT

Dr.	1944-45.	1943-44.	Cr.	1944-45.	1943-44.
Transfer to General Reserve	£	£	Balance brought down	£	£
Interest charges	2,842,399	203,867	Net earnings before charging interest on capital	1,199,473	203,867
Balance earned down .. .. .	..	2,762,721	Reduction on account of interest charges, <i>vide</i> section 14, Finance Act, 1930 (No. 2)	1,642,926	2,567,970
		..			197,754
	2,842,399	2,969,591		2,842,399	2,969,591

STATEMENT No. 3

INCOME AND EXPENDITURE IN RESPECT OF RAILWAY OPERATION FOR THE YEAR ENDED 31ST MARCH, 1945

Expenditure.	1944-45.	1943-44.	Per Cent. of Operating Revenue.		Revenue.	See State- ment No.	1944-45.	1943-44.	Per Cent. of Operating Revenue.	
			1944-45.	1943-44.					1944-45.	1943-44.
Maintenance of way and works	2,250,736	2,146,448	18·08	15·94	Passengers, ordinary .. .. .	..	3,152,953	3,891,146	25·32	28·90
Maintenance of signals and electrical appliances	332,015	326,190	2·67	2·42	Passenger, season tickets .. .. .	..	352,400	384,336	2·83	2·85
Maintenance of rolling-stock	2,839,391	2,868,066	22·81	21·30	Parcels, luggage, and mails .. .. .	..	411,021	435,928	3·30	3·24
Locomotive transportation	2,832,686	2,427,060	22·81	18·93	Goods .. .. .	..	8,261,087	8,479,387	66·36	62·98
Examination, lubrication, and lighting of vehicles	141,485	128,896	1·14	0·90	Labour, demurrage, &c. .. .. .	..	271,743	274,182	2·19	2·03
Traffic transportation	3,466,735	3,207,782	27·80	22·82						
General charges	113,741	85,465	0·91	0·63						
Superannuation subsidy .. .. .	..	..	..	..		
Less amount allocated to subsidiary services, &c. .. .. .	..	..	..	..		
	226,526	176,070	1·82	1·31						
Total operating expenses	11,699,895	11,365,917	93·96	84·41						
Net operating revenue	751,412	2,699,062	6·04	15·59						
	12,448,307	13,464,979	100·00	100·00			12,448,307	13,464,979	100·00	100·00

SUMMARY OF EXPENDITURE

Item.	North Island Main Line and Branches.		South Island Main Line and Branches.		Nelson.	Picton.	Total.
	£	£	£	£	£	£	£
Maintenance of way and works	1,375,499	825,303	12,908	37,026	2,250,736		
Maintenance of signals and electrical appliances	213,369	115,512	242	2,892	332,015		
Maintenance of rolling-stock	1,723,323	1,097,162	7,872	11,234	2,839,591		
Examination, lubrication, and lighting of vehicles	88,330	52,379	270	506	141,485		
Locomotive transportation	1,568,340	740,310	6,347	17,099	2,332,096		
Traffic transportation	2,036,335	1,389,941	7,182	27,247	3,460,705		
General expenses	74,413	38,426	134	768	113,741		
Superannuation subsidy	148,202	76,530	264	1,530	226,526		
Total	7,227,811	4,335,563	35,219	98,302	11,696,895		
Per cent. of operating revenue	88·92	102·88	217·89	110·06	93·96		
Per mile of railway	4,292·05	2,608·64	586·98	1,003·08	3,338·15		
Per total train-mile pence	203·36	238·66	222·82	253·82	215·60		

STATEMENT No. 9A

INCOME AND EXPENDITURE ACCOUNT IN RESPECT OF SUBSIDIARY SERVICES

Service.	Revenue.	Expenditure.	Payments to Railway Revenue for Interest, Rent, &c.	Total Expenses.	Net Profit.
	£	£	£	£	£
Lake Wakatipu steamers	9,196	13,384	652	14,036	Dr. 4,840
Refreshment	341,529	305,733	19,201	324,934	16,595
Bookstall	191,257	168,613	18,197	186,810	4,447
Advertising	35,363	20,489	9,571	30,060	5,303
Departmental dwellings	157,795	167,639	70,180	237,819	Dr. 80,024
Buildings occupied by refreshment service, bookstall-proprietors, &c.	45,317	16,103	14,730	30,833	14,484
Road services	820,022	715,483	23,407	738,890	81,132
	1,600,479	1,407,444	155,938	1,563,382	37,097

STATEMENT No. 10

RAILWAY EMPLOYEES' SICK BENEFIT SOCIETY

Income and Expenditure

EXPENDITURE.	1944-45.	1943-44.	INCOME.	1944-45.	1943-44.
	£	£		£	£
Sick benefits paid to members	48,796	51,488	Contributions	32,333	30,888
Balance, being excess of income over expenditure for the year	36	..	Entrance fees	116	111
			Interest on investments	133	347
			Subsidy as per section 5, subsection (1), of Government Railways Amendment Act, 1928, and section 26 of the Statutes Amendment Act, 1944, charged to Working Railways Account	16,250	8,000
			Special subsidy .. .. .	..	2,000
			Balance being excess of expenditure over income for the year .. .. .	..	10,112
	48,832	51,488		48,832	51,488
Excess of expenditure over income .. .. .	..	10,112	Accumulated funds brought forward on 1st April	7,934	18,076
Balance accumulated funds as at 31st March	7,970	7,934	Excess of income over expenditure	36	..
	7,970	18,076		7,970	18,076

Balance-sheet

Liabilities	£	£	Assets	£	£
Accumulated funds	7,970	7,934	Investments	1,730	8,598
Sick pay due not paid	41	53	Contributions outstanding at 31st March, 1945	28	24
Working Railways Account .. .. .	..	635	Cash in Working Railways Account	6,253	..
	8,011	8,622		8,011	8,622

STATEMENT No. 12

STATEMENT OF CASH RECEIPTS AND PAYMENTS—WORKING RAILWAYS ACCOUNT

<i>Receipts</i>			£	<i>Payments</i>			£
Balance brought forward .. ..	..	..	997,360	Wages and vouchers—	..	..
Revenue receipts .. ..	..	..	14,598,050	Working Railways .. ..	..	..	15,373,239
"Credits-in-aid" (Working Railways) ..	..	..	1,770,289	Railways improvements and additions to open lines .. ..	..	..	334,863
"Credits-in-aid" (railway improvements and additions to open lines) .. ..	..	..	8,806	Refunds to Harbour Boards, shipping companies, and other carriers .. ..	..	..	587,669
National Development Loans Account ..	..	..	343,000	Interest on Capital .. ..	..	..	1,100,000
Contributions to Sick Benefit Fund .. ..	..	..	49,022	Investments purchased .. ..	..	..	475,133
Interest on investments .. ..	..	..	28,293	Balance as per General Balance-sheet ..	..	..	430,916
Investments realized .. ..	..	..	507,000				
			<u>£18,301,820</u>				<u>£18,301,820</u>

Reconciliation Statement

	£	s.	d.
Credit balance in Working Railways Account as per Treasury figures ..	220,378	5	8
Add imposts outstanding	210,537	19	6
Credit balance as per above statement	<u>£430,916</u>	<u>5</u>	<u>2</u>

STATEMENT No. 13

RENEWALS, DEPRECIATION, AND EQUALIZATION RESERVE ACCOUNTS

	Credit Balance at 31st March, 1944.	Contributions Year ending 31st March, 1945.	Expenditure Year ending 31st March, 1945.	Credit Balance at 31st March, 1945.
	£	£	£	£
General Reserve Account	1,758,920	..	..	1,758,920
Insurance Reserve Account	61,238	8,757	10,748	59,247
Workers' Compensation Reserve Account ..	58,720	86,752	71,982	73,490
Slips, Floods, and Accidents Equalization Reserve Account ..	67,570	21,955	..	89,525
Betterments Reserve Account: Refreshment Branch ..	20,000	..	2,634	17,366
Renewals Reserve Accounts	962,398	234,390	256,472	940,316
Depreciation Reserve Account	2,055,942	911,407	1,108,585	1,858,764
Totals	<u>4,984,788</u>	<u>1,263,261</u>	<u>1,450,421</u>	<u>4,797,628</u>

STATEMENT No. 14

EXPENDITURE ON CONSTRUCTION OF RAILWAYS, ROLLING-STOCK, ETC., TO 31ST MARCH, 1945; NET REVENUE AND RATE OF INTEREST EARNED ON CAPITAL EXPENDED ON OPENED LINES FOR YEAR ENDED SAME DATE

Section of Railway.	Opened Lines.			Net Revenue.	Rate of Interest earned.
	Lines and Works.	Rolling-Stock.	Total.		
	£	£	£	£	£ s. d.
North Island Main Line and Branches ..	37,426,657	6,720,283	44,146,940	900,692	2 0 10
South Island Main Line and Branches ..	18,277,853	3,523,867	21,801,720	121,242	..
Nelson	496,902	10,078	506,980	19,055	..
Pictou	2,125,749	41,736	2,167,485	8,983	..
	<u>58,327,161</u>	<u>10,295,964</u>	<u>68,623,125</u>	<u>751,412</u>	<u>1 1 11</u>
Lake Wakatipu steamer service	20,396	..	20,396	4,840	..
Subsidiary services, &c.	2,700,157	..	2,700,157	452,901	..
<i>In suspense—</i>					
Surveys, North Island .. ..	..	..	..	..	..
Surveys, South Island .. ..	..	..	..	..	..
General	9,896	..	9,896	..	..
P.W.D. stock of permanent-way .. ..	..	..	..	..	..
	<u>61,057,610</u>	<u>10,295,964</u>	<u>71,353,574</u>	<u>1,199,473</u>	<u>1 13 9</u>
Total cost of opened lines at 31st March, 1945 ..	..	..	<u>71,353,574</u>	..	..

NOTE.—The amount stated in this return as the cost of construction of opened lines includes the Provincial and General Government expenditure on railways. It also includes the Midland Railway and expenditure by the Greymouth and Westport Harbour Boards on railways and wharves under the provisions of section 7 of the Railways Authorization Act, 1885, the information regarding the last-mentioned being furnished by the respective Boards. The rate of interest earned has been computed on the average capital.

STATEMENT No. 15

CAPITAL EXPENDITURE OUT OF WORKING RAILWAYS ACCOUNT FOR THE YEAR ENDED 31ST MARCH, 1945

Way and Works Branch: Particulars of Works.	Depreciation Fund.	Improvements and Additions to Open Lines Vote.	Total.
	£	£	£
Land	<i>Cr.</i> 1,953	<i>Cr.</i> 5,250	<i>Cr.</i> 7,203
Grading, formation, tunnels, and permanent-way	43,034	..	43,034
Bridges, overbridges, subways, and culverts	41,268	..	41,268
Station buildings, engine-sheds, and other operating buildings	97,542	..	97,542
Fences, gates, cattlestops, cattle-yards, and loading-banks	8,805	..	8,805
Dwellings and huts	28,016	..	28,016
Stores and workshops buildings and plant	25,736	..	25,736
Refreshment, advertising, and road-service buildings	3,495	..	3,495
Cranes, weighbridges, turntables, and water services	5,503	..	5,503
Miscellaneous (roads, sewerage, drainage, &c.)	34,445	..	34,445
Signalling, communications, and electrification	165,862	..	165,862
	451,753	<i>Cr.</i> 5,250	446,503
Expenditure by Public Works Department: Grade easements and deviations .. .. .	..	175,127	175,127
	451,753	169,877	621,630

Locomotive Branch: Particulars of Rolling-stock

Description of Stock ordered.	Number Incomplete on 31st March, 1944.	Number Complete on 31st March, 1945.	Number Incomplete on 31st March, 1945.	Expenditure, Working Railways Depreciation Fund.	Expenditure, Improvements and Additions to Open Lines Vote.	Total.
				£	£	£
Locomotives, Classes KA and KB	7	3	4	58,678	..	58,678
Locomotives, Class JA and spares	35	..	35	79,065	..	79,065
Improvements for locomotives .. .. .	..	..	..	1,123	..	1,123
Boilers .. .. .	..	..	..	13,750	..	13,750
Spares for multiple units .. .. .	..	..	..	..	..	..
Rail cars and spares .. .. .	..	..	..	..	..	..
Carriages	68	..	68	12,807	..	12,807
Improvements for carriages .. .. .	..	..	..	53,942	..	53,942
Brake-vans	11	8	3	27,490	..	27,490
Wagons, Class H	50	50	..	3,406	..	3,406
Wagons, Class Hc	99	1	98	1,179	..	1,179
Wagons, Class Jc	449	1	448	51,973	..	51,973
Wagons, Class La	1,279	130	1,149	37,462	..	37,462
Wagons, Class Mc	80	..	80	23,077	..	23,077
Wagons, Class Q	80	..	80	332	..	332
Wagons, Class Rb	40	..	40	..	..	..
Wagons, Class S	15	..	15	..	..	..
Wagons, Class T	22	..	22	..	..	..
Wagons, Class Ub	52	22	75	6,429	..	6,429
Wagons, Class Uc .. .. .	..	..	..	1,012	..	1,012
Wagons, Class Ud	7	..	7	11	..	11
Wagons, Class Vb	30	10	10	35,422	..	35,422
Wagons, Class W	85	..	85	260	..	260
Wagons, Class XA .. .. .	..	..	..	..	..	..
Wagons, Class Xb .. .. .	..	..	..	..	..	..
Wagons, Class Xc	192	4	187	29,235	..	29,235
Wagons, Class Yb .. .. .	..	..	..	..	..	..
Wagons, Class Z	155	20	135	18,571	..	18,571
Miscellaneous improvements for wagons .. .. .	..	..	..	9,728	..	9,728
Tractors .. .. .	..	..	..	..	..	..
Tarpaulins .. .. .	..	..	..	43,088	..	43,088
Cranes .. .. .	..	..	..	12,281	..	12,281
Total	2,756	249	2,541	520,321	..	520,321
SUMMARY						
Locomotives	42	3	39	..	..	..
Rail cars .. .. .	..	..	..	..	..	..
Tractors .. .. .	..	..	..	..	..	..
Carriages	68	..	68	..	..	..
Brake-vans	11	8	3	..	..	..
Wagons, bogie	321	52	301	..	..	..
Wagons, four-wheeled	2,314	186	2,127	..	..	..
Totals	2,756	249	2,541	..	..	..

Particulars of Workshop and Depot Machinery, Motor-buses, and Motor-lorries

	£	£	£
Workshops equipment	98,150	..	98,150
Machinery and equipment for locomotive running, and car and wagon depots	38,361	..	38,361
Motor-buses and motor-lorries .. .. .	..	161,633	161,633

RECONCILIATION STATEMENT, RAILWAYS: IMPROVEMENTS AND ADDITIONS TO OPEN LINES VOTE

	£	s.	d.	Expenditure—	£	s.	d.
Expenditure charged by Treasury	334,863	1	2	Way and Works Branch	169,876	9	2
Less recoveries	8,805	9	6	Road Services Branch	164,633	2	6
	326,057	11	8				
Public Works Department: Administration charges	8,452	0	0				
	£334,509	11	8		£334,509	11	8

STATEMENT No. 18

STATEMENT OF TRAFFIC AND REVENUE FOR EACH STATION FOR THE YEAR ENDED 31st MARCH, 1945

Stations.	OUTWARD.															INWARD.			
	TRAFFIC.										REVENUE.					TRAFFIC.			
	Number of Passenger Journeys.			Season Tickets.	Cattle and Calves.	Sheep and Pigs.	Timber, Hundreds of Superficial Feet.	Other Goods.	Ordinary Passengers.	Season Tickets.	Parcels, Luggage, and Mails.	Goods.	Miscellaneous.	Total Value forwarded.	Cattle and Calves.	Sheep and Pigs.	Timber, Hundreds of Superficial Feet.	Other Goods.	
First-class.	Second-class.	Total.	No.	No.	No.	Tons.	£	£	£	£	£	No.	No.	Tons.					
NORTH ISLAND MAIN LINE AND BRANCHES—																			
Auckland	35,127	890,844	925,971	43,067	..	..	..	227,504	17,179	55,376	641,053	1,400	942,512	..	..	..	..
" Goods	..	..	..	..	55	..	58,567	443,154	..	..	..	20,658	20,658	172	1,589	86,213	500,787	
Newmarket	745	143,760	144,505	26,439	5	..	10,229	12,999	8,426	5,024	993	31,452	117	46,012	318	268	132,019	37,678	
Mount Eden	439	37,037	37,476	7,391	56	..	2,177	6,600	4,316	1,223	881	8,763	128	15,311	59	489	85,481	66,855	
Avondale	323	51,524	51,847	24,353	132	..	909	6,750	3,735	4,772	670	7,767	36	16,980	94	..	59,677	14,512	
Henderson	258	122,949	123,207	17,098	13,124	24,128	395	6,931	5,519	4,486	1,272	9,475	65	20,817	1,595	4,648	17,216	14,176	
Helensville	365	48,663	49,028	115	23,078	99,837	8,731	20,184	5,326	73	535	20,443	82	26,459	5,718	25,399	7,373	20,929	
Wellsford	159	16,611	16,770	11	16,992	57,283	11,027	37,223	3,060	3	389	29,159	53	32,664	3,012	9,390	4,234	12,981	
Maungaturoto	298	20,173	20,471	..	15,828	41,668	136	6,580	3,461	..	303	12,070	17	15,851	1,864	5,258	1,831	12,703	
Paparoa	97	5,706	5,803	13	2,942	17,865	103	11,089	1,023	3	78	6,901	6	8,011	902	570	536	3,777	
Waiotira	101	9,394	9,495	62	16,258	57,903	11,213	46,934	1,177	44	749	76,490	520	78,980	2,167	5,875	135	95,365	
Dargaville	580	26,321	26,901	169	31,317	53,835	5,393	8,381	5,002	122	609	19,244	31	25,008	2,707	13,865	10,409	19,293	
Whangarei	2,090	43,710	45,800	156	30,615	42,536	2,204	61,358	11,880	108	2,112	36,944	396	51,440	2,455	8,769	16,669	27,892	
Hikurangi	364	5,035	5,399	..	4,961	14,318	25,149	62,215	1,602	..	384	27,147	49	29,182	1,262	3,813	478	7,874	
Otiria	912	16,257	17,169	68	9,237	15,678	116	14,370	4,140	56	396	34,063	12	38,667	483	910	434	8,198	
Kaitia	1,181	4,140	5,321	..	..	..	39	135	4,591	..	990	781	..	6,362	..	..	..	196
Kawakawa	365	8,572	8,937	82	43	..	1,399	624	2,022	68	259	1,431	15	3,795	49,191	98,173	429	10,117	
Opuia	773	19,370	20,143	22	118	47	2	15,776	3,130	19	218	15,640	29	19,036	64	60	268	1,712	
Kaikohe	931	8,117	9,048	50	3,951	14,874	8,094	3,452	4,353	52	356	9,350	8	14,119	235	696	550	9,065	
Okaihau	210	12,040	12,250	4	4,243	9,304	29,457	5,237	1,819	7	276	19,419	4	21,525	406	215	194	12,619	
Ellerslie	223	44,253	44,476	13,131	930	..	84	194	2,043	2,406	356	2,624	31	7,460	731	433	548	707	
Penrose	111	45,762	45,873	10,288	777	3,772	3,844	134,946	1,627	1,784	214	99,876	49	103,550	365,501	1,570,152	250,260	89,909	
Onehunga	230	7,911	8,141	3,755	3	..	20,577	3,823	1,641	755	211	5,761	159	8,527	44	53	62,491	50,240	
Otahuhu	499	136,785	137,284	24,119	2,143	13,990	275	154,002	6,747	6,063	510	136,242	386	149,948	87,653	248,334	9,629	142,218	
Papatoetoe	261	73,515	73,776	16,503	403	170	366	1,428	3,921	3,932	425	1,679	25	9,982	2,732	9,031	13,936	14,261	
Papakura	606	333,831	334,437	32,811	1,896	4,333	259	1,779	14,604	8,526	658	4,662	51	28,501	4,769	20,151	4,532	18,436	
Drury	121	12,578	12,699	142	6,560	17,195	16	7,703	946	127	107	7,676	42	8,898	961	7,967	312	5,977	
Waiuku	76	4,829	4,905	..	21,714	16,496	17	1,443	931	..	179	3,264	28	4,402	3,507	13,275	4,789	23,221	
Pukekohe	2,026	72,788	74,814	316	19,797	24,584	420	28,523	12,497	143	1,300	30,665	209	44,814	3,751	10,072	18,723	36,905	
Tuakau	335	26,702	27,037	264	10,746	53,836	49	18,618	3,230	155	507	15,011	76	18,979	2,549	18,531	1,371	12,944	
Pokeno	31	15,238	15,269	211	10,124	40,159	..	13,329	1,217	123	72	6,904	3	8,319	1,419	11,218	776	5,505	
Mercer	488	30,585	31,073	145	1,014	18,486	2,008	8,022	2,701	115	86	5,279	53	8,234	469	2,227	392	4,770	
Te Kauwhata	166	13,778	13,944	34	25,248	80,421	118	11,811	2,174	20	465	14,830	21	17,510	3,923	17,652	2,555	12,072	
Huntly	912	107,379	108,291	16,417	6,793	58,353	527	344,350	11,341	3,844	624	268,088	708	284,605	2,503	7,785	10,357	60,822	
Glen Afton	33	28,085	28,118	737	1,084	19,984	648	220,285	1,701	328	86	137,711	18	139,844	1,400	13,491	1,617	17,651	
Taupiri	75	8,671	8,746	134	4,295	19,543	..	9,866	1,217	100	156	16,374	23	17,870	1,559	2,803	1,056	12,952	
Ngauruahia	343	22,864	23,207	2,120	1,611	3,924	130	76,924	3,520	401	469	82,432	2,367	89,189	123,534	199,368	1,667	18,534	
Frankton Junction	8,842	162,261	171,103	18	25,554	162,585	1,007	42,042	48,798	13	3,178	60,187	616	112,792	9,194	108,427	56,540	68,946	
Hamilton	4,617	80,356	84,973	269	14,260	25,170	13,387	36,596	20,326	389	5,921	50,565	633	77,834	1,278	11,466	61,699	56,611	
Cambridge	659	5,807	6,466	61	21,400	113,365	106	5,333	3,092	49	596	14,727	110	18,574	3,432	25,566	16,067	55,486	
Morrinsville	1,098	39,444	40,542	173	58,098	197,501	1,186	19,267	6,311	182	919	43,400	64	50,876	9,206	81,973	9,956	42,654	
Matamata	921	26,257	27,178	30	37,531	184,231	12,628	10,017	5,887	27	965	36,744	148	43,771	5,836	54,642	1,324	41,291	
Putaruru	706	36,763	37,469	300	14,340	130,348	285,917	6,512	7,209	232	875	87,223	393	95,932	4,561	54,740	3,381	33,642	
Mamaku	30	12,391	12,421	7	4,604	39,843	145,441	5,210	1,405	5	187	49,582	3						

STATEMENT NO. 18—continued

STATEMENT OF TRAFFIC AND REVENUE FOR EACH STATION FOR THE YEAR ENDED 31ST MARCH, 1945—continued

Stations.	OUTWARD.															INWARD.			
	TRAFFIC.															TRAFFIC.			
	Number of Passenger Journeys.			Season Tickets.	Cattle and Calves.	Sheep and Pigs.	Timber, Hundreds of Superficial Feet.	Other Goods.	Ordinary Passengers.	Season Tickets.	Parcels, Luggage, and Mails.	Goods.	Miscellaneous.	Total Value forwarded.	Cattle and Calves.	Sheep and Pigs.	Timber, Hundreds of Superficial Feet.	Other Goods.	
	First-class.	Second-class.	Total.																
NORTH ISLAND MAIN LINE AND BRANCHES—continued				No.	No.	No.		Tons.	£	£	£	£	£	£	No.	No.		Tons.	
Hunterville	400	17,273	17,673	23	7,766	114,400	4,794	4,673	2,711	34	335	14,827	8	17,915	5,254	18,441	549	10,848	
Marton	2,766	41,258	44,024	42	5,139	208,698	1,159	9,224	10,746	34	1,083	18,847	254	30,964	2,610	45,773	20,118	17,784	
New Plymouth	5,880	80,279	86,159	75	947	3,570	11,564	155,302	32,919	222	2,486	84,529	14,375	134,531	2,364	11,246	29,166	120,281	
„ Breakwater .. ..	..	..	..	..	..	..	187	25,851	..	..	..	7,214	..	7,214	2	..	1,916	35,448
Waitara	317	16,079	16,396	58	1,325	18,536	2,912	23,510	2,620	42	326	29,575	47	32,610	50,581	294,313	2,784	17,288	
Inglewood	265	17,608	17,873	179	18,499	42,721	4,775	43,559	3,351	145	301	25,992	10	29,799	687	8,136	3,077	51,881	
Tariki	23	3,214	3,237	94	3,023	3,698	..	1,358	384	109	27	877	2	1,399	88	3,133	214	3,906	
Midhurst	24	6,030	6,054	201	5,409	11,070	..	2,581	538	90	21	3,523	1	4,173	121	2,269	3	6,170	
Stratford	1,764	49,690	51,454	175	21,925	70,346	3,245	10,398	11,804	178	1,256	15,028	65	28,331	2,974	10,694	9,780	25,404	
Te Wera	8	1,093	1,101	..	1,044	6,616	111	397	167	..	21	1,032	14	1,234	1,007	3,341	83	3,709	
Whangamomona	26	2,178	2,204	10	3,669	49,502	9,147	11,864	501	11	55	14,840	1	15,408	1,127	8,628	415	2,989	
Ohura	119	8,750	8,869	13	4,607	56,847	13,458	5,493	1,987	10	297	12,961	3	15,168	1,006	9,598	359	8,615	
Eltham	602	26,481	27,083	455	16,477	70,006	741	14,770	4,640	311	427	26,112	18	31,508	2,056	31,243	12,276	19,045	
Opunake	129	1,252	1,381	..	8,044	15,539	2,364	390	938	..	45	2,712	7	3,702	2,831	31,910	2,354	31,732	
Normanby	21	5,012	5,033	57	41,543	49,036	1	12,577	534	50	62	13,992	3	14,641	1,536	6,480	65	5,123	
Hawera	2,452	40,720	43,172	41	16,024	60,900	1,209	21,528	12,814	58	1,155	25,301	68	39,396	6,276	79,467	13,124	40,324	
Patea	533	16,015	16,548	46	2,375	30,906	71	21,220	3,737	53	356	49,116	112	44,374	93,869	205,683	4,112	38,175	
Waverley	393	13,470	13,863	7	8,046	97,860	230	23,631	2,412	8	317	17,367	18	20,122	10,422	54,725	2,451	9,963	
Aramoho	724	24,729	25,453	29	7,339	54,638	39	49,794	4,392	24	976	31,709	83	37,184	2,424	16,708	3,956	48,958	
Wanganui	3,558	71,926	75,484	226	4,783	40,719	5,546	43,647	18,597	306	2,480	69,454	1,464	92,301	10,756	302,766	45,513	57,227	
„ Wharf .. ..	..	..	..	..	..	..	4	14,247	..	..	..	10,612	5,364	15,976	..	..	..	4,813
Fordell	103	7,651	7,754	3	3,745	39,325	60	483	867	..	4	91	..	2,444	2,951	27,861	1,279	9,815	
Turakina	116	9,657	9,773	164	1,443	67,886	..	1,978	1,256	92	214	4,243	10	5,815	837	25,229	393	13,807	
Greatford	220	7,461	7,681	..	2,440	62,147	2,800	19,093	902	..	282	14,093	60	15,337	788	12,521	298	17,322	
Halcombe	113	8,400	8,513	87	1,297	27,436	22	6,039	881	80	69	4,567	3	5,600	861	14,801	355	6,886	
Feilding	2,076	22,586	24,662	6	22,554	261,577	1,956	25,888	8,185	4	1,119	54,955	55	64,318	28,288	190,257	8,058	53,438	
Palmerston North	17,995	194,552	212,547	160	5,664	37,126	3,675	62,585	65,177	446	6,491	110,571	1,036	183,721	9,801	181,969	98,039	106,078	
Ashhurst	118	10,168	10,286	12	2,918	29,910	..	1,668	1,021	4	91	4,787	3	5,906	7,580	16,646	312	3,824	
Longburn	159	11,188	11,347	29	6,678	63,837	24	24,162	892	12	133	49,279	36	50,352	17,038	178,500	2,454	10,692	
Foxton	83	439	522	..	632	2,123	210	2,354	469	..	125	5,107	230	5,931	764	11,167	8,921	12,255	
Shannon	365	32,723	33,088	106	12,022	65,081	13	5,889	4,530	85	649	10,691	9	15,964	3,157	37,162	1,472	10,500	
Levin	2,584	67,978	70,562	76	12,393	80,275	420	6,317	13,420	113	2,282	12,557	55	28,427	8,551	84,649	7,971	15,455	
Otaki	1,383	48,123	49,506	92	6,782	32,390	31	3,021	8,383	46	7,920	5,445	25	21,819	1,545	8,745	1,697	6,540	
Paekakariki	1,112	84,449	85,561	32,393	773	31,857	3,751	1,636	7,184	9,984	623	4,781	55	22,627	865	5,979	1,588	6,634	
Johnsonville	125	62,246	62,371	46,067	306	11,961	..	162	2,504	9,378	95	950	21	12,948	18,780	126,027	2,521	1,425	
Wellington—																			
Passenger and Parcels	60,551	1,194,229	1,254,780	386,693	..	..	..	..	240,976	81,055	41,985	..	2,688	366,704	..	..	..	..
Goods .. ..	..	..	..	..	367	2,854	73,917	274,346	..	..	..	492,456	6,529	498,985	724	2,491	124,893	273,852
Wharf .. ..	..	..	..	..	..	..	..	2,929	..	..	..	293	..	293	..	..	..	34,899
Courtenay Place	3,640	20,729	24,369	681	..	..	..	..	18,320	497	2,503	..	6	21,326	..	..	..	..
Ngahauranga	22	10,077	10,099	3,814	..	..	..	11,109	397	494	6	5,299	2	6,198	6,051	552,171	53	5,492
Petone	1,714	423,333	425,047	203,603	54	1,790	4,731	80,148	20,336	37,146	1,143	215,429	416	274,470	13,004	436,964	75,196	38,543	
Lower Hutt	1,546	73,337	74,883	45,232	135	375	3,801	2,426	8,736	9,063	701	8,913	48	27,461	53	5,311	59,597	6,042	
Trentham	381	281,312	281,693	12,831	706	487	52	1											

STATEMENT No. 18—continued

STATEMENT OF TRAFFIC AND REVENUE FOR EACH STATION FOR THE YEAR ENDED 31ST MARCH, 1945—continued

Stations.	OUTWARD.															INWARD.				
	TRAFFIC.								REVENUE.							TRAFFIC.				
	Number of Passenger Journeys.			Season Tickets.	Cattle and Calves.	Sheep and Pigs.	Timber, Hundreds of Superficial Feet.	Other Goods.	Ordinary Passengers.	Season Tickets.	Parcels, Luggage, and Mails.	Goods.	Miscellaneous.	Total Value forwarded.	Cattle and Calves.	Sheep and Pigs.	Timber, Hundreds of Superficial Feet.	Other Goods.		
	First-class.	Second-class.	Total.																	
SOUTH ISLAND MAIN LINE AND BRANCHES—																				
Lyttelton	22,456	131,112	153,568	No. 54,373	No. 313	No. 20,447	12,391	Tons. 294,614	£ 7,829	£ 9,052	£ 4,786	£ 142,496	£ 48,789	£ 212,952	No. 905	No. 7,027	43,876	Tons. 280,008		
" Wharf	..	..	..	..	..	..	..	11,112	..	..	..	2,070	..	2,070	..	..	..	31,953
Heathcote	28	38,395	38,423	10,857	..	..	17	10,347	683	1,651	121	5,829	3	8,287	..	..	65	16,821
Woolston	23	42,481	42,504	19,458	5	..	..	7,072	1,022	2,946	128	4,930	20	9,046	36	38	1,387	28,189
Christchurch—																				
Passenger and Parcels	27,722	576,925	604,647	66,063	..	..	..	..	83,631	12,022	20,286	..	604	116,543	..	..	..	..
Goods	..	..	..	..	172	1	11,547	130,844	..	..	..	145,605	3,884	149,489	316	4	113,961	349,150
Central Booking-office	15,378	54,479	69,857	52	..	..	..	..	46,249	815	596	..	10	47,670	..	..	..	..
Addington	76	22,190	22,266	1,630	6,249	248,257	7,211	52,105	1,397	313	474	42,139	899	45,222	25,443	472,351	115,536	107,935		
Riccarton	60	2,668	2,728	385	3	..	1,271	3,939	340	84	122	1,805	7	2,358	5	..	58,725	23,790		
Papanui	326	7,789	8,115	1,370	25	2	6,937	7,140	1,456	423	322	6,486	10	8,697	42	79	50,419	12,343		
Belfast	68	3,666	3,734	561	111	4,183	76	23,471	372	206	99	16,114	20	16,811	11,620	575,746	5,206	14,778		
Kaiapoi	69	10,553	10,622	934	2,072	9,326	613	18,280	1,286	395	207	10,797	42	12,727	417	170,227	17,364	18,189		
Rangiora	338	16,398	16,736	10,510	1,005	28,245	1,892	12,011	2,217	2,949	1,394	9,004	87	15,651	724	12,814	6,257	14,386		
East Oxford	13	201	214	..	590	46,009	289	2,537	148	..	27	3,591	4	3,770	80	14,012	388	12,058		
Sefton	8	5,172	5,180	229	232	7,487	..	5,535	439	131	252	2,999	1	3,822	62	6,466	4	4,937		
Amberley	84	3,630	3,714	67	396	64,866	189	14,669	623	76	123	8,270	1	9,093	286	25,498	976	2,787		
Waipara	86	6,772	6,858	23	1,631	122,689	21,278	9,544	890	27	238	14,129	6	15,290	327	6,981	217	1,577		
Mina	120	1,733	1,853	..	961	57,374	1,444	4,739	659	..	264	5,887	3	6,813	618	19,089	751	7,565		
Parnassus	217	843	1,060	..	749	32,630	1,344	1,329	312	..	96	3,145	5	3,558	212	5,111	189	1,505		
Hundalee	16	226	242	..	192	4,059	..	260	77	..	12	396	203	688	50	45	9	283		
Oaro	109	2,013	2,122	..	2,503	63,820	126	2,327	809	..	79	7,753	343	8,984	178	1,401	809	6,886		
Kaikoura Road Services	65	278	343	..	..	..	..	..	212	..	..	..	..	212	..	..	..	..
Waikari	34	198	232	..	215	25,610	540	37,541	121	..	67	15,916	1	16,105	22	3,176	449	4,501		
Hawarden	..	88	88	..	734	75,491	9,100	13,016	Cr. 13	..	140	11,302	2	11,431	84	8,942	428	3,225		
Culverden	32	271	303	..	1,911	67,606	22,399	6,782	212	..	156	12,373	4	12,745	402	7,681	1,610	8,910		
Waiau	25	179	204	..	427	54,363	2,537	2,415	122	..	64	5,724	1	5,911	319	6,079	784	5,128		
Hornby	61	8,292	8,353	638	914	1,440	720	56,176	819	154	88	21,896	5	22,962	1,176	3,909	2,002	65,054		
Lincoln	47	10,109	10,156	101	1,461	64,330	51	11,068	796	81	75	5,717	2	6,671	92	5,661	947	7,493		
Leeston	37	8,504	8,541	65	2,470	21,450	61	6,105	898	67	213	3,872	3	5,053	303	27,034	787	9,425		
Southbridge	20	7,302	7,322	28	284	28,203	..	9,802	871	41	578	5,607	18	7,115	95	13,314	513	3,620		
Little River	29	14,119	14,148	92	7,660	131,900	..	2,348	1,922	100	304	7,318	38	9,682	2,009	28,609	1,305	7,020		
Islington	34	5,027	5,061	679	203	3,240	30	16,117	477	136	57	10,167	46	10,883	6,498	233,815	2,935	13,843		
Rolleston	17	8,463	8,480	11	127	12,704	..	3,979	539	11	32	1,928	1	2,511	118	11,528	165	1,364		
Kirwee	2	1,880	1,882	38	112	11,832	..	3,642	196	32	90	2,128	1	2,447	53	25,878	98	4,418		
Darfield	140	3,683	3,823	71	366	39,057	2,801	8,037	525	63	99	5,578	2	6,267	332	9,550	570	3,328		
Coalgate	39	258	297	..	693	51,709	21,386	27,113	181	..	33	21,041	6	21,261	183	9,429	448	7,202		
Sheffield	27	1,560	1,587	125	286	33,778	174	6,281	280	123	213	4,851	1	5,468	35	10,732	267	2,998		
Springfield	171	8,071	8,242	61	365	11,096	355	1,676	872	46	159	2,249	21	3,347	195	2,929	411	2,246		
Arthur's Pass	106	2,088	2,194	..	66	26	..	39	287	..	29	89	..	405	35	338	89	698		
Otira	107	17,391	17,498	5	1,232	5,707	59,206	1,254	1,835	4	147	19,304	21	21,311	126	236	584	1,895		
Moana	33	4,488	4,521	57	814	1,173	43,279	1,247	787	48	455	12,593	6	13,889	226	574	98	2,263		
Stillwater	135	11,833	11,968	32	178	1,202	18,038	88,508	1,767	17	92	34,126	22	36,024	309	1,254	973	1,206		
Ngahere	47	5,245	5,292	96	1,485	9,155	86,264	85,351	1,183	78	139	76,480	34	77,914	504	3,062	343	4,056		
Ikamatua	44	9,500	9,544	94	612	7,438	15,285	5,868												

STATEMENT No. 18—continued

STATEMENT OF TRAFFIC AND REVENUE FOR EACH STATION FOR THE YEAR ENDED 31ST MARCH, 1945—continued

Stations.	OUTWARD.														INWARD.			
	TRAFFIC.														TRAFFIC.			
	Number of Passenger Journeys.			Season Tickets.	Cattle and Calves.	Sheep and Pigs.	Timber, Hundreds of Superficial Feet.	Other Goods.	Ordinary Passengers.	Season Tickets.	Parcels, Luggage, and Mails.	Goods.	Miscellaneous.	Total Value forwarded.	Cattle and Calves.	Sheep and Pigs.	Timber, Hundreds of Superficial Feet.	Other Goods.
	First-class.	Second-class.	Total.															
				No.	No.	No.		Tons.	£	£	£	£	£	£	No.	No.		Tons.
SOUTH ISLAND MAIN LINE AND BRANCHES—continued																		
Maheno	36	8,582	8,618	59	746	27,816	7	7,319	599	37	692	6,181	12	7,521	223	9,323	102	6,232
Hampden	67	5,880	5,947	6	531	21,755	..	1,252	610	7	183	1,866	2	2,668	493	3,147	414	2,765
Palmerston	489	22,229	22,718	99	1,146	71,418	2,482	2,781	3,251	101	592	6,103	63	10,110	942	7,629	868	6,765
Makareao .. .. .	..	..	..	..	..	..	..	44,343	..	..	..	17,588	..	17,588	..	102	9	402
Waikouaiti	71	7,267	7,338	119	1,029	26,922	4	1,411	905	80	99	2,414	2	3,500	1,309	8,725	457	3,439
Seacliff	83	11,121	11,204	166	121	4,372	127	627	1,298	67	95	716	9	2,185	153	943	248	5,454
Waitati	13	7,331	7,344	1,700	272	2,723	307	407	490	532	50	433	4	1,509	161	1,461	800	2,074
Port Chalmers Upper	..	3,087	3,087	617	180	3,099	..	10	238	98	99	117	2	554	8	219	..	258
Sawyer's Bay .. .	34	12,670	12,704	7,790	128	276	..	162	543	1,413	35	332	2	2,325	148	489	126	1,189
Port Chalmers Wharf	..	..	..	..	..	..	..	337	..	..	..	40	..	40	..	..	..	2,280
Port Chalmers .. .	127	25,941	26,068	19,720	10	..	18	11,786	1,874	4,026	183	5,885	4,034	16,002	11	21	3,015	37,370
St. Leonard's .. .	119	4,402	4,521	5,540	3	..	..	..	606	1,004	8	11	..	1,629	21	..	..	44
Ravensbourne .. .	17	16,872	16,889	7,209	..	..	..	15,620	408	1,161	20	23,256	80	24,925	..	..	44	7,173
Dunedin	20,192	350,463	370,655	56,906	..	..	..	..	90,334	10,842	11,018	..	473	112,667	..	..	..	..
.. Goods .. .. .	..	..	..	..	347	974	11,710	129,807	..	..	..	213,797	1,794	215,591	406	3,127	154,281	240,325
Caversham	133	18,442	18,575	2,693	..	..	1	670	1,257	360	120	827	5	2,569	1	..	6,701	8,238
Burnside	41	9,285	9,326	6,601	3,456	23,767	6	78,560	360	868	127	85,249	148	86,752	19,358	607,298	673	117,761
Green Island .. .	111	22,515	22,626	21,247	..	..	5	5,535	1,286	3,397	67	7,187	10	11,947	1	..	443	10,123
Wingatui	62	57,364	57,426	4,076	1,097	25,504	24	4,906	2,009	820	98	5,282	5	8,214	796	1,889	399	3,292
Middlemarch .. .	168	2,783	2,951	8	629	63,726	5,282	3,420	786	5	374	8,171	11	9,347	385	15,410	492	4,397
Waipiata	304	3,031	3,335	..	578	46,229	7	1,448	1,159	..	151	5,031	6	6,347	457	7,992	485	5,046
Ranfurly	599	4,643	5,242	4	224	58,665	13	2,265	1,879	5	253	7,122	21	9,280	358	10,821	723	3,751
Oturehua	201	1,143	1,344	..	814	59,633	34	1,729	541	..	196	7,169	6	7,912	56	8,294	271	2,072
Omakau	466	2,423	2,889	..	720	75,498	..	1,532	1,403	..	345	7,893	8	9,649	823	7,650	486	3,646
Alexandra	562	3,999	4,561	..	157	15,585	158	5,043	2,472	..	420	14,514	8	17,414	228	4,446	3,114	6,260
Clyde	112	1,590	1,702	65	76	4,322	84	1,383	669	36	204	2,738	1	3,648	53	647	533	1,300
Cromwell	416	4,803	5,219	..	713	64,168	4	5,992	2,549	..	488	14,373	41	17,451	167	3,569	1,754	7,275
Mosgiel	615	49,775	50,390	21,845	562	5,028	451	3,706	3,826	4,760	416	3,191	10	12,203	958	7,563	1,436	5,884
Outram	24	3,770	3,794	211	97	781	..	1,364	351	126	70	812	..	1,359	125	1,090	182	5,944
Allanton	19	6,981	7,000	505	1,348	28,537	141	4,618	508	170	250	3,499	2	4,429	1,593	15,065	306	3,656
Milburn	12	3,518	3,530	..	98	4,963	..	95,280	370	..	33	32,445	400	33,248	266	2,409	567	12,874
Milton	2,053	30,291	32,344	43	1,081	28,393	12	3,969	6,118	102	840	5,177	45	12,282	475	12,143	1,602	15,466
Lawrence	73	592	665	..	392	24,796	7	1,460	305	..	177	3,157	11	3,650	191	3,339	364	11,774
Miller's Flat .. .	13	203	216	..	261	20,492	482	1,938	95	..	57	4,595	1	4,748	188	1,363	562	3,916
Roxburgh	67	1,028	1,095	..	28	13,189	..	3,418	381	..	111	6,371	8	6,871	101	77	1,159	2,777
Lovell's Flat .. .	23	2,776	2,799	15	117	11,444	..	3,768	229	13	27	3,176	4	3,449	94	2,082	342	6,497
Stirling	269	12,687	12,956	166	5,340	5,391	50	130,940	2,095	133	200	76,017	1,729	80,174	1,644	3,359	1,199	7,692
Balclutha	2,855	40,505	43,360	125	2,149	73,461	1,324	16,766	10,077	171	1,154	26,531	56	37,989	3,320	156,053	2,710	19,440
Owaka	87	4,575	4,662	6	2,580	44,800	40,885	4,432	980	6	229	16,352	34	17,601	495	11,623	1,011	11,469
Tahakopa	23	5,991	6,014	1	250	4,056	14,208	678	645	1	62	3,960	2	4,670	314	1,542	..	1,919
Waiwera	72	3,417	3,489	4	394	9,444	3,515	1,893	525	5	386	3,345	4	4,265	181	4,726	151	12,943
Clinton	703	14,583	15,286	61	1,144	45,870	6,796	1,071	2,364	70	135	5,215	15	7,799	157	3,958	70	9,959
Waipahi	292	8,11																

STATEMENT No. 19

CLASSIFICATION OF GOODS AND LIVE-STOCK TRAFFIC AND EARNINGS BY COMMODITIES

Year ended 31st March, 1945.

Commodity.	Tonnage carried.	Per Cent. of Gross.	Tons One Mile (000 omitted).	Average Haul.	Revenue.			
					Total.	Per Cent. of Gross.	Per Ton.	Per Ton Mile.
<i>Products of Agriculture</i>					Miles.	£	£ s. d.	d.
Grain	238,356	2.66	13,415	56	136,617	1.62	0 11 6	2.44
Meals	128,954	1.44	11,924	92	100,095	1.19	0 15 6	2.01
Fruit and vegetables	113,812	1.29	19,323	170	169,239	2.02	1 9 9	2.10
Root crops and fodder	227,754	2.54	22,338	98	175,324	2.08	0 15 4	1.88
Flax, green and pressed	12,928	0.14	1,239	96	12,244	0.15	0 18 11	2.37
Seeds	29,720	0.33	2,064	69	27,288	0.32	0 18 5	3.17
	751,524	8.40	70,303	93	620,807	7.38	0 16 6	2.12
<i>Animals and other Products</i>								
Cattle, calves, horses	272,766	3.05	23,823	87	341,673	3.70	1 2 10	3.14
Sheep and pigs	503,922	5.63	39,006	77	553,804	6.58	1 1 11	3.41
Meat, fresh	63,114	0.70	9,383	149	124,602	1.48	1 19 6	3.19
Meat, frozen	288,541	3.23	14,166	52	300,231	3.57	1 0 10	5.09
Butter	123,758	1.38	12,568	102	174,833	2.07	1 8 3	3.34
Cheese	98,038	1.09	6,267	64	101,576	1.24	1 1 4	4.00
Wool	204,730	2.29	13,290	65	257,602	3.06	1 5 2	4.65
Dairy by-products	33,280	0.37	2,380	72	36,116	0.43	1 1 9	3.64
Fat, hides, and skins	51,067	0.60	3,861	71	75,432	0.90	1 7 11	4.69
Fish	11,755	0.13	1,815	154	19,432	0.23	1 13 1	2.57
	1,653,971	18.47	126,559	77	1,958,301	23.26	1 3 8	3.71
<i>Products of Mines</i>								
Agricultural lime	697,413	7.78	42,554	61	267,998	3.18	0 7 8	1.51
Coal, imported								
Coal, New Zealand hard	909,981	10.16	58,889	65	411,150	4.89	0 9 0	1.68
Coal, New Zealand brown	1,174,153	13.11	139,864	119	809,005	9.61	0 13 10	1.39
Road-metal	36,381	0.42	1,979	54	16,870	0.20	0 9 3	2.05
Lime and coke	51,258	0.57	3,681	75	31,880	0.38	0 12 5	2.08
	2,869,186	32.04	246,967	86	1,536,903	18.26	0 10 9	1.49
<i>Products of Forests</i>								
Timber, imported	4,445	0.05	447	94	5,824	0.07	1 6 3	3.35
Timber, New Zealand	598,685	6.68	78,039	130	655,686	7.79	1 1 11	2.02
Firewood, posts, &c.	111,624	1.25	9,339	84	56,968	0.68	0 10 2	1.46
	714,754	7.98	87,795	123	718,478	8.54	1 0 1	1.96
<i>Manufactures, &c.</i>								
Benzine, gasoline, kerosene	204,808	2.29	16,137	79	336,896	4.00	1 12 11	5.01
Cement	119,996	1.34	18,033	150	162,137	1.93	1 7 0	2.16
Manure	704,239	7.86	56,839	81	419,428	4.98	0 11 11	1.77
	1,029,043	11.49	91,009	88	918,161	10.91	0 17 10	2.42
Miscellaneous	1,935,761	21.62	192,273	99	2,663,741	31.65	1 7 6	3.32
Totals	8,954,239	100.00	814,906	91	8,416,391	100.00	0 18 10	2.48

STATEMENT No. 20

STATEMENT SHOWING MILEAGE, CAPITAL COST, TRAFFIC, OPERATING REVENUE, AND OPERATING EXPENDITURE OF NEW ZEALAND GOVERNMENT RAILWAYS FROM 1ST APRIL, 1944, TO 31ST MARCH, 1945

MILEAGE, CAPITAL COST, TRAFFIC, AND REVENUE

Year.	Average Miles open.	Capital Cost.	Train-mileage. (Revenue.)	Passenger Journeys.	Passenger Revenue.	Other Coaching Revenue.	Cattle and Calves.	Sheep and Pigs.	Timber.
	No.	£	No.	No.	£	£	No.	No.	Tons.
1943-1944 ..	3,469	68,476,775	15,328,987	38,611,267	4,275,482	435,928	1,384,600	12,891,891	667,457
1944-1945 ..	3,504	68,623,125	12,802,536	32,994,529	3,504,453	411,021	1,328,540	12,463,238	603,130

Year.	Goods.		Total.	Goods Revenue.		Miscellaneous Revenue, Labour, Demurrage, &c.	Total Revenue.	Revenue per Revenue Train-mile.
	Tons.	£	Tons.	£	£	£	£	d.
1943-1944 ..	7,566,032	..	8,233,489	8,479,387	274,182	13,464,979	210.82	
1944-1945 ..	7,574,421	..	8,177,551	8,261,087	271,746	12,448,307	233.36	

EXPENDITURE

Year.	Maintenance of Way and Works.			Maintenance of Signals and Electrical Appliances.			Maintenance of Locomotives, Carriages, and Wagons.		
	Amount.	Per Cent. of Revenue.	Per Mile of Railway.	Amount.	Per Cent. of Revenue.	Per Mile of Railway.	Amount.	Per Cent. of Revenue.	Per Train-mile.
	£		£	£		£	£		d.
1943-1944	2,146,448	15.94	618.75	326,190	2.42	94.03	2,868,006	21.30	44.90
1944-1945	2,250,733	18.08	642.33	332,015	2.67	94.75	2,839,591	22.81	53.23

Year.	Locomotive Transportation.			Traffic Transportation.			General Charges.			Total Expenditure.	Expenditure per Revenue Train-mile.	Expenditure per Cent. of Revenue.
	Amount.	Per Cent. of Revenue.	Per Train-mile.	Amount.	Per Cent. of Revenue.	Per Train-mile.	Amount.	Per Cent. of Revenue.	Per Train-mile.			
	£	d.		£	d.		£	d.				
1943-1944 ..	2,555,956	18.99	40.02	3,207,782	23.82	50.22	261,535	1.94	4.09	11,365,917	177.95	84.41
1944-1945 ..	2,473,581	19.87	46.37	3,160,705	27.80	64.88	340,267	2.73	6.38	11,696,895	219.27	93.96

STATEMENT NO. 21

COMPARATIVE STATEMENT OF THE AVERAGE NUMBER OF EMPLOYEES FOR YEARS
1944-45 AND 1943-44

Branch.	North Island Main Line and Branches.		South Island Main Line and Branches.		Nelson.		Picton.		Stores Branch.		Refreshment Branch.		Advertising and Publicity Branch.		Road Services Branch.		Total.
	1944-45	1943-44	1944-45	1943-44	1944-45	1943-44	1944-45	1943-44	1944-45	1943-44	1944-45	1943-44	1944-45	1943-44	1944-45	1943-44	
General	796	210	5	5	488	621	38	769	2,932	..	..	..	..	..	2,932
Traffic	4,336	3,044	13	62	..	..	..	..	7,455	..	..	..	..	..	7,455
Maintenance	2,810	1,779	23	71	..	..	..	..	4,683	..	..	..	..	..	4,683
Locomotive running (including depot staff)	2,152	1,197	10	32	..	..	..	..	3,391	..	..	..	..	..	3,391
Workshops	3,131	2,410	..	..	..	..	..	..	5,541	..	..	..	..	..	5,541
Totals	13,225	8,640	51	170	488	621	38	769	24,002	..	..	..	..	..	24,002
General	777	204	4	4	501	647	36	618	2,791	..	..	..	..	..	2,791
Traffic	4,408	3,042	14	61	..	..	..	..	7,525	..	..	..	..	..	7,525
Maintenance	2,683	1,585	18	54	..	..	..	..	4,340	..	..	..	..	..	4,340
Locomotive running (including depot staff)	2,189	1,175	10	31	..	..	..	..	3,405	..	..	..	..	..	3,405
Workshops	3,130	2,231	..	..	..	..	..	..	5,361	..	..	..	..	..	5,361
Totals	13,187	8,237	46	150	501	647	36	618	23,422	..	..	..	..	..	23,422

STATEMENT NO. 22

STATEMENT OF ACCIDENTS FOR THE YEAR ENDED 31ST MARCH, 1945

Section.	Train Accidents.				Accidents on Line (other than Train Accidents).								Shunting Accidents.				Employees proceeding to or from Duty within the Railway Boundary.				Persons killed or injured at Crossings.				Total.				
	Passengers.		Employees.		Passengers.		Employees.		Other Persons.		Passengers.		Employees.		Other Persons.		Killed.		Injured.		Killed.		Injured.			Killed.		Injured.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.		Killed.	Injured.		
North Island Main Line and branches	3	33	..	8	8	11	..	..	1	81	..	2	..	..	..	..	8	13	20	148				
South Island Main Line and branches	5	..	3	4	1	..	..	2	66	..	1	..	..	..	..	6	19	13	95					
Nelson			
Picton			
Totals	3	38	..	11	12	12	..	..	3	147	1	3	..	..	..	..	14	32	33	243				

NOTE.—This return includes only casualties in connection with train-working and the movement of rolling-stock.

STATEMENT No. 23

STATEMENT OF CARRIAGE, RAIL CAR, MULTIPLE UNIT, BRAKE VAN AND WAGON STOCK, AND
TARPAULINS, FOR THE YEAR ENDED 31ST MARCH, 1945

Description.	Class.	North Island Main Line and Branches.	South Island Main Line and Branches.	Nelson.	Pictou.	Total.
CARRIAGES—						
First class .. .. .	..	92	64	..	2	158
Second class .. .. .	..	671	494	3	18	1,186
Composite .. .. .	..	84	25	7	..	116
Sleeping .. .. .	..	17	2	..	..	19
Combination day-sleeping .. .. .	..	5	1	..	..	6
Ambulance .. .. .	..	12	3	..	..	15
Totals .. .. .	..	881	589	10	20	1,500
RAIL CARS .. .. .	..	13	9	..	..	22
MULTIPLE UNITS—						
Power units .. .. .	..	6	..	..	..	6
Trailers .. .. .	..	6	..	..	..	6
Totals .. .. .	..	12	..	..	..	12
VANS—						
Postal-vans .. .. .	..	4	4	..	..	8
Brake-vans .. .. .	..	285	207	3	5	500
Totals .. .. .	..	289	211	3	5	508
WAGONS—						
Special-purpose wagons	E	910	443	1	21	1,375
Horse-boxes	G	64	74	1	3	142
Cattle	H	622	214	3	8	847
Cattle	Hc	1	1	..	..	2
Sheep	J	1,765	1,415	11	53	3,244
Sheep	Je	1	1	..	..	2
Covered goods	K	253	153	6	3	415
High sides	L	3,137	3,498	88	147	6,870
High sides	La	5,331	4,181	..	..	9,512
High sides	Lb	9	388	13	47	457
Low sides	M	462	855	14	37	1,368
Low sides (steel)	Ma	123	..	..	..	123
Low sides	MB	4	13	..	1	18
Low sides	Mc	70	20	..	..	90
Timber	N	90	132	8	12	242
Platform, coal	P	204	..	..	..	204
Petrol inspection	Pw	1	1	..	..	2
Movable hopper	Q	..	1,185	..	..	1,185
Frozen meat	W	302	77	..	..	379
Frozen meat	WA	233	29	18	..	280
Covered goods	X	118	16	..	..	134
Cool, ventilated	XA	494	560	..	7	1,061
Cool, ventilated	Xb	1	29	..	..	30
Cool, ventilated	Xc	1	4	..	..	5
Work train	Y	58	15	..	9	82
Work train	Ye	308	177	..	10	495
Special-purpose wagons, bogie	E	99	73	..	1	173
High-sides, bogie	R	158	76	..	3	237
High sides, bogie	RA	38	..	..	..	38
High sides, bogie	Rb	69	24	..	..	93
Sheep, bogie	S	25	37	..	..	62
Cattle, bogie	T	36	14	..	..	50
Platform, bogie	U	239	107	4	10	360
Gas storeholder, bogie	UA	10	4	..	..	14
Platform, bogie	UB	260	295	..	2	557
Fuel oil, bogie	UC	..	2	..	..	2
Platform, bogie	Ud	1	..	..	..	1
Horse-boxes, bogie	Ug	56	68	..	..	124
Frozen meat, bogie	V	48	64	..	..	112
Chilled beef, bogie	V	6	..	..	..	6
Frozen meat, bogie	Vb	157	85	..	..	242
Chilled beef, bogie	Vb	99	10	..	..	109
Covered goods, bogie	Z	76	78	..	..	154
Covered goods, bogie	Zp	71	72	..	2	145
Totals .. .. .	..	16,010	14,490	167	376	31,043
TARPAULINS .. .. .	..	16,069	11,354	195	380	27,938

STATEMENT No. 24

LOCOMOTIVE STOCK FOR YEAR ENDED 31ST MARCH, 1945

Class.	Type.	North Island Main Line and Branches.	South Island Main Line and Branches.	Nelson.	Pictou.	Total.
A ..	Tender (4-cylinder balanced compound)	5	16	..	..	21
A ..	Tender (2-cylinder simple)	9	26	..	..	37
AA ..	Tender	10	..	..	..	10
AB ..	Tender	87	54	..	..	141
B ..	Tender	..	7	..	..	7
BA ..	Tender	..	10	..	..	10
BB ..	Tender	30	..	..	..	30
C ..	Tender	12	12	..	..	24
EC ..	Electric	..	6	..	..	6
ED ..	Electric	10	..	..	..	10
EO ..	Electric	..	5	..	..	5
F ..	Tank	2	18	..	..	20
G ..	Tender	..	6	..	..	6
H ..	Tank	6	..	..	..	6
J ..	Tender	30	10	..	..	40
K ..	Tender	30	..	..	..	30
KA ..	Tender	31	..	..	..	31
KB ..	Tender	..	6	..	..	6
Q ..	Tender	..	10	..	..	10
U ..	Tender	..	9	..	..	9
UB ..	Tender	..	7	..	..	7
UC ..	Tender	..	7	..	..	7
W ..	Tank	..	2	..	..	2
WA ..	Tank	3	3	..	..	6
WAB ..	Tank	22	8	..	..	30
WB ..	Tank	..	4	..	..	4
WE ..	Tank	..	3	..	..	3
WF ..	Tank	7	16	4	6	33
WG ..	Tank	10	..	..	..	10
WW ..	Tank	57	3	..	..	60
X ..	Tender (4-cylinder balanced compound)	17	..	..	..	17
	Totals	378	248	4	8	638

STATEMENT NO. 25
ALL SECTIONS
LOCOMOTIVE RUNNING COSTS, YEAR ENDED 31ST MARCH, 1945

Section:	Cost per Locomotive-mile.						Depreciation.	Water.	Conversions and Alterations.	General Charges.	Cost per Locomotive-mile.				Total Cost.	Total Cost per Loco- motive-mile.	Days in Steam.	Average Number of Locomotive.	Section.
	Repairs.		Running.		Total.														
	Wages, Material, and Over- head.	Stores.	Fuel.	Wages.															
..	12.17	0.85	14.74	12.78	d. 40.54	£ 102,348	22,388	..	£ 275,959	d. 2.38	0.52	d. 6.43	£ 2,142,751	d. 49.87	89,280	241	N.I.M.L. and branches.		
..	14.96	0.86	9.83	13.22	38.87	39,126	9,878	..	144,820	1.68	0.42	6.20	1,101,339	47.19	52,676	222	S.I.M.L. and branches.		
..	21.40	0.51	13.96	12.20	48.07	43	92	..	783	0.21	0.45	3.82	10,786	52.55	505	126	Nelson.		
..	8.81	0.57	12.30	11.98	33.66	744	94	..	3,593	1.44	0.18	6.94	21,842	42.22	1,327	166	Pictou.		
Total, steam	13.15	0.85	13.03	12.93	39.96	142,261	32,452	..	425,155	2.12	0.48	6.34	3,276,718	48.88	143,788	232	Total, steam.		
Electric Locos., Eo 2-6	15.55	0.10	13.89	4.22	33.76	1,216	..	..	1,431	2.11	..	2.48	22,086	38.35	968	194	Electric Locos., Eo 2-6.
Electric Locos., Ec 7-12	17.01	0.34	6.63	5.93	29.91	2,349	..	..	1,498	3.90	..	2.48	21,875	36.29	1,401	234	Electric Locos., Ec 7-12.
Electric Locos., Ed 101-110	11.36	0.23	7.48	5.54	24.61	8,554	..	..	4,708	4.46	..	2.44	60,488	31.51	2,719	272	Electric Locos., Ed 101-110.
Multiple units, D.M. 1-6	21.80	0.13	4.13	5.27	31.33	5,324	..	..	2,789	4.46	..	2.34	45,544	38.13	1,738	290	Multiple units, D.M. 1-6.
Diesel rail cars	9.07	0.72	2.14	3.03	14.96	38,962	..	..	5,209	10.58	..	1.42	99,307	26.96	4,815	219	Diesel rail cars.
Tractors	9.18	1.25	6.41	7.14	23.98	7,030	..	..	..	10.08	..	..	23,772	34.07	7,899	239	Tractors.

STATEMENT No. 25—continued
PERFORMANCES OF LOCOMOTIVES FOR THE YEAR ENDED 31ST MARCH, 1945

Type.	Number of Locomotives.	Locomotive-mileage.			Quantity of Stores.			Cost.			Cost per Locomotive-mile.			Average Number of Days in Steam per Locomotive.	Type.						
		Train.	Shunting, Assisting, Light, and Miscellaneous.	Total.	Coal.	Oil.	Repairs.	Running.	Stores.	Fuel.	Wages.	Total.	Repairs.			Running.	Stores.	Fuel.	Wages.	Total.	
NORTH ISLAND MAIN LINE AND BRANCHES																					
		Cwt.	Quarts.	£	£	£	£	£	£	£	£	£	d.	d.	d.	d.	d.	d.	d.		
A	14	175,735	75,147	250,882	17,920	175,320	12,990	26,845	943	13,962	13,561	55,311	25-68	13-36	12-97	0-90	13-36	12-97	0-90	2,838	A.
AA	10	200,025	59,943	259,968	25,997	194,438	13,705	8,222	957	15,490	13,687	38,856	7-59	14-30	12-64	0-88	14-30	12-64	0-88	2,439	AA.
AB	87	2,465,292	625,415	3,090,707	35,525	2,196,244	125,225	99,804	9,888	174,905	147,239	431,836	7-75	13-58	11-43	0-77	13-58	11-43	0-77	23,774	AB.
BB	30	213,205	449,789	663,294	22,110	512,118	33,220	30,368	2,421	40,917	52,766	126,472	10-99	14-81	19-09	0-88	14-81	19-09	0-88	7,403	BB.
C	12	692	254,899	255,591	21,299	201,352	10,624	13,361	837	16,070	23,427	53,695	12-55	15-09	22-00	0-79	15-09	22-00	0-79	3,225	C.
F	2		12,796	12,796	6,398	6,681	351	225	69	336	639	1,469	4-22	10-05	11-98	1-29	10-05	11-98	1-29	326	F.
H	6	8,345	22,952	31,297	5,216	41,434	4,502	12,344	300	3,301	5,181	21,126	94-66	25-31	39-73	0-71	25-31	39-73	0-71	1,208	H.
J	30	1,096,079	141,255	1,237,334	41,244	1,049,609	29,481	65,573	3,633	83,791	52,737	205,754	12-72	16-25	10-23	0-87	16-25	10-23	0-87	7,460	J.
K	30	1,136,126	111,812	1,247,938	41,598	1,078,074	41,437	76,732	4,516	86,044	50,839	218,131	14-76	16-55	9-78	0-87	16-55	9-78	0-87	7,947	K.
KA	31	986,135	86,064	1,072,199	34,587	917,001	34,786	52,432	4,104	73,086	46,723	176,345	11-74	16-36	10-45	0-92	16-36	10-45	0-92	6,858	KA.
WA	3	593	14,424	15,017	5,006	6,701	1,033	537	78	334	1,446	2,595	8-58	8-54	23-11	1-25	8-54	23-11	1-25	324	WA.
WAB	22	552,964	94,720	647,684	29,440	459,717	30,630	36,200	2,290	36,671	31,162	106,323	13-41	13-59	11-55	0-85	13-59	11-55	0-85	5,934	WAB.
WF	7	11,895	60,175	72,070	10,296	46,818	3,818	2,229	282	3,738	5,982	12,231	7-42	12-45	19-92	0-94	12-45	19-92	0-94	1,279	WF.
WG	10	10,875	173,372	184,247	18,425	140,913	8,568	15,275	623	11,233	16,345	43,476	19-90	14-63	21-29	0-81	14-63	21-29	0-81	2,206	WG.
WW	57	309,288	604,638	913,926	16,034	645,771	46,923	46,161	3,411	51,511	69,278	170,361	12-12	13-53	18-19	0-90	13-53	18-19	0-90	13,138	WW.
X	17	315,070	42,054	357,124	21,007	272,750	30,867	36,757	1,975	21,705	18,138	78,575	24-68	14-59	12-19	1-33	14-59	12-19	1-33	2,921	X.
Total, steam	368	7,482,619	2,829,455	10,312,074	27,870	7,944,941	428,180	523,065	36,347	633,494	549,150	1,742,056	12-17	14-74	12-78	0-85	14-74	12-78	0-85	89,280	Total, steam.

SOUTH ISLAND MAIN LINE AND BRANCHES

					Cwt.	Quarts.	£	£	£	£	£	£	£	d.	d.	d.	d.	d.	d.	d.	
A	42	867,767	191,520	1,059,287	25,221	648,822	52,586	51,058	3,916	42,341	53,667	150,982	11-57	9-59	12-16	0-89	9-59	12-16	0-89	9,511	A.
AB	54	1,476,665	305,134	1,781,799	32,996	1,087,888	76,566	97,503	3,897	71,040	79,729	254,169	13-13	9-57	10-74	0-79	9-57	10-74	0-79	13,215	AB.
B	7	41,000	57,128	98,128	14,018	57,867	4,552	9,412	348	3,764	7,403	20,927	23-02	9-21	18-11	0-85	9-21	18-11	0-85	1,503	B.
BA	10	48,990	153,801	202,791	20,279	137,558	12,365	12,606	872	8,976	16,588	39,042	14-92	10-62	19-63	1-03	10-62	19-63	1-03	2,297	BA.
C	12	29,865	244,652	274,517	22,876	186,962	10,055	10,649	949	12,186	24,183	47,967	9-31	10-65	21-14	0-83	10-65	21-14	0-83	3,240	C.
F	18	892	186,885	187,777	10,432	64,671	6,330	8,192	534	4,213	17,518	30,457	10-47	5-38	38-92	0-68	5-38	38-92	0-68	3,429	F.
G	6	135,329	21,280	156,609	20,102	105,677	6,910	14,350	609	6,890	7,505	29,354	21-99	10-56	44-98	0-93	10-56	44-98	0-93	1,070	G.
J	10	329,131	20,213	349,344	34,934	274,362	9,505	12,213	1,365	17,933	12,797	64,308	22-13	12-32	8-79	0-94	12-32	8-79	0-94	2,190	J.
KB	6	194,002	15,599	209,601	34,934	154,769	7,273	7,304	1,018	10,086	8,646	27,054	8-36	11-55	9-90	1-17	11-55	9-90	1-17	1,246	KB.
Q	10	70,543	71,060	141,603	14,160	102,887	7,647	10,555	547	6,718	9,819	27,639	17-89	11-39	16-64	0-93	11-39	16-64	0-93	1,779	Q.
U	9	104,203	37,415	141,618	15,735	96,152	5,358	7,639	601	6,219	7,770	33,349	31-69	10-64	13-17	1-02	10-64	13-17	1-02	1,638	U.
UB	7	85,598	39,095	124,693	17,813	69,742	5,358	12,872	405	4,557	7,633	25,467	24-78	8-77	14-69	0-78	8-77	14-69	0-78	1,475	UB.
UC	2	144,229	32,612	176,841	23,263	85,595	5,673	7,561	451	5,558	8,349	21,919	10-26	7-54	29-74	0-61	7-54	29-74	0-61	1,458	UC.
W	2	10,090	17,655	27,745	13,873	14,596	1,170	3,349	87	933	2,353	6,742	28-97	8-24	20-35	0-75	8-24	20-35	0-75	435	W.
WA	3	18,212	21,570	39,782	13,261	21,623	1,933	3,037	140	1,017	3,128	7,711	18-32	8-48	46-52	0-85	8-48	46-52	0-85	599	WA.
WAB	8	199,227	27,911	227,138	28,392	167,038	13,846	18,032	957	10,917	10,351	40,277	19-07	7-91	10-94	1-01	7-91	10-94	1-01	2,075	WAB.
WB	31	29,915	32,718	62,633	15,608	31,729	2,566	2,342	209	2,058	4,237	8,546	9-00	7-91	16-29	0-80	7-91	16-29	0-80	889	WB.
WE	3	32,150	16,933	49,083	16,361	27,555	3,225	1,164	212	1,048	1,581	6,751	5-69	1-04	33-01	0-77	1-04	33-01	0-77	768	WE.
WF	16	21,167	220,846	242,013	15,126	156,009	12,174	17,731	906	10,169	20,728	49,554	17-60	10-08	20-56	0-90	10-08	20-56	0-90	3,261	WF.
WW	3	36,478	12,371	48,849	16,283	27,992	1,718	10,563	147	1,619	2,671	15,000	51-90	7-95	13-12	0-72	7-95	13-12	0-72	598	WW.
Total, steam.	237	3,875,453	1,726,198	5,601,651	23,636	3,516,478	249,323	349,232	20,170	229,457	308,656	907,515	14-96	9-83	13-22	0-86	9-83	13-22	0-86	52,676	Total, steam.

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