

1946  
NEW ZEALAND

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# RAILWAYS STATEMENT

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

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MR. SPEAKER, —

This is the sixth Railways Statement it has been my pleasure to present, but it is the first Statement I have been able to present in time of peace. During the war years the railways performed splendid work under great difficulties, and although these difficulties have not by any means disappeared, the railways are making as valuable a contribution to post-war re-establishment as they did to the war effort, and I am confident that they will continue to do so.

## FINANCIAL

The financial results were a good deal better than was anticipated. The gross revenue for the year was £15,444,847, which establishes a new record for railway gross revenue. The previous record figure was established in the year 1943-44, and this year's total exceeded that record by £119,541. The increase over last year's figure was £985,097, or 6·81 per cent.

Increased revenue was received from both passenger traffic (both rail and road) and from goods traffic. On the passenger side, although there was a decrease in ordinary rail passenger journeys due to the closing of military establishments and the easing of petrol restrictions, this decrease was in short-distance traffic, and was more than counterbalanced by an increase in receipts from journeys on furlough passes and from long-distance civilian traffic. For the year the receipts from military passenger traffic constituted 34·59 per cent. of the total rail passenger revenue.

Passenger revenue from road operations increased substantially, due to the reinstatement of services curtailed for war reasons and the establishment of new services.

In the case of goods traffic there was a substantial decline in military freight, but this was more than offset by other increases, and both the goods revenue and tonnage constituted new records.

The handling of a record goods tonnage and a number of passenger journeys well above the pre-war years must be considered an outstanding performance when regard is had to the various operating difficulties beyond the control of the Department.

Expenditure for the twelve months amounted to £14,384,844, an increase of £1,124,567, or 8·48 per cent., over last year's figure. The increase is due in the main to two factors: firstly the cost of implementing the decisions of the Government Railways Industrial Tribunal, and secondly to the provision of reserves for deferred maintenance and track renewals. As to the first, the decisions of the Tribunal are estimated to have increased expenditure by £304,500 for the twelve months under review.

As to the second, the position regarding deferred maintenance was that a sum of £410,500 was set aside in the year 1943–44. At the end of the year 1944–45 the position was considered, and it was found that arrears of maintenance overtaken had been balanced by other work deferred. The matter was again considered this year, and it was found that it had been impossible to overtake arrears, and that further maintenance work which would ordinarily have been carried out during the year had been deferred. Provision of a further sum of £246,000 was made to meet this position. This amount is credited to the General Reserve.

A further item of increase in expenditure is the increased contribution to the reserve for track renewals of £241,989. The rate of annual contribution to this reserve had remained unchanged since 1931, and increased provision was necessary to meet the rising level of wages and materials, the provision of heavier rails, and the additional mileage of track now operated.

The net revenue of £1,060,003 shows a decrease of £139,470, or 11·63 per cent., compared with 1944–45, the net return on average capital being 1·47 per cent., compared with 1·69 per cent.

### COAL POSITION

The coal-supply has continued to be a source of constant difficulty throughout the year, and restrictions on passenger services have had to be maintained. The total quantity of coal consumed increased from 576,926 tons to 610,086 tons, although over 80 per cent. of the increase was in soft coal.

Arising out of the difficult position regarding coal-supplies, investigation has been made into the possibilities of the use of oil fuel for locomotives. From the operating viewpoint there is no doubt that the present fuel cost per locomotive mile of an oil-burning locomotive would be in excess of that for a coal-burning locomotive. However, arrangements have been made for two locomotives to be converted for test purposes, and these should be ready for operation at about the end of the year.

### ROLLING-STOCK

Programmes for the building of locomotives and rolling-stock of all types have, of course, been seriously interrupted during the war years. The interruption has been felt very keenly in the case of open-type LA wagons. During the years 1942 to 1945 inclusive there would have been constructed in normal times an average of 700 LA wagons per annum, while actually none were constructed during the years 1942 to 1944, and only 130 in 1945. In recent years there has been an appreciable increase in the mileage of track open, bringing new business and tending to increase the length of haul of goods, particularly bulk lines such as lime and manure.

The railway workshops will be fully occupied for a considerable time with outstanding orders for locomotives, carriages, and wagons of various types, and in order to cope particularly with the increased lime traffic and the increase which will take place in manure traffic it is essential that an increase in the LA type wagon should be made at the earliest possible moment.

Tenders have accordingly been called overseas, and orders for 3,000 LA type wagons placed with British firms. The wagons will be shipped in an unassembled state and will be assembled here in New Zealand. The first batch of wagons should reach New Zealand about February, 1947, and the complete order should be received by August, 1947.

### POST-WAR DEVELOPMENTS

During the year a number of reports on projects mentioned in last year's review have been completed and considered by the Government. Action on these reports is being correlated with and included in the planning of regional development by the Ministry of Works. The actual progress of work on the projects will depend upon their order of priority in relation to supply of man-power, materials, and finance.

In the case of the Hutt Valley electrification, the supply of materials from overseas is a matter of difficulty and uncertainty, and it was considered that the only satisfactory method of overcoming the difficulties lay in personal contact. Mr. F. W. Aickin, Staff Superintendent and Chief Legal Adviser, and Mr. P. R. Angus, Chief Mechanical Engineer, therefore proceeded to Great Britain, and have now successfully completed negotiations for the manufacture and supply of the necessary electric locomotives, multiple-unit stock, &c.

The Auckland suburban electrification also raises difficult problems, particularly as the project envisages the first underground railway in this country. The Chief Engineer (Civil), Mr. H. C. Lusty, has therefore proceeded overseas to investigate the problems entailed in underground operation and to obtain first-hand information on the latest developments in underground station layout and allied problems.

### PROSPECTS

The year 1947 will be the first full peacetime year for six years. During that time, principally due to wartime influences, gross revenue has expanded enormously, the revenue for 1946 exceeding that earned in 1939 by £6,099,460, or 65·27 per cent. With the return of normal conditions—which still seem some distance away—a shrinkage

must be expected in railway revenue. On present indications, apart from a decrease which must occur during 1947 in Army fares (particularly furlough passes) and freights, there are grounds for the anticipation of a high volume of traffic during the current financial year. Thus it is hoped that a substantial portion of the anticipated loss in Armed Services' receipts will be made good from other sources.

Expenditure, however, is expected to increase, mainly due to the granting of additional concessions to employees, with contributory causes in higher costs of materials and stores and higher superannuation subsidy.

The net result is that it is anticipated that revenue will no more than meet expenditure, and the question immediately arises as to whether or not rates and fares should be increased to meet the interest bill. This problem has been given full consideration, having special regard to the present-day situation and the need to avoid inflation. Any such increase would have a widespread effect and a tendency to "snowball," resulting in an increase in costs of production and in retail prices. Having regard to all the factors involved, it is considered that the interest bill should at the present time be met from the Consolidated Fund rather than by an increase in rates and fares.

### CONCLUSION

Now that the war is over, the record would not be complete without a final word of appreciation. The railways have, ever since their inception, been of paramount importance to New Zealand, but never more so than during the past six years. To the railways--and in that word I include all the men and women who work on the railways and who went from the railways to the Armed Forces, some of them there to give their lives--I want to pay, on behalf of the Government and the people of New Zealand, a sincere tribute for their loyal service to this country.

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## RESULTS OF WORKING

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

Particulars.	Year ended 31st March,				
	1946.	1945.	1944.	1943.	1942.
Total miles open for traffic ..	3,528	3,504	3,504	3,460	3,390
Average miles open for year ..	3,511	3,504	3,469	3,403	3,390
Capital cost of opened and un-opened lines .. ..	£76,012,797	£74,874,045	£74,289,351	£73,951,515	£73,723,223
Capital cost of open lines ..	£74,466,731	£71,353,574	£70,999,125	£68,685,063	£64,904,020
Capital cost per mile of open lines	£21,107	£20,364	£20,262	£19,851	£19,146
Gross earnings .. ..	£15,444,847	£14,459,750	£15,325,306	£14,128,993	£11,938,338
Working-expenses .. ..	£14,384,844	£13,260,277	£12,757,336	£11,302,413	£10,056,034
<b>NET EARNINGS</b> .. ..	<b>£1,060,003</b>	<b>£1,199,473</b>	<b>£2,567,970</b>	<b>£2,826,580</b>	<b>£1,882,304</b>
Interest charges .. ..	£2,889,195	£2,842,399	£2,765,724	£2,622,713	£2,756,146
<b>PERCENTAGE OF TOTAL WORKING-EXPENSES TO GROSS EARNINGS</b> ..	<b>93·14</b>	<b>91·71</b>	<b>83·24</b>	<b>79·99</b>	<b>84·23</b>
<b>PERCENTAGE OF NET EARNINGS TO AVERAGE CAPITAL INVESTED IN OPEN LINES</b> .. ..	<b>1·47</b>	<b>1·69</b>	<b>3·71</b>	<b>4·31</b>	<b>2·90</b>
Railway operating earnings ..	£13,104,587	£12,448,307	£13,464,979	£12,415,080	£10,383,880
Railway operating expenses ..	£12,549,724	£11,696,895	£11,365,917	£10,019,659	£8,902,592
<b>NET RAILWAY OPERATING EARNINGS</b> .. ..	<b>£554,863</b>	<b>£751,412</b>	<b>£2,099,062</b>	<b>£2,395,421</b>	<b>£1,481,288</b>
<b>PERCENTAGE OF RAILWAY OPERATING EXPENSES TO EARNINGS</b> .. ..	<b>95·77</b>	<b>93·96</b>	<b>84·41</b>	<b>80·71</b>	<b>85·73</b>
Operating earnings per average mile open .. ..	£3,732	£3,552	£3,881	£3,648	£3,063
Operating expenses per average mile open .. ..	£3,574	£3,338	£3,276	£2,944	£2,626
<b>NET OPERATING EARNINGS PER AVERAGE MILE OPEN</b> .. ..	<b>£158</b>	<b>£214</b>	<b>£605</b>	<b>£704</b>	<b>£437</b>
Operating earnings per revenue train-mile .. ..	d. 233·76	d. 233·36	d. 210·82	d. 196·81	d. 178·28
Operating expenses per revenue train-mile .. ..	223·86	219·27	177·95	158·83	152·85
<b>NET OPERATING EARNINGS PER TRAIN-MILE</b> ..	<b>9·90</b>	<b>14·09</b>	<b>32·87</b>	<b>37·98</b>	<b>25·43</b>
Passengers, ordinary .. ..	13,553,083	13,629,523	18,317,323	17,171,214	11,105,627
Season tickets .. ..	1,369,572	1,394,817	1,518,045	1,377,825	1,167,115
Total passenger journeys ..	32,417,675	32,994,529	38,611,267	36,133,268	28,610,945
Goods tonnage .. ..	8,388,191	8,177,551	8,233,489	8,035,046	7,734,650
Live-stock tonnage .. ..	822,275	776,688	793,137	852,043	739,115
Train-mileage (revenue) ..	13,454,508	12,802,536	15,328,987	15,139,882	13,978,961
Engine-mileage .. ..	18,855,174	18,168,727	21,095,680	20,736,574	19,147,871

For the current year it is anticipated that the revenue will reach £15,268,000 and the expenditure £15,267,000.

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

New Zealand Government Railways Department,  
Head Office, Wellington, 18th September, 1946.

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, 1946.

## WORKING RESULT (Whole Undertaking)

	1946.	1945.	Variation, 1946 with 1945.	Per Cent.
Revenue .. .. .	£15,444,847	£14,459,750	+£985,097	6·81
Expenditure .. .. .	£14,384,844	£13,260,277	+£1,124,567	8·48
Net revenue .. .. .	£1,060,003	£1,199,473	—£139,470	11·63
Return on average capital invested in open lines, per cent.	1·47	1·69	—0·22	13·02
Interest charges .. .. .	£2,889,195	£2,842,399	+£46,796	1·65
Excess of interest charges over net revenue	£1,829,192	£1,642,926	+£186,266	11·34

*Revenue.*—The gross revenue established a new record, exceeding the previous record year, 1943–44, by £119,541. The increase over last year's figure is highly satisfactory, especially having regard to the fact that services continued to be restricted owing to the limited supplies of coal.

*Expenditure.*—The increased expenditure was due principally to the following factors :—

(1) An increase of £459,924 in the wages bill consequent upon increased traffic and the decisions of the Government Railways Industrial Tribunal giving higher rates and improved conditions of employment.

The cost of giving effect to the decisions made during the year is estimated at £82,500, while a number of major increases were in force for the whole of the year under review but for part only of the previous year.

(2) An increase of £209,056 in the cost of stores and materials used (including coal).

(3) An increase in contributions to the Track Renewals Fund of £241,989, necessary because of the rising costs, in labour and materials, of relaying.

(4) Provision of £246,000 for deferred maintenance.

In March, 1945, the position regarding deferred work was considered and found to be approximately the same as at the close of the previous financial year, the arrears undertaken being counterbalanced by other work deferred.

The matter was again considered this year and it was found that not only had it been impossible to overtake any arrears, but that further maintenance, which would ordinarily have been carried out during the year, had been deferred, and the provision of £246,000 is to meet this position. Details of the Renewals, &c., Accounts are set out in Statement No. 13.

The ratio of operating expenditure to operating revenue was 95·77, compared with 93·96 for the year 1944–45.

*Net Revenue.*—Prior to arriving at the net revenue, provision was made for deferred maintenance, and the sum of £1,804,864 was set aside from the revenue account for depreciation, renewals and other reserves, and superannuation and sick-benefit subsidies.

### MILEAGE OF LINES OPEN FOR TRAFFIC

The mileage of lines open for traffic at 31st March, 1946, was 3,527 miles 63 chains, being an increase of 23 miles 62 chains over the figure for the preceding year. The increased mileage is due to the Railways Department taking over the final section of the South Island Main Trunk Railway between Hundalee and Kaikoura on 15th December, 1945, and to the commencement, on 7th January, 1946, of operations over a distance of 1 mile 36 chains from Waterloo to Naenae.

Details of mileage alterations during the year are as follows:—

		M.	ch.
Mileage of lines open for traffic, 31st March, 1945	..	3,504	1
Mileage opened for traffic during 1945–46—		M.	ch.
Hundalee—Kaikoura	..	23	30
Waterloo—Naenae	..	1	36
		24	66
Less main line and branch adjustments	..	1	4
		23	62
Mileage of lines open for traffic, 31st March, 1946	..	3,527	63

### CAPITAL ACCOUNT

On 31st March, 1946, the capital invested in lines open for traffic and subsidiary services was £74,466,731. This represents an increase of £3,113,157 as compared with the previous year.

### OPERATING REVENUE

Details of the operating revenue under the main headings, with comparisons with the previous year's figures, are set out in Statement No. 3.

Passenger revenue (ordinary) increased by £420,174, or 13·33 per cent., whilst the number of passenger journeys (ordinary) fell from 13,629,523 to 13,553,083, a decrease of 76,440, or 0·56 per cent. The reasons for these variations are principally an increase in receipts from furlough passes, coupled with a decrease in short-distance military traffic, and full patronage of long-distance services generally, coupled with a decrease in short-distance traffic since the improvement in the supply of petrol.

Passenger journeys on season tickets declined from 19,365,006 to 18,864,592, a decrease of 500,414, or 2·58 per cent. The revenue shows a corresponding decrease of £12,118, or 3·44 per cent. The decreases are due mainly to the relaxation of petrol restrictions.

Parcels, luggage, and mails have all shown increases for the year, the total increase being £15,598, or 3·79 per cent.

On the goods side, new records were set this year both in tonnage and revenue. Compared with last year the revenue increased by £254,586 (3·08 per cent.), while the tonnage increased from 8,954,239 to 9,210,466—*i.e.*, by 256,227 tons, or 2·86 per cent. The average haul remained the same at 91 miles, and the net ton miles set a new record of 842,541,507.

The commodities showing the greatest increases were live-stock, manures, grain, wool, and coal. During the early part of the year military freights continued to account for a considerable proportion of the traffic, but this has gradually been replaced by a flow of peacetime goods, and, particularly towards the end of the year, heavy railings of export produce were made consequent upon increased availability of shipping.

### EXPENDITURE

Details of operating expenditure divided into maintenance, transportation, &c., are also set out in Statement No. 3.

The following table sets out a division of the total expenditure, with comparisons with the figures for 1944–45 :—

— — —				1946.	1945.	Variation.	
				£	£	£	Per Cent.
Wages	..	..	..	8,758,744	8,298,820	+459,924	5·54
Coal	..	..	..	945,116	872,178	+72,938	8·36
Stores and material	..	..	..	2,045,718	1,909,600	+136,118	7·13
Depreciation	..	..	..	1,409,032	1,119,533	+289,499	25·86
Miscellaneous	..	..	..	1,226,234	1,060,146	+166,088	15·67
Totals	..	..	..	14,384,844	13,260,277	+1,124,567	8·48

Under the headings of “ Depreciation ” and “ Miscellaneous ” are included the increased contributions to the Track Renewals Fund and provision for deferred maintenance, already referred to.

Under the heading of “ Wages ” it is of interest to note that the man-hours increased by 917,770, or 1·87 per cent., while the average rate per hour of wages charged to working-expenses increased by 1·46d. per hour, or 3·59 per cent. On the basis of this hourly increase, the additional cost of higher rates of pay and improved conditions amounts to approximately £304,500, and the additional cost of man-hours to handle the increased traffic amounts to approximately £155,424.

The average rates per hour for all salaries and wages—*i.e.*, including capital works—over the past eight years are as follows :—

Year.	d.	Year.	d.
1938–39 .. .. .	31·21	1942–43 .. .. .	35·73
1939–40 .. .. .	31·36	1943–44 .. .. .	36·92
1940–41 .. .. .	32·18	1944–45 .. .. .	40·56
1941–42 .. .. .	32·74	1945–46 .. .. .	42·04

The expenditure on coal increased by 8·36 per cent, and the tonnage consumed increased by 5·75 per cent. The average cost per ton of all coal consumed rose from £1 10s. 3d. to £1 10s. 11d., despite the fact that the ratio of soft and unscreened coal consumed increased from 64·37 per cent. to 65·59 per cent.

An indication of the increases in the costs of stores and materials is given by the following table of the comparative costs, pre-war, and present day, of a few of the commodities used by the Department:—

Commodity.	1939.	1946.
	£ s. d.	£ s. d.
Axles, steel (each) .. .. .	5 13 8	9 13 2
Axles, steel (each) .. .. .	8 12 0	10 3 8
Brake-hoses (imported), (each) .. .. .	0 2 7	0 5 10½
Brake-hoses (New Zealand), (each) .. .. .	.. .. .	0 12 2
Tarpaulin canvas (per yard) .. .. .	0 2 5½	0 7 10
Cotton-waste (per hundredweight) .. .. .	2 8 8	4 18 4
Copper ingot (per ton) .. .. .	72 10 0	93 11 6
Iron, pig (per ton) .. .. .	5 14 0	7 13 0
Oils (per gallon)—		
Axle .. .. .	0 0 11½	0 1 11
Bearing .. .. .	0 2 10½	0 4 0
Cylinder .. .. .	0 2 4½	0 3 7
Springs, steel coil (each) .. .. .	0 7 9	0 11 1
Hose, steam-heating (each) .. .. .	0 4 11	0 13 6
Boiler-tubes (each) .. .. .	0 14 8	0 19 1½
Sleepers, hardwood (each) .. .. .	0 5 11	0 12 8

The prices of many other commodities are not comparable, as supplies cannot now be obtained from the previous source.

### SUBSIDIARY SERVICES

Particulars of revenue, expenditure, and net revenue for the various subsidiary services are set out in Statement No. 9A, and the following table shows the variations in revenue and expenditure with last year:—

	Revenue.			Expenditure.		
	Amount, 1946.	Variation, 1946 with 1945.		Amount, 1946.	Variation, 1946 with 1945.	
	£	£	Per Cent.	£	£	Per Cent.
Lake Wakatipu steamers ..	10,671	+ 1,475	16·04	19,527	+ 5,491	39·12
Refreshment service ..	366,148	+ 24,619	7·21	339,126	+ 14,192	4·37
Bookstall service ..	183,827	— 7,430	3·88	179,803	— 7,007	3·75
Advertising service ..	40,304	+ 4,941	13·97	32,758	+ 2,698	8·98
Dwellings ..	158,266	+ 471	0·30	270,998	+ 33,179	13·95
Other buildings ..	48,003	+ 2,686	5·93	33,821	+ 2,988	9·69
Road motor service ..	1,098,944	+ 278,922	34·01	959,087	+ 220,197	29·80
Miscellaneous revenue (non-operating)	434,097	+ 23,133	5·63	..	..	..
Totals .. ..	2,340,260	+ 328,817	16·35	1,835,120	+ 271,738	17·38

The variations on the expenditure side reflect generally the rising costs of wages and materials.

The most pronounced increase on the revenue side is in the road motor services. Since the relaxation of wartime controls, services have been reinstated and expanded. New services have also been inaugurated and some purchased from private operators.

### COAL POSITION

The coal position throughout the year continued to be a source of constant anxiety, despite the reductions in train services.

The following table shows the consumption and stocks of locomotive coal during the past eight 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
1946	..	..	..	..	209,943	400,143	610,086	11,841

At the time of writing the stocks amount to 8,316 tons, but during the month of June, 1946, they fell below 3,000 tons, and further cuts upon the already restricted time-table had to be imposed on 21st June.

Apart from the loss of revenue on the regular train services, the coal shortage has meant that the railways have been unable to cater with special trains for special events such as football tours, Ranfurly Shield matches, show weeks, and the like. In pre-war years these special events, together with Sunday trains, have provided a good source of revenue at little additional expense.

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
1946..	..	..	..	16,804	81	3,281,499	416	66

It will be noted that the efficiency figures continue to correlate closely with the proportion of soft coal used.

### REHABILITATION

Approximately 7,600 railwaymen have been released from the Armed Services, and of this number 700 are not now in railway employment, thus leaving 6,900 to be rehabilitated.

A Railway Rehabilitation Officer has operated at headquarters during the year, and District Rehabilitation Officers have also been appointed for all branches. These officers work in close collaboration with the Rehabilitation Department. Through them contact is made with returned men and arrangements made for satisfactory placement and subsequent follow-up.

The policy generally adhered to has been to meet the wishes of the men so far as work and locality are concerned, having regard to any new trade or knowledge acquired whilst in the Armed Forces.

While in the Armed Forces railway employees have, of course, like other Government employees, had their rights of status and increments retained. Where increments have depended upon the passing of examinations, the increments have been granted and the employee given three years from the date of resumption of duty in which to pass the examination. In the case of the First Division examinations for which correspondence courses are available, employees who complete the correspondence course satisfactorily within the time limit are accredited with a pass.

Apart from these general matters, have been the problems of rehabilitation of health, the placement of men unfit for ordinary duties, and professional and trade training.

Leave without pay is available to returned men to enable them to settle down generally, and may be used in the case of men who have not resumed duty, to try out other work, and in other cases to rehabilitate their health or to undertake educational or trade training.

In the case of men obtaining rehabilitation bursaries or desiring to take up studies, the Railways Department arranges placement favourable to attendance at lectures, and grants leave full time without pay for the duration of the bursary, part time with pay for lectures, or part time with pay where no lectures are taken—*e.g.*, correspondence study.

Trade-training schemes are governed by the Director of Rehabilitation, and the Railways Department acts in close co-operation with him. The number of men in training at the various workshops and other places and in the various trades is 250, with approximately the same number of applications under consideration.

One of the principal problems of rehabilitation is the placement of men who have, through war service, been rendered unfit for their ordinary work. Quite frequently returned men, upon examination by the Railway medical officers, prove to be below the usual standard, but except in extreme cases they may resume work if they so desire. They are placed according to work capacity in positions which are either available or are created for them. Every possible endeavour is made to avoid placement in "dead-end" jobs. After placement, the health and work of these men are watched by the District Railway Rehabilitation Officers to ensure that their general working conditions remain favourable and that they are not lost sight of after being absorbed into the normal work structure.

A number of Division II men unfit for their ordinary work have been trained in Division I duties and 26 have been transferred to Division I, while another 16 are at present in training for clerical work.

The general policy is, of course, to ensure, so far as it is humanly possible to do so, that no man shall lose by reason of his war service.

### CO-ORDINATION OF ROAD AND RAIL

In 1937 the Government policy of co-ordination of long-distance rail and road goods services was introduced, and since then the Railways Department has acquired a number of road motor goods service licenses extending over practically all the main routes paralleling rail.

When the road services were first purchased it was not possible to make immediate radical changes in methods of operation, and later the process of co-ordination of rail and road route services was interrupted by the outbreak of war. It is felt, however, that the time is now opportune for co-ordination to be implemented, and a study has been made with a view to determining the best method of operation.

An analysis of the traffic handled by rail revealed that considerable railway operating economies and an improved service to the public were possible if road services operating auxiliary to rail were instituted for the purpose of conveying the following classes of traffic :—

- (1) Small consignments providing less than a reasonable railway wagon load, direct from one railway-station to another.
- (2) Small consignments bulk loaded by rail to selected distribution points for distribution by road to destination railway-station instead of being railed “tranship at” various intermediate stations.
- (3) Short-haul traffic from railway-station to railway-station where the wagon-user time is excessive in relation to the distance the goods are transported.
- (4) Special consignments such as urgent perishable or fragile goods, direct by road.

An experimental service on these lines was first tried out between Wellington and Palmerston North, and the service proved very successful. The advantages were—

- (i) A substantial number of railway wagons were released from small consignment and tranship work and made available for bulk loading.
- (ii) A faster service was provided for small consignments at present loaded “tranship.”
- (iii) Reduction of tranship work relieved congestion at Palmerston North goods-shed.
- (iv) A noticeable improvement in timekeeping of trains due to elimination of the necessity to shunt wayside stations to lift or put off small consignments.
- (v) The fast transport provided by the Auckland-Wellington express goods-trains was extended to small centres.
- (vi) The existing co-ordination between rail and local carriers is not being disturbed.

In view of the success of this first application of the co-ordination principle it is proposed, as and when suitable road service vehicles become available, to inaugurate similar co-ordinated road services over the other routes covered by the Department's present licenses.

### STAFF

A summary of the staff position, compared with the previous year's figures, is given in the following table (the figures do not include railway employees serving in the Armed Forces) :—

—						1946.	1945.	Variation, 1946 with 1945.
Total staff as at 31st March—								
Permanent	..	..	..	..	..	15,786	13,649	+2,137
Temporary	..	..	..	..	..	9,809	9,983	— 174
Totals	..	..	..	..	..	25,595	23,632	+1,963
Average staff throughout the year	..	..	..	..	..	24,329	24,002	+ 327

During the year the Department's staff was augmented by the release of a number of employees from the Armed Forces, and the increase in the total staff employed, as compared with the previous year, is due chiefly to this factor. The number of men who up to 31st March, 1946, had not returned to railway duty was 1,751, a reduction of 3,070 on the number serving in the Armed Forces at the commencement of the year.

It is with mingled feelings of pride and regret that I record that during the war 361 of the Department's employees made the supreme sacrifice, while 25 employees are still posted as missing.

The additions accruing from the return of employees from the Armed Forces were to some extent offset by the lifting of man-power controls and the general demand for labour, which, as in the case of other industries, has resulted in the loss of a number of employees. With a view to counteracting these effects a recruiting campaign was inaugurated, aimed particularly at building up the traffic and locomotive operating staffs, where the greater difficulty is found in regulating the hours of duty. In these circumstances the turnover of staff during the year has exceeded that normally experienced. Appointments to the permanent staff numbered 530, while 314 retired on superannuation, 642 resigned, 42 died, and 39 were dismissed or paid off.

One hundred and fourteen members of the Second Division were promoted to the First Division.

A total of £73,817 was paid under the Workers' Compensation Act during the year in respect of employees suffering injury in the course of their employment.

During the year the Government Railways Industrial Tribunal heard and adjudicated on some 70 claims presented by the railway service organizations. Arising out of these claims, 41 orders, in most cases operating from 14th October, 1945, were made by the Tribunal.

The orders affect the classification of various groups of Second Division employees, and provide for the payment of various allowances and for a number of alterations in conditions of service.

### CONCLUSION

Now that the successful termination of the world-wide conflict has been achieved, I take pleasure in welcoming back to the railways those who have been serving with the Armed Forces and in paying to them, and to those who gave their lives, tribute for their great services to New Zealand.

To those also whose duty lay in continuing with their ordinary work, great credit is due for the manner in which they have successfully met every emergency and for their loyal co-operation in time of extreme need.

A handwritten signature in dark ink, appearing to read 'J. Sawers', with a stylized, flowing script.

General Manager.

STATEMENT No. 1  
CAPITAL ACCOUNT AS AT 31ST MARCH, 1946

	Total to 31st March, 1945.	Year ended 31st March, 1946.	Total to 31st March, 1946.		Total to 31st March, 1945.	Year ended 31st March, 1946.	Total to 31st March, 1946.
<i>Expenditure</i>	£	£	£	<i>Receipts</i>	£	£	£
Permanent-way—Works, buildings, machinery, plant, and dwellings	63,850,273	2,877,267	66,727,540	Capital included in public debt ..	72,719,672	3,113,146	75,832,818
Rolling-stock, lake steamers, and road motors	16,180,807	250,269	16,431,076	Other capital ..	9,033,902	..	9,033,902
Lines closed for traffic ..	130,249	111,574	241,823		81,753,574	3,113,146	84,866,720
				Deduct accrued depreciation and other losses of capital written off in accordance with subsec- tion (2), section 23, of the Government Railways Amend- ment Act, 1931	10,400,000	..	10,400,000
Deduct accrued depreciation on existing assets	80,161,329	3,236,110	83,400,439				
	10,666,519	522,523	11,189,042				
Add unexpended balances as per Depreciation Account	69,494,810	2,716,587	72,211,397				
	1,858,764	396,570	2,255,334	Outstanding liabilities ..	71,353,574	3,113,146	74,466,720
					..	11	11
	71,353,574	3,113,157	74,466,731		71,353,574	3,113,157	74,466,731

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.

## STATEMENT No. I—continued

## GENERAL BALANCE-SHEET AS AT 31ST MARCH, 1946

<i>Liabilities</i>		£	<i>Assets</i>		£
Sundry creditors: General (including unpaid wages)	..	1,417,989	Sawmills, bush areas, and stocks of timber	..	..
Collections for refund	..	..	Stores and materials on hand—	..	..
Items to be written off on receipt of parliamentary authority	..	45,411	Stores Branch	..	2,880,321
Renewals, Depreciation and Equalization Reserve Accounts	..	12,744	Subsidiary services	..	26,802
as per Statement No. 13	..	..		—	—
Sick Benefit Fund	..	..	Sundry assets: Subsidiary services	..	2,907,123
	..	..	Work in progress, sundry debtors, and debit balances	..	49,949
	..	..	Advance to capital	..	227,967
	..	..	Accrued interest on investments	..	6,083
	..	..	Outstanding at stations	..	7,706
	..	..	Working Railways investments	..	577,077
	..	..	Sick Benefit Fund investments	..	3,100,000
	..	..	Cash in Working Railways Account	..	6,944
	..	..		..	269,311
	..	..			£7,205,963
	..	..			£7,205,963

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.—J. P. RUTHERFORD, Controller and Auditor-General.

## STATEMENT No. 2

INCOME AND EXPENDITURE OF THE WHOLE UNDERTAKING FOR THE YEAR ENDED 31ST MARCH, 1946

	Statement No.	Year 1945-46.			Year 1944-45.		
		Gross Revenue.	Expenditure.	Net Revenue.	Gross Revenue.	Expenditure.	Net Revenue.
		£	£	£	£	£	£
Railway operation ..	3	13,104,587	12,549,734	554,863	12,448,307	11,696,893	751,412
Lake Wakatipu steamers ..	9A	10,671	19,527	Dr. 8,856	9,196	14,036	Dr. 4,840
Refreshment service ..	9A	366,148	339,126	27,022	341,529	324,934	16,595
Bookstall service ..	9A	183,827	179,803	4,024	191,257	186,810	4,447
Advertising service ..	9A	40,304	32,738	7,546	35,363	30,060	5,303
Dwellings ..	9A	158,266	270,998	Dr. 112,732	157,795	237,819	Dr. 80,024
Buildings occupied by subsidiary services ..	9A	48,003	33,821	14,182	45,317	30,833	14,484
Road motor services ..	9A	1,098,944	959,087	139,857	820,022	738,800	81,132
Miscellaneous revenue ..	..	434,097	..	434,097	410,964	..	410,964
		15,444,847	14,384,844	..	14,459,750	13,260,277	..
Total net revenue to Net Revenue Account ..	..	..	..	1,060,003	..	..	1,199,473

## NET REVENUE ACCOUNT

Dr.	1945-46.		1944-45.	Cr.	1945-46.		1944-45.
	£	£	£		£	£	
Interest charges ..	2,889,195	2,842,399	Net earnings before charging interest on capital Reduction on account of interest charges, <i>vide</i> section 14, Finance Act, 1930 (No. 2)		1,060,003	1,199,473	
	2,889,195	2,842,399			1,829,192	1,642,926	
					2,889,195	2,842,399	

## STATEMENT No. 3

## INCOME AND EXPENDITURE IN RESPECT OF RAILWAY OPERATION FOR THE YEAR ENDED 31ST MARCH, 1946

Expenditure.	1945-46.	1944-45.	Per Cent. of Operating Revenue.		Revenue.	1945-46.	1944-45.	Per Cent. of Operating Revenue.	
			1945-46.	1944-45.				1945-46.	1944-45.
Maintenance of way and works	£ 2,524,485	£ 2,250,736	19.26	18.08	Passengers, ordinary ..	£ 3,572,227	£ 3,152,053	27.26	25.32
Maintenance of signals and electrical appliances	375,499	332,015	2.87	2.67	Passengers, season tickets ..	340,282	352,400	2.59	2.83
Maintenance of rolling-stock	3,055,303	2,839,591	23.31	22.81	Parcels, luggage and mails ..	426,619	411,021	3.26	3.30
Locomotive transportation ..	2,481,682	2,332,096	18.94	18.73	Goods ..	8,515,673	8,261,087	64.98	66.36
Examination, lubrication, and lighting of vehicles	146,186	141,485	1.12	1.14	Labour, demurrage, &c. ..	249,786	271,746	1.91	2.19
Traffic transportation ..	3,618,584	3,460,705	27.61	27.80					
General charges ..	125,081	113,741	0.96	0.91					
Superannuation sub-sidy ..	238,952								
Less amount allocated to subsidiary services, &c.	16,048								
	222,904	226,526	1.70	1.82					
Total operating expenses	12,549,724	11,696,895	95.77	93.96					
Net operating revenue	554,863	751,412	4.23	6.04					
	13,104,587	12,448,307	100.00	100.00					
						13,104,587	12,448,307	100.00	100.00

# STATEMENT No. 3A

## SUMMARY OF EXPENDITURE

Item.	North Island Main Line and Branches.	South Island Main Line and Branches.	Nelson.	Total.
	£	£	£	£
Maintenance of way and works .. ..	1,515,876	994,893	13,716	2,524,485
Maintenance of signals and electrical appliances .. ..	223,749	151,524	226	375,499
Maintenance of rolling-stock .. ..	1,821,308	1,226,942	7,053	3,055,303
Examination, lubrication, and lighting of vehicles .. ..	92,394	53,621	171	146,186
Locomotive transportation .. ..	1,652,830	821,754	7,098	2,481,682
Traffic transportation .. ..	2,133,748	1,477,394	7,442	3,618,584
General expenses .. ..	81,179	43,761	141	125,081
Superannuation subsidy .. ..	144,668	77,985	251	222,904
Total .. ..	7,665,752	4,847,874	36,098	12,549,724
Per cent. of operating revenue .. ..	90.26	105.48	234.88	95.77
Per mile of railway .. .. £	4,552.11	2,743.56	601.63	3,574.40
Per total train-mile .. .. pence	206.25	249.58	227.97	221.14

# 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 .. ..	10,671	18,907	620	19,527	Dr. 8,856
Refreshment .. ..	366,148	319,495	19,631	339,126	27,022
Bookstall .. ..	183,827	162,244	17,559	179,803	4,024
Advertising .. ..	40,304	22,172	10,586	32,758	7,546
Departmental dwellings .. ..	158,266	199,842	71,156	270,998	Dr. 112,732
Buildings occupied by subsidiary services .. ..	48,003	18,917	14,904	33,821	14,182
Road services .. ..	1,098,944	931,012	28,075	959,087	139,857
	1,906,163	1,672,589	162,531	1,835,120	71,043

## STATEMENT No. 10

## RAILWAY EMPLOYERS' SICK BENEFIT SOCIETY

*Income and Expenditure*

EXPENDITURE.	1945-46.	1944-45.	INCOME.		1945-46.	1944-45.
Sick benefits paid to members .. ..	£ 48,683	£ 48,796	Contributions .. ..	£ .. ..	£ 24,627	£ 32,333
Balance, being excess of income over expenditure for the year	1,516	36	Entrance fees .. ..	£ .. ..	107	116
			Interest on investments .. ..	£ .. ..	214	133
			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	£ .. ..	25,200	16,250
			Donation .. ..	£ .. ..	1	..
	50,149	48,832	Accumulated funds brought forward on 1st April		50,149	48,832
Balance accumulated funds as at 31st March ..	9,486	7,970	Excess of income over expenditure .. ..		7,970	7,934
	9,486	7,970			1,516	36
					9,486	7,970

*Balance-sheet*

	£	£	Assets		£	£
Accumulated funds .. ..	9,486	7,970	Investments .. ..	£ .. ..	£ 6,944	£ 1,730
Sick pay due not paid .. ..	4	41	Contributions outstanding at 31st March .. ..	£ .. ..	27	28
			Cash in Working Railways Account .. ..	£ .. ..	2,519	6,253
	9,490	8,011			9,490	9,011

## STATEMENT No. 12

## STATEMENT OF CASH RECEIPTS AND PAYMENTS—WORKING RAILWAYS ACCOUNT

<i>Receipts</i>	£	<i>Payments</i>	£
Balance brought forward ..	430,916	Wages and vouchers—	
Revenue receipts ..	15,908,881	Working Railways ..	14,677,601
Miscellaneous receipts—		Railways improvements and addi-	
Working Railways ..	1,338,576	tions to open lines ..	888,923
Railways improvements and addi-		Refunds to Harbour Boards, shipping	
tions to open lines ..	29,628	companies, and other carriers ..	604,285
National Development Loans Ac-		Interest on Capital ..	1,059,473
count ..	851,000	Investments purchased ..	1,605,214
Contributions to Sick Benefit Fund	50,339	Balance as per General Balance-	
Interest on investments ..	20,467	sheet ..	269,311
Investments realized ..	475,000		
	<u>£19,104,807</u>		<u>£19,104,807</u>

*Reconciliation Statement*

	£	s.	d.
Credit balance in Working Railways Account as per Treasury figures ..	113,004	8	6
Add imprests outstanding ..	156,306	18	3
Credit balance as per above statement ..	<u>£269,311</u>	<u>6</u>	<u>9</u>

## STATEMENT No. 13

## RENEWALS, DEPRECIATION, AND EQUALIZATION RESERVE ACCOUNTS

	Credit Balance at 31st March, 1945.	Contributions Year ending 31st March, 1946.	Expenditure Year ending 31st March, 1946.	Credit Balance at, 31st March 1946.
	£	£	£	£
General Reserve Account ..	1,758,920	246,000	..	2,004,920
Insurance Reserve Account ..	59,247	9,328	11,154	57,421
Workers' Compensation Reserve Account ..	73,490	79,999	73,817	79,672
Slips, Floods, and Accidents Equalization Reserve Account	89,525	21,671	..	111,196
Betterments Reserve Account: Refreshment Branch	17,366	2,000	..	19,366
Renewals Reserve Accounts ..	940,316	471,917	219,786	1,192,447
Depreciation Reserve Account ..	1,858,764	955,797	559,227	2,255,334
Totals..	<u>4,797,628</u>	<u>1,786,712</u>	<u>863,984</u>	<u>5,720,356</u>

## STATEMENT No. 14

EXPENDITURE ON CONSTRUCTION OF RAILWAYS, ROLLING-STOCK, ETC., TO 31ST MARCH, 1946; 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	37,798,355	6,734,139	44,532,494	827,214	1 17 4
South Island Main Line and Branches	22,816,287	3,665,369	26,481,656	— 251,622	..
Nelson .. .. .	490,152	10,078	500,230	— 20,729	..
	61,104,794	10,409,586	71,514,380	554,863	0 15 10
Lake Wakatipu steamer service ..	20,396	..	20,396	— 8,856	..
Subsidiary services, &c. ..	2,922,059	..	2,922,059	513,996	..
<i>In suspense—</i>					
Surveys, North Island ..	..	..	..	..	..
Surveys, South Island ..	..	..	..	..	..
General .. .. .	9,896	..	9,896	..	..
P.W.D. stock of permanent-way	..	..	..	..	..
	64,057,145	10,409,586	74,466,731	1,060,003	1 9 4
Total cost of opened lines at 31st March, 1946 .. .. .	..	..	74,466,731	..	..

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, 1946

Way and Works Branch: Particulars of Works.	Depreciation Fund.	Improvements and Additions to Open Lines.	Total.
	£	£	£
Land .. .. .	Cr. 1,743	Cr. 17,628	Cr. 19,371
Grading, formation, tunnels, and permanent-way ..	9,606	24,641	34,247
Bridges, overbridges, subways, and culverts ..	56,616	4,385	61,001
Station buildings, engine-sheds, and other operating buildings	3,868	165,995	169,863
Fences, gates, cattlestops, cattle-yards, and loading-banks ..	1,872	3,954	5,826
Dwellings and huts .. .. .	4,131	17,082	21,213
Stores and workshops buildings and plant ..	15,054	1,347	16,401
Refreshment, advertising, and road-service buildings ..	8,499	63,127	71,626
Cranes, weighbridges, turntables, and water services ..	15,912	5,214	21,126
Miscellaneous (roads, sewerage, drainage, &c.) ..	9,054	67,006	76,060
Signalling, communications, and electrification ..	7,428	134,692	142,120
	130,297	469,815	600,112
Expenditure by Public Works Department: Grade easements and deviations ..	..	148,210	148,210
	130,297	618,025	748,322

## STATEMENT No. 15—continued

*Locomotive Branch : Particulars of Rolling-stock*

Description of Stock ordered.	Number incomplete on 31st March, 1945.	Number complete on 31st March, 1946.	Number incomplete on 31st March, 1946.	Expenditure, Working Railways Depreciation Fund.	Expenditure, Improvements and Additions to Open Lines.	Total.
Locomotives, Classes K, KA, and KB	4	1	3	£ ..	£ 9,131	£ 9,131
Locomotives, Class JA and spares ..	35	..	35	..	94,739	94,739
Locomotives, Hunslett ..	..	2	..	608	..	608
Improvements for locomotives ..	..	..	..	9,457	..	9,457
Boilers ..	..	..	..	8,604	..	8,604
Multiple units and spares ..	..	..	5	..	..	..
Rail cars and spares ..	..	..	..	..	..	..
Carriages ..	68	6	62	17,661	..	17,661
Improvements for carriages ..	..	..	..	39,118	..	39,118
Brake-vans ..	3	3	..	5,168	..	5,168
Wagons, Class H ..	..	..	..	..	..	..
Wagons, Class HC ..	98	49	49	28,191	..	28,191
Wagons, Class JG ..	448	118	330	77,563	..	77,563
Wagons, Class LA ..	1,149	..	1,149	69,500	..	69,500
Wagons, Class LG ..	..	..	500	..	..	..
Wagons, Class MG ..	80	80	..	24,406	..	24,406
Wagons, Class Q ..	80	..	80	20,218	..	20,218
Wagons, Class RB ..	40	..	40	43	..	43
Wagons, Class S ..	15	..	15	..	..	..
Wagons, Class T ..	22	..	22	..	..	..
Wagons, Class UB ..	75	..	75	..	..	..
Wagons, Class UD ..	..	1	..	3,591	..	3,591
Wagons, Class UG ..	7	..	7	756	..	756
Wagons, Class VB ..	10	..	10	Cr. 12,132	..	Cr. 12,132
Wagons, Class W ..	85	..	85	14,950	..	14,950
Wagons, Class XB ..	..	59	129	10,880	..	10,880
Wagons, Class XC ..	188	..	..	..	..	..
Wagons, Class YB ..	..	..	..	..	..	..
Wagons, Class Z ..	135	..	135	38,487	..	38,487
Miscellaneous improvements for wagons ..	..	..	..	7,637	..	7,637
Tractors ..	..	4	..	..	2,230	2,230
Tarpaulins ..	..	..	..	..	19,802	19,802
Cranes ..	..	..	..	Cr. 12,281	..	Cr. 12,281
<b>Total</b> ..	<b>2,542</b>	<b>323</b>	<b>2,731</b>	<b>352,425</b>	<b>125,902</b>	<b>478,327</b>
<b>SUMMARY</b> ..	<b>39</b>	<b>3</b>	<b>38</b>	<b>..</b>	<b>..</b>	<b>..</b>
Locomotives ..	..	..	5	..	..	..
Multiple units ..	..	4	..	..	..	..
Tractors ..	68	6	62	..	..	..
Carriages ..	3	3	..	..	..	..
Brake-vans ..	304	1	304	..	..	..
Wagons, bogie ..	2,128	306	2,322	..	..	..
Wagons, four-wheeled ..	..	..	..	..	..	..
<b>Totals</b> ..	<b>2,542</b>	<b>323</b>	<b>2,731</b>	<b>..</b>	<b>..</b>	<b>..</b>

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

Workshop equipment ..	£ 55,118	£ ..	£ 55,118
Machinery and equipment for locomotive running, and car and wagon depots ..	21,387	129	21,516
Motor-buses and motor-lorries ..	..	123,891	123,891

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

Expenditure charged by Treasury ..	£ s. d. 888,923 12 3	Expenditure—	£ s. d. 618,024 10 8
Less recoveries ..	29,628 5 8	Way and Works Branch ..	123,891 7 7
Add : Voucher out- ..	£ s. d. 11 2 0	Road Services Branch ..	125,902 9 4
standing at 31st ..	859,295 6 7	Locomotive Branch rolling-stock ..	129 1 0
March, 1946 ..	..	Workshop and Depot machinery ..	..
Consolidated Fund ..	..		
Administration ..	8,641 0 0		
charges ..	..		
	£ 8,652 2 0		
	£867,947 8 7		£867,947 8 7

## STATEMENT No. 18

## STATEMENT OF TRAFFIC AND REVENUE FOR EACH STATION FOR THE YEAR ENDED 31ST MARCH, 1946

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.															
NORTH ISLAND MAIN LINE AND BRANCHES																		
Auckland .. .. .	38,525	732,369	770,894	43,762	No.	No.	No.	Tons.	£	£	£	£	£	£	No.	No.		Tons.
" Goods .. .. .						57	1	40,926	475,176			724,267	18,630	742,897	271	1,482	89,449	411,055
Newmarket .. .. .	895	118,462	119,357	26,116	12			5,330	13,791	8,283	4,926	1,089	34,112	144	48,554	442	855	132,568
Mount Eden .. .. .	417	32,877	33,294	7,582	42			2,927	7,438	3,803	1,241	883	11,930	126	17,983	85	55	64,772
Avondale .. .. .	480	49,252	49,732	24,722	168			283	7,163	4,404	4,756	634	7,876	68	17,738	129		49,855
Henderson .. .. .	355	98,620	98,975	16,741	14,915	20,608		383	8,650	5,160	4,303	1,160	10,761	71	21,455	1,998	2,703	18,170
Helensville .. .. .	316	46,783	47,099	85	25,140	109,543	6,680	10,146	5,147	45	537	15,383	147	21,259	6,113	12,715	16,115	20,766
Wellsford .. .. .	129	10,859	10,988	19	17,854	56,937	13,615	49,372	2,498	12	399	33,834	55	36,798	2,391	6,685	4,449	13,843
Maungaturoto .. .. .	382	18,607	18,989		16,026	42,232	52	5,907	4,002		340	10,964	28	15,334	1,124	4,004	2,219	16,594
Paparoa .. .. .	86	4,907	4,993		3,423	14,821	3,828	8,677	1,042		98	6,206	4	7,350	587	873	331	4,814
Dargaville .. .. .	609	29,717	30,326	109	31,700	51,377	5,320	9,865	5,926	71	682	20,000	109	26,788	3,036	11,339	9,220	21,731
Waiohira .. .. .	71	9,806	9,877	66	18,230	44,951	8,890	41,783	1,215	36	598	84,667	594	87,110	2,325	3,845	370	106,394
Whangarei .. .. .	1,398	43,384	44,782	104	32,186	37,316	1,902	59,507	10,347	68	1,959	36,040	527	48,941	2,348	8,182	26,366	31,317
Hikurangi .. .. .	281	6,370	6,651		3,886	12,866	23,591	78,046	1,677		351	28,988	60	31,076	1,527	3,209	521	8,064
Otiria .. .. .	797	15,599	16,396	66	9,466	12,242	115	12,834	4,858	54	470	27,539	22	32,943	548	715	161	9,866
Kaitia .. .. .	684	3,297	3,981				137	274	3,669	24	1,094	1,501		6,288			3	562
Kawakawa .. .. .	350	8,503	8,853	7	86	54	979	646	2,071	3	278	1,444	16	3,812	50,958	97,495	174	11,245
Opua .. .. .	725	18,111	18,836	10	137	82	3	15,854	3,160	4	186	13,448	19	16,817	102	14	144	2,005
Kaikohu .. .. .	982	9,572	10,554	44	7,046	13,777	6,172	2,628	5,239	52	385	7,499	18	13,193	245	645	1,591	11,136
Okaihau .. .. .	217	14,172	14,389		4,292	5,298	25,194	6,091	1,892		293	18,909	5	21,099	454	75	167	13,418
Ellerslie .. .. .	274	44,965	45,239	13,209	1,239	26	29	503	2,085	2,373	390	4,373	19	9,240	843		1,271	1,075
Penrose .. .. .	190	44,178	44,368	9,755	366	4,798	2,440	138,577	1,679	1,734	196	104,977	154	108,740	387,571	1,708,779	252,433	95,082
Onehunga .. .. .	377	9,370	9,747	4,235	2		10,980	3,613	2,257	802	236	5,509	108	8,912	95	1,207	41,092	48,247
Otahuhu .. .. .	770	123,519	124,289	24,517	2,295	13,186	535	171,440	7,197	6,380	566	161,819	459	176,421	102,748	270,419	13,387	143,628
Papatoetoe .. .. .	378	67,167	67,545	16,638	411	699	148	1,291	3,987	4,012	428	1,869	40	10,336	1,538	8,419	13,503	13,889
Papakura .. .. .	617	244,361	244,978	34,868	2,699	7,035	187	2,722	12,355	8,922	679	7,143	52	29,151	4,334	14,177	4,448	14,609
Drury .. .. .	219	11,222	11,441	133	7,029	19,597		5,827	881	103	110	6,293	40	7,427	981	8,102	705	8,021
Waiuku .. .. .	108	5,527	5,635		23,009	18,213	45	968	1,182		182	3,384	51	4,799	3,230	11,327	5,078	21,082
Pukekohe .. .. .	2,953	70,774	73,727	280	21,419	25,792	2,456	24,307	12,257	162	1,410	26,662	145	40,636	3,286	14,109	17,741	27,327
Tuakau .. .. .	713	33,197	33,910	216	10,932	64,774	1,181	21,022	4,045	145	515	16,563	72	21,340	1,448	14,408	1,266	13,191
Pokeno .. .. .	47	15,974	16,021	266	4,135	22,189		12,468	1,290	123	64	6,365	10	7,852	1,426	7,509	651	6,176
Mercer .. .. .	615	25,036	25,651	119	744	14,480	155	7,208	2,169	133	111	4,080	80	6,573	246	2,425	226	3,364
Te Kauwhata .. .. .	205	14,059	14,264	20	26,881	86,583	23	11,943	2,420	8	449	15,603	19	18,499	2,376	12,477	2,332	12,069
Huntly .. .. .	1,046	110,600	111,646	16,489	6,608	71,890	670	315,514	12,895	3,848	719	247,976	1,310	266,748	2,579	8,146	5,490	57,955
Glen Afton .. .. .	32	29,117	29,149	906	1,424	24,054	753	215,605	1,833	385	71	136,387	39	138,715	962	8,012	1,368	18,364
Taupiri .. .. .	89	8,526	8,615	100	4,444	21,803		5,712	1,258	80	171	9,693	27	11,229	1,218	2,716	622	14,008
Ngauruhia .. .. .	343	22,909	23,252	1,481	2,188	5,671	25	109,654	3,749	264	474	104,799	2,688	111,974	124,444	176,923	1,046	15,367
Frankton Junction .. .. .	9,931	159,658	169,589	74	28,736	170,276	1,551	42,912	54,986	205	3,500	54,782	911	114,384	8,385	86,286	82,833	77,369
Hamilton .. .. .	4,842	78,521	83,363	252	13,041	30,370	12,400	38,663	21,894	330	6,012	52,581	762	81,579	995	5,801	57,186	60,362
Cambridge .. .. .	479	3,681	4,160	31	22,593	111,981	123	4,660	2,466	50	665	13,501	82	16,764	2,661	17,130	4,982	77,924
Morrinsville .. .. .	958	36,384	37,342	193	55,189	184,707	660	19,031	6,700	186	972	42,937	73	50,868	7,876	48,900	11,469	43,404
Matamata .. .. .	1,081	29,811	30,892	31	39,427	197,806	10,140	9,243	7,136	23	986	37,109	153	45,407	4,094	29,671	2,296	45,150
Putaruru .. .. .	707	39,214	39,921	282	15,292	137,041	315,403	11,901	8,611	215	934	99,282	490	109,532	3,901	32,831	2,147	37,090
Mamaku .. .. .	56	11,883	11,939	43	4,887	42,296	123,981	5,447	1,444	37	210	43,721	3	45,415	93	1,109	22	2,267
Rotorua .. .. .	3,663	32,790	36,453	91	12,987	96,201	150,504	17,626	17,922	69	2,129	70,091	202	90,413	3,859	14,833	1,306	45,470
" Road Services .. .. .		2	2						3					3				
Waitoa .. .. .	63	5,829	5,892	166	27,450	17,840	20	10,908	950	101	136	20,621	15	21,823	1,890	5,751	1,448	36,303
Te Aroha .. .. ..																		

STATEMENT No. 18.—continued

STATEMENT OF TRAFFIC AND REVENUE FOR EACH STATION FOR THE YEAR ENDED 31st MARCH, 1946—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.															
				No.	No.	No.	Tons.	£	£	£	£	£	£	No.	No.	Tons.		
NORTH ISLAND MAIN LINE AND BRANCHES—contd.																		
Hunterville .. ..	454	17,292	17,746	29	6,405	114,032	..	4,793	3,096	37	368	14,880	5	18,386	5,800	14,897	947	14,175
Marton .. ..	2,463	38,638	41,101	21	4,746	184,173	2,267	12,298	12,019	18	1,224	22,665	377	36,303	1,975	40,894	22,098	16,877
New Plymouth .. ..	6,362	77,376	83,738	78	910	3,656	10,867	155,293	37,603	251	2,648	97,079	12,130	149,711	2,912	13,008	31,478	121,926
Breakwater .. ..	..	..	..	..	..	..	403	22,542	..	..	..	6,537	..	6,537	1	..	3,188	29,823
Waitara .. ..	281	18,294	18,575	51	1,530	20,635	5,182	22,815	2,986	38	375	28,081	64	31,544	53,957	340,230	1,113	19,544
Inglewood .. ..	303	19,595	19,898	245	16,695	40,380	469	57,087	3,841	169	356	32,599	14	36,979	1,049	14,036	2,191	49,518
Tariki .. ..	48	4,272	4,320	158	3,558	4,335	..	2,621	583	118	22	1,491	1	2,215	302	3,477	257	3,662
Midhurst .. ..	57	6,316	6,373	190	5,226	9,892	..	2,990	575	67	19	4,143	2	4,806	132	1,488	38	8,031
Stratford .. ..	2,356	54,623	56,979	151	21,269	62,074	3,209	10,456	14,750	137	1,285	14,687	77	30,936	3,768	16,512	10,689	26,338
Te Wera .. ..	2	1,471	1,473	6	642	7,136	..	482	207	5	20	821	..	1,053	1,635	7,033	297	4,840
Whangamomona .. ..	41	2,918	2,959	6	2,421	56,042	7,713	14,265	685	5	69	16,359	13	17,131	1,025	7,892	297	3,476
Ohura .. ..	118	11,171	11,289	14	3,023	51,745	11,344	4,937	2,544	11	268	11,256	7	14,086	2,973	12,559	560	8,139
Eltham .. ..	739	28,014	28,753	435	16,266	52,756	627	13,287	5,320	301	486	21,379	27	27,513	2,612	29,398	12,408	19,605
Opunake .. ..	142	1,655	1,797	..	8,030	17,254	1,666	612	1,287	..	49	2,759	8	4,103	3,602	27,579	3,493	31,196
Normanby .. ..	41	4,922	4,963	24	42,499	37,420	..	11,945	637	20	62	12,716	9	13,444	912	5,295	42	5,979
Hawera .. ..	2,661	46,948	49,609	28	16,781	73,860	1,873	22,271	15,617	47	1,346	25,312	105	42,427	6,894	100,970	13,958	50,610
Patea .. ..	643	18,083	18,726	34	2,156	32,695	12	29,652	4,137	8	384	47,608	173	52,310	93,268	195,421	3,055	42,079
Waverley .. ..	364	14,009	14,373	2	9,428	87,188	75	18,444	2,504	34	222	14,792	70	17,622	11,089	50,215	5,230	11,201
Aramoho .. ..	778	23,387	24,165	24	7,298	35,710	113	64,736	4,548	20	556	37,680	38	42,842	3,413	20,568	2,538	53,728
Wanganui .. ..	3,471	78,571	82,042	219	4,620	49,393	5,353	56,319	19,275	304	2,824	87,685	1,182	111,270	12,118	275,567	45,165	60,848
Wharf .. ..	..	..	..	..	..	..	76	13,037	..	..	..	12,273	6,046	18,319	..	..	..	7,398
Fordell .. ..	82	7,867	7,949	7	4,269	35,290	8	770	847	5	81	2,969	9	3,911	3,748	18,367	1,022	4,762
Turakina .. ..	93	8,559	8,652	85	2,524	43,844	29	2,222	1,136	57	213	4,290	15	5,711	1,412	13,777	154	6,025
Greatford .. ..	197	6,090	6,287	..	2,243	64,556	108	26,522	941	..	206	18,712	10	19,869	296	11,709	1,082	11,156
Halcombe .. ..	87	8,182	8,269	68	825	27,424	..	6,815	756	60	71	6,425	4	7,316	929	27,925	360	12,410
Feilding .. ..	2,234	23,484	25,718	12	25,620	291,549	1,713	28,949	9,369	7	1,213	63,608	100	74,297	28,127	190,762	9,896	54,200
Palmerston North .. ..	18,163	194,473	212,636	221	5,800	42,773	3,635	71,278	73,863	306	6,799	125,100	1,124	207,192	10,777	189,739	72,474	119,024
Ashhurst .. ..	122	10,105	10,227	1	3,909	39,678	44	1,724	1,075	..	87	5,611	12	6,785	9,636	25,845	686	4,669
Longburn .. ..	153	12,984	13,137	52	6,802	74,180	50	31,721	804	15	136	54,860	37	55,852	15,457	182,473	1,447	10,567
Foxton .. ..	110	523	633	..	464	4,159	515	2,949	625	..	102	6,718	226	7,671	1,085	12,233	11,023	14,842
Shannon .. ..	369	40,377	40,746	159	12,760	85,052	5	6,222	5,614	139	979	12,636	15	19,381	6,385	46,222	2,064	12,044
Levin .. ..	2,402	65,465	67,867	162	13,900	89,277	1,935	6,674	14,224	105	2,593	13,239	73	30,234	10,013	87,486	11,322	17,519
Otaki .. ..	1,166	52,600	53,766	62	7,599	31,787	143	2,654	8,863	60	11,167	5,884	28	26,002	2,075	15,355	1,904	7,952
Paekakariki .. ..	1,292	86,661	87,953	33,682	645	30,519	169	2,263	7,947	10,314	587	5,572	65	24,485	1,628	4,480	1,616	5,594
Johnsonville .. ..	212	54,531	54,743	47,217	449	10,908	..	94	2,743	9,442	106	841	23	13,155	18,789	125,578	2,440	1,266
Wellington—																		
Passenger and Parcels	60,540	1,155,852	1,216,392	383,434	..	..	..	257,457	80,256	45,139	..	..	2,881	385,733	..	..	..	..
Goods .. ..	..	..	..	..	498	2,499	66,814	278,429	..	..	..	471,965	5,682	477,647	934	4,600	115,493	286,719
Wharf .. ..	..	..	..	..	..	..	..	1,447	..	..	..	575	..	575	1	..	..	32,835
Courtenay Place .. ..	4,567	22,397	26,964	653	..	..	..	22,292	451	..	2,126	..	6	24,875	..	..	..	..
Ngahauranga .. ..	54	8,581	8,635	2,882	..	795	..	15,432	445	399	9	7,546	1	8,400	9,024	641,411	142	5,399
Petone .. ..	2,256	324,615	326,871	193,423	66	1,200	2,191	55,966	19,922	35,888	1,166	111,606	304	168,886	18,126	551,429	50,593	33,450
Lower Hutt .. ..	1,587	55,750	57,337	37,624	90	..	4,046	1,501	8,071	7,673	754	6,941	59	23,498	168	2,289	58,667	5,871
Trentham .. ..	301	209,226	209,527	10,924	316	24	23	4,500	7,906	3,128	615	13,223	119	25,021	491	757	257	9,141
Upper Hutt .. ..	581	78,552	79,133	32,668	2,239	8,522	34	980	4,829	9,068	305	2,255	30	16,487	1,301	3,673	1,074	9,129
Featherston .. ..	1,014	30,899	31,913	123	10,780	165,165	16,460	17,407	6,540	92	682	27,409	28	34,751	1,969	5,133	2,525	18,926
Martinborough Rd. Services	102	816	918	..	..	..	..	..	559	..	..	..	..	559	..	..	..	..
Carterton .. ..	512	14,286	14,798	197	5,027	63,409												

## STATEMENT No. 18—continued

STATEMENT OF TRAFFIC AND REVENUE FOR EACH STATION FOR THE YEAR ENDED 31ST MARCH, 1946—continued

Station.	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																			
Lytelton ..	23,158	132,790	155,948	No. 54,427	No. 363	No. 16,071	17,615	Tons. 313,744	£ 8,325	£ 8,948	£ 7,160	£ 154,010	£ 34,671	£ 213,114	No. 1,133	No. 4,045	26,981	Tons. 289,547	
"  Wharf ..								5,924				1,203		1,203				47,233	
Heathcote ..	47	38,963	39,010	10,317				11,278	787	1,580	86	7,126	3	9,582			316	19,767	
Woolston ..	45	45,643	45,688	20,680	8			7,174	1,243	3,063	216	5,491	12	10,025	32	19	1,068	28,137	
Christchurch—																			
Passenger and Parcels	31,335	545,785	577,120	64,282					97,559	11,563	22,396		666	132,184					
Goods ..					248	6	8,486	146,015				164,535	3,164	167,699	251	6	125,608	358,758	
Central Booking-office	15,781	54,345	70,126	50					49,693	532	603		11	50,839					
Addington ..	135	23,673	23,808	1,751	7,899	266,113	16,467	57,283	1,599	343	432	46,600	747	49,721	28,919	498,208	125,224	126,056	
Riccarton ..	62	2,508	2,570	499	1		871	1,076	451	115	139	1,866	4	2,575	4		51,686	24,286	
Papanui ..	336	7,008	7,344	1,147	59		4,314	5,913	1,619	297	310	5,781	21	8,058	62		50,545	10,686	
Belfast ..	38	3,446	3,484	699	180	4,340	108	29,113	374	236	65	20,048	10	20,733	9,789	746,246	3,103	14,876	
Kaiapoi ..	64	10,521	10,585	778	2,198	6,574	580	18,602	1,217	299	220	11,382	50	13,168	1,417	220,600	11,699	17,089	
Rangiora ..	354	18,675	19,029	10,019	759	27,628	3,938	11,944	2,635	2,753	935	9,121	67	15,511	785	13,079	7,152	14,960	
East Oxford ..	25	184	209		369	46,671	254	1,875	157		31	2,773		2,961	231	22,468	376	10,803	
Sefton ..	7	4,573	4,580	144	170	5,835		5,944	405	74	229	3,225	1	3,934	70	4,482	30	4,482	
Amberley ..	66	3,405	3,471	39	396	79,267	1,440	16,197	557	44	99	9,357	2	10,059	224	38,161	868	2,847	
Waipara ..	62	5,801	5,863	24	2,134	158,768	6,797	5,119	822	26	188	11,113	24	12,173	346	3,950	448	1,563	
Mina ..	85	1,731	1,816		909	73,099	25	6,771	628		294	7,442	6	8,370	700	14,813	1,654	8,781	
Parnassus ..	131	944	1,075		1,276	51,429		1,683	344		115	4,326	9	4,794	339	4,728	185	2,025	
Oaro ..	63	1,506	1,569		2,410	10,654	317	1,489	637		36	2,960	466	4,099	238	1,329	1,416	7,156	
Kaikoura Road Services	46	262	308						179					179					
Kaikoura ..	458	8,499	8,957		1,209	87,665	2,866	15,862	3,084		515	14,089	52	17,740	821	15,309	2,408	6,775	
Blenheim ..	2,631	52,021	54,652	233	1,626	163,557	2,314	26,976	14,189	231	1,143	26,183	862	42,608	669	18,242	6,787	31,664	
Picton ..	713	24,714	25,427	144	45	13,161	160	14,653	4,248	130	451	12,483	3,888	21,200	483	138,840	1,660	18,640	
Waikari ..	17	140	157		286	34,622	91	31,447	97		61	14,082	2	14,242	312	3,650	485	3,919	
Hawarden ..	6	77	83		809	109,089	7,138	10,808	19		118	11,294	6	11,437	164	8,170	1,199	3,556	
Culverden ..	83	465	548		2,414	89,771	11,195	6,300	399		127	11,742	9	12,277	308	5,280	1,647	10,943	
Waiau ..	39	125	164		771	55,600	9,658	2,042	118		56	6,355	2	6,531	649	5,602	839	3,721	
Hornby ..	49	8,154	8,203	606	1,233	3,657	499	56,067	732	149	96	25,132	11	26,120	1,727	2,357	3,901	49,096	
Lincoln ..	100	9,324	9,424	94	1,507	62,248	56	13,083	868	76	82	6,962	9	7,997	148	5,015	688	6,343	
Leeston ..	30	7,333	7,363	46	2,323	22,327	20	6,484	831	39	111	3,688	2	4,671	422	19,796	1,061	8,378	
Southbridge ..	27	7,056	7,083	27	135	28,635	24	11,474	895	47	327	6,636	7	7,912	120	10,580	1,102	3,706	
Little River ..	44	13,207	13,251	89	8,336	145,137	741	2,090	1,890	86	339	7,381	24	9,720	2,226	17,765	1,360	6,393	
Islington ..	24	4,871	4,895	652	302	2,273	50	18,535	445	132	62	11,962	25	12,626	9,227	304,792	3,537	16,319	
Rolleston ..	29	6,927	6,956	19	181	12,749	180	4,030	465	21	32	2,117	1	2,636	435	7,602	10	1,907	
Kirwee ..	2	1,359	1,361	36	65	18,406		4,465	140	30	71	2,681		2,922	88	20,593	60	5,977	
Darfield ..	116	3,016	3,132	71	337	45,651	1,146	8,710	482	59	109	6,192	3	6,845	308	9,673	720	2,625	
Coalgate ..	19	264	283		433	52,117	41,654	20,610	165		13	16,975	6	17,189	116	11,178	670	6,133	
Sheffield ..	41	1,302	1,343	104	363	26,892	770	6,164	300	94	165	4,706	1	5,266	114	10,181	578	3,247	
Springfield ..	184	6,641	6,825	59	449	12,559	1,188	1,333	758	57	163	2,191	24	3,193	149	4,339	264	2,102	
Arthur's Pass ..	92	2,396	2,488		9	102	5	79	311		39	111		164	56	388	140	906	
Otira ..	119	17,788	17,907	1	1,139	5,782	57,282	1,345	2,025	1	152	19,003	32	21,213	135	547	271	1,849	
Moana ..	29	4,407	4,436	62	882	1,580	32,759	1,213	788	56	456	10,441	10	11,751	157	1,153	97	2,203	
Stillwater ..	85	12,156	12,241	46	128	1,875	12,456	75,636	1,836	19	101	27,311	29	29,296	366	1,351	968	971	
Ngahere ..	68	6,618	6,686	92	1,615	9,435	89,463	78,177	1,313	75	154	75,178	24	76,744	447	2,836	417	3,468	
Ikamatua ..	19	9,764	9,783	71	784	9,140	15,310	3,615	1,692	60	128	7,576	10	9,466	659	4,575	276	4,674	
Reefton ..	127	14,497	14																

STATEMENT No. 18—continued.

STATEMENT OF TRAFFIC AND REVENUE FOR EACH STATION FOR THE YEAR ENDED 31ST MARCH, 1946—continued

Station.	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— <i>ctd.</i>																			
Maheno .. ..	34	7,950	7,984	No. 41	No. 968	No. 29,259	..	Tons. 12,735	£ 537	£ 26	£ 675	£ 8,599	£ 14	£ 9,851	No. 479	No. 13,865	240	8,745	
Hampden .. ..	70	5,659	5,729	34	505	22,628	3	804	640	40	165	1,716	1	2,562	739	4,937	297	3,612	
Palmerston .. ..	378	20,214	20,592	43	1,626	75,388	374	3,064	3,155	38	633	6,145	85	10,056	1,888	6,142	1,412	8,682	
Makareao .. ..	..	..	..	..	..	..	..	44,428	..	..	..	17,527	..	17,527	37	..	37	392	
Waikouaiti .. ..	79	6,523	6,602	60	1,462	33,020	..	1,472	947	45	91	2,940	5	4,028	1,423	7,764	743	3,774	
Seacliff .. ..	147	10,463	10,610	210	251	5,709	172	690	1,397	100	66	788	6	2,357	271	1,397	292	5,882	
Waitati .. ..	11	6,664	6,675	1,321	324	1,754	16	432	444	402	73	423	6	1,348	311	1,613	128	1,430	
Port Chalmers Upper .. ..	77	3,386	3,463	487	204	2,862	..	7	300	82	118	110	1	611	108	843	..	241	
Sawyer's Bay .. ..	53	13,284	13,337	7,786	205	1,168	..	37	625	1,437	33	669	2	2,766	164	410	8	1,325	
Port Chalmers Wharf .. ..	..	..	..	..	..	..	..	479	..	..	..	104	..	104	..	..	..	5,389	
Port Chalmers .. ..	165	26,173	26,338	19,896	7	..	157	24,277	2,124	3,998	196	7,395	5,094	18,807	2	1	2,925	55,261	
St. Leonard's .. ..	32	3,792	3,824	5,751	4	..	..	1	314	946	15	5	1	1,281	22	59	..	37	
Ravensbourne .. ..	19	15,787	15,806	6,902	..	..	..	47,407	579	1,124	19	24,296	70	26,088	8	5	145	7,922	
Dunedin .. ..	21,358	362,058	383,416	53,948	..	..	..	..	96,777	9,927	10,792	..	515	118,011	..	..	..	..	
„ Goods .. ..	..	..	..	..	614	249	..	14,781	153,679	..	..	255,458	2,053	257,511	657	5,203	151,303	251,105	
Caversham .. ..	182	20,166	20,348	2,275	..	..	20	717	1,423	317	113	930	3	2,786	..	..	5,291	8,162	
Burnside .. ..	64	9,518	9,582	6,779	3,609	23,229	32	85,564	393	888	118	97,218	70	98,687	18,858	604,372	1,676	118,821	
Green Island .. ..	151	24,845	24,996	22,665	..	..	..	6,093	1,458	3,623	74	6,140	59	11,354	..	3	551	12,647	
Wingatui .. ..	63	28,947	29,010	4,073	1,205	25,151	..	3,643	1,230	814	82	5,316	11	7,453	791	2,639	131	2,408	
Middlemarch .. ..	174	2,635	2,809	27	814	81,594	3,465	3,954	797	22	383	9,779	10	10,991	675	11,932	500	4,495	
Waipiata .. ..	247	2,867	3,114	..	674	50,363	3	1,515	1,064	..	161	5,397	6	6,628	550	9,729	615	5,270	
Ranfurly .. ..	517	4,411	4,928	..	289	65,413	10	2,834	1,826	..	263	8,505	24	10,618	299	7,071	1,460	4,563	
Oturehwa .. ..	156	1,170	1,326	..	681	69,781	6	2,254	489	..	166	8,404	7	9,066	116	3,954	329	2,158	
Omakau .. ..	393	2,205	2,598	..	940	81,867	199	1,607	1,253	..	299	8,796	5	10,353	669	6,539	1,236	4,469	
Alexandra .. ..	550	3,900	4,450	..	59	14,250	49	3,742	2,473	..	416	9,034	13	11,936	206	3,914	3,722	6,863	
Clyde .. ..	101	1,657	1,758	43	144	5,076	13	1,564	617	23	222	3,487	1	4,350	16	1,026	642	1,338	
Cromwell .. ..	595	4,652	5,247	..	1,045	61,012	..	7,131	2,599	..	449	16,120	37	19,205	156	1,812	2,528	8,660	
Mosgiel .. ..	449	49,398	49,847	22,967	530	3,700	..	2,785	3,805	5,079	366	2,246	8	11,504	789	4,615	1,212	6,535	
Outram .. ..	50	2,862	2,912	196	121	2,021	9	1,013	379	110	68	641	..	1,198	151	1,397	366	5,568	
Allanton .. ..	14	6,236	6,250	427	1,537	18,772	775	2,020	385	142	170	2,652	5	3,354	2,331	18,033	287	3,275	
Millburn .. ..	3	4,770	4,773	4	138	7,660	3	84,569	423	3	48	29,157	403	30,034	210	3,326	273	11,045	
Milton .. ..	1,538	24,223	25,761	49	1,160	23,049	18	7,323	5,421	55	826	7,301	64	13,667	614	10,923	1,648	14,150	
Lawrence .. ..	51	590	641	..	572	20,074	31	1,602	461	..	159	3,261	3	3,884	277	2,991	421	10,958	
Miller's Flat .. ..	2	212	214	..	270	21,155	2,562	2,321	86	..	69	5,742	5	5,900	288	1,918	203	3,296	
Roxburgh .. ..	65	855	920	..	78	15,732	..	5,128	386	..	134	8,810	2	9,332	93	598	725	3,213	
Lovell's Flat .. ..	72	2,694	2,766	39	162	6,372	..	3,728	227	26	23	2,822	..	3,098	23	1,321	64	5,325	
Stirling .. ..	375	11,421	11,796	139	4,057	3,699	..	138,843	2,185	127	150	80,879	1,974	85,315	1,479	4,388	1,565	7,610	
Balclutha .. ..	3,068	41,556	44,624	89	2,413	60,319	66	16,399	11,054	113	1,138	25,749	45	38,099	4,203	165,398	1,721	20,206	
Owaka .. ..	167	6,390	6,557	9	3,548	42,676	35,987	3,612	1,502	15	234	15,328	15	17,094	1,393	10,642	599	10,549	
Tahakopa .. ..	55	7,406	7,461	7	579	2,488	13,048	641	1,004	7	58	3,780	..	4,849	335	3,762	1	2,157	
Waiwera .. ..	101	3,545	3,646	12	390	8,938	3,001	1,939	525	12	337	3,280	3	4,157	279	5,609	166	12,064	
Clinton .. ..	709	14,935	15,644	65	1,156	49,444	5,798	1,166	2,655	76	125	5,185	17	8,058	142	2,409	56	8,478	
Waipahi .. ..	358	8,083	8,441	..	2,149	66,419	139	2,890	1,760	..	183	6,265	4	8,212	692	5,135	933	14,608	
Tapanui .. ..	13	139	152	..	534	46,155	740	3,870	102	..	35	6,848	6	6,991	122	1,225	716	7,768	
Heriot .. ..	105	562	667	..	824	85,621	21	2,086	460	..	64	8,129	1	8,654	508	4,546	863	14,895	
Gore .. ..	3,098	55,396	58,494	664	3,936	164,459	7,423	30,255	16,573	375	1,473	38,174	183	56,778	2,235	14,785	14,240	67,606	
Riversdale .. ..	123	3,017	3,140	18	2,144	148,921	2	17,925	906	15	176	18,226	22	19,345	423	5,245	1,945	28,356	
Mataura .. ..	373	37,690	38,063	779	1,317	66,187	4	26,088	4,611	460	273	37,903	124	43,371	1,156	87,619	769	26,112	
Edendale .. ..	341	23,519	23,860	167	2,515	57,005	1												

## STATEMENT No. 19

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

Commodity.	Year ended 31st March, 1946							
	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>								
Grain .. .. .	319,485	3·47	20,044	Miles. 63	£ 191,224	2·20	£ s. d. 0 12 0	d. 2·29
Meals .. .. .	118,190	1·28	7,937	67	81,371	0·94	0 13 9	2·46
Fruit and vegetables ..	100,935	1·10	17,917	178	155,132	1·79	1 10 9	2·08
Root crops and fodder ..	209,709	2·28	21,232	102	166,689	1·92	0 15 11	1·88
Flax, green and pressed ..	7,476	0·08	976	131	9,936	0·11	1 6 7	2·44
Seeds .. .. .	39,003	0·42	2,582	66	35,263	0·41	0 18 1	3·28
	794,798	8·63	70,688	89	639,615	7·37	0 16 1	2·17
<i>Animals and other Products</i>								
Cattle, calves, horses ..	296,436	3·22	23,526	89	355,931	4·10	1 4 0	3·22
Sheep and pigs .. .. .	525,839	5·71	42,452	81	596,260	6·87	1 2 8	3·37
Meat, fresh .. .. .	45,179	0·49	5,507	122	81,331	0·94	1 16 0	3·34
Meat, frozen .. .. .	313,991	3·41	14,307	46	323,739	3·73	1 0 8	5·43
Butter .. .. .	117,062	1·27	11,474	98	162,544	1·87	1 7 9	3·40
Cheese .. .. .	93,552	1·02	6,065	65	100,470	1·16	1 1 8	3·98
Wool .. .. .	250,286	2·72	15,500	62	308,898	3·56	1 4 8	4·78
Dairy by-products .. ..	39,044	0·42	3,272	83	44,754	0·52	1 2 6	3·28
Fat, hides, and skins ..	61,295	0·67	5,308	87	92,910	1·07	1 10 4	4·20
Fish .. .. .	12,345	0·13	2,142	174	21,621	0·25	1 15 0	2·42
	1,755,029	19·06	132,553	76	2,088,458	24·07	1 3 10	3·78
<i>Products of Mines</i>								
Agricultural lime .. ..	666,688	7·24	42,527	64	259,529	2·99	0 7 9	1·46
Coal, imported .. .. .	917,046	9·96	64,610	70	439,194	5·06	0 9 7	1·63
Coal, New Zealand hard ..	1,179,850	12·81	140,726	119	822,951	9·47	0 13 11	1·40
Road-metal .. .. .	42,382	0·46	2,228	53	18,690	0·22	0 8 10	2·01
Lime, other .. .. .	41,932	0·46	3,150	75	22,492	0·26	0 10 9	1·71
Coke .. .. .	12,195	0·12	1,185	97	11,916	0·14	0 19 7	2·41
	2,860,693	31·05	254,426	89	1,574,772	18·14	0 11 0	1·49
<i>Products of Forests</i>								
Timber, imported .. ..	9,637	0·10	821	85	11,677	0·14	1 4 3	3·41
Timber, New Zealand ..	572,428	6·22	76,694	134	636,132	7·32	1 2 3	1·99
Firewood, posts, &c. ..	169,869	1·19	9,872	90	58,966	0·68	0 10 9	1·43
	691,934	7·51	87,387	126	706,775	8·14	1 0 5	1·94
<i>Manufactures, &amp;c.</i>								
Benzine, gasoline, kerosene..	220,682	2·40	17,010	77	358,023	4·13	1 12 5	5·05
Cement .. .. .	127,232	1·37	22,193	174	191,163	2·20	1 10 0	2·07
Manure .. .. .	789,884	8·58	64,403	82	487,921	5·62	0 12 4	1·82
	1,137,798	12·35	103,606	91	1,037,107	11·95	0 18 3	2·40
Miscellaneous .. .. .	1,970,814	21·40	193,882	98	2,632,197	30·33	1 6 9	3·26
Totals .. .. .	9,210,466	100·00	842,542	91	8,678,924	100·00	0 18 10	2·47

## STATEMENT No. 20

STATEMENT SHOWING MILEAGE, CAPITAL COST, TRAFFIC, OPERATING REVENUE, AND OPERATING EXPENDITURE OF NEW ZEALAND GOVERNMENT RAILWAYS FROM 1ST APRIL, 1945, TO 31ST MARCH, 1946

## 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.
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
1945-1946 ..	3,511	71,514,380	13,454,508	32,417,675	3,912,599	426,619	1,414,366	13,001,365	582,065
Year.	Goods.		Total.	Goods Revenue.		Miscellaneous Revenue. Labour, Demurrage, &c.	Total Revenue.	Revenue per Revenue Train-mile.	
	Tons.	Tons.		£	£	£	£	d.	
1944-1945 ..	7,574,421	8,177,551	8,261,087	8,261,087	271,746	271,746	12,448,307	233.36	
1945-1946 ..	7,806,126	8,388,191	8,515,673	8,515,673	249,786	249,786	13,104,587	233.76	

  

EXPENDITURE									
Maintenance of Way and Works.					Maintenance of Locomotives, Carriages, and Wagons				
Year.	Amount.	Per Cent. of Revenue.	Per Mile of Railway.		Amount.	Per Cent. of Revenue.	Per Cent. of Revenue.	Per Train-mile.	
1944-1945 ..	£ 2,250,736	18.08	£ 642.33	£ 332,015	£ 2,839,591	22.81	d.	53.23	
1945-1946 ..	2,524,485	19.26	718.97	375,499	3,055,303	23.31		54.50	

  

Locomotive Transportation.					Traffic Transportation.				
					General Charges.				
Year.	Amount.	Per Cent. of Revenue.	Per Train-mile.		Amount.	Per Cent. of Revenue.	Total Expenditure.	Expenditure per Revenue Train-mile.	Expenditure per Cent. of Revenue.
1944-1945 ..	£ 2,473,581	19.87	d. 46.37	£ 3,460,705	£ 340,267	2.73	£ 11,696,895	d. 219.27	93.96
1945-1946 ..	2,627,868	20.06	46.88	3,618,584	347,985	2.66	12,549,724	223.86	95.77

## STATEMENT No. 21

COMPARATIVE STATEMENT OF THE AVERAGE NUMBERS OF EMPLOYEES FOR YEARS  
1945-46 and 1944-45

Branch.						1945-46.	1944-45.
Traffic .. .. .	..	..	..	..	..	7,853	7,799
Locomotive Running (including depot staff) .. .. .	..	..	..	..	..	3,365	3,432
Workshops .. .. .	..	..	..	..	..	5,726	5,600
Maintenance .. .. .	..	..	..	..	..	4,351	4,322
Signal and Electrical .. .. .	..	..	..	..	..	619	599
Stores .. .. .	..	..	..	..	..	488	487
Road Services .. .. .	..	..	..	..	..	921	769
Refreshment .. .. .	..	..	..	..	..	626	621
Publicity and Advertising .. .. .	..	..	..	..	..	41	38
Head Office, Land Office, and Chief Accountant's Office .. .. .	..	..	..	..	..	339	335
Totals .. .. .	..	..	..	..	..	24,329	24,002

## STATEMENT No. 22

## STATEMENT OF ACCIDENTS FOR THE YEAR ENDED 31ST MARCH, 1946

Section.	Train Accidents.				Accidents on Line (other than Train Accidents).					
	Passengers.		Employees.		Passengers.		Employees.		Other Persons.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
North Island Main Line and branches .. .. .	..	..	..	..	1	26	2	3	9	5
South Island Main Line and branches .. .. .	..	..	..	..	..	8	..	..	1	3
Nelson .. .. .	..	..	..	..	..	..	..	1	..	..
Totals .. .. .	..	..	..	..	1	34	2	4	10	8

Section.	Shunting Accidents.						Employees proceeding to or from Duty within the Railway Boundary.		Persons killed or injured at Crossings.		Total.	
	Passengers.		Employees.		Other Persons.		Employees proceeding to or from Duty within the Railway Boundary.		Persons killed or injured at Crossings.		Total.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
North Island Main Line and branches .. .. .	1	1	4	104	1	2	1	1	10	20	29	162
South Island Main Line and branches .. .. .	..	..	..	86	..	1	..	..	6	18	7	116
Nelson .. .. .	..	..	..	..	..	..	..	..	..	..	..	1
Totals .. .. .	1	1	4	190	1	3	1	1	16	38	36	279

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, 1946

Description.	Class.	North Island Main Line and Branches.	South Island Main Line and Branches.	Nelson.	Total.
CARRIAGES .. .. .					
First-class .. .. .	..	97	61	..	158
Second-class .. .. .	..	679	522	3	1,204
Composite .. .. .	..	78	20	7	105
Sleeping .. .. .	..	13	2	..	15
Combination day-sleeping .. .. .	..	2	1	..	3
Ambulance .. .. .	..	9	3	..	12
Totals .. .. .	..	878	609	10	1,497
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 .. .. .	..	286	210	3	499
Totals .. .. .	..	290	214	3	507
WAGONS —					
Special-purpose wagons .. .. .	E	938	470	1	1,409
Horse-boxes .. .. .	G	63	77	1	141
Cattle .. .. .	H	613	218	3	834
Cattle .. .. .	Hc	1	50	..	51
Sheep .. .. .	J	1,743	1,446	11	3,200
Sheep .. .. .	Jc	80	40	..	120
Covered goods .. .. .	K	249	156	6	411
High sides .. .. .	L	3,067	3,629	88	6,784
High sides .. .. .	La	5,312	4,155	..	9,467
High sides .. .. .	Lb	6	392	13	411
Low sides .. .. .	M	447	891	14	1,352
Low sides (steel) .. .. .	Ma	122	..	..	122
Low sides .. .. .	Mb	4	13	..	17
Low sides .. .. .	Mc	110	60	..	170
Timber .. .. .	N	88	144	8	240
Platform, coal .. .. .	P	204	..	..	204
Petrol inspection .. .. .	Pw	1	1	..	2
Movable hopper .. .. .	Q	..	1,162	..	1,162
Frozen meat .. .. .	W	297	77	..	374
Frozen meat .. .. .	WA	231	29	18	278
Covered goods .. .. .	X	110	16	..	126
Cool, ventilated .. .. .	Xa	489	566	..	1,055
Cool, ventilated .. .. .	Xb	1	29	..	30
Cool, ventilated .. .. .	Xc	1	63	..	64
Work train .. .. .	Y	57	24	..	81
Work train .. .. .	Yb	308	187	..	495
Special-purpose wagons, bogie .. .. .	E	101	75	..	176
High-sides, bogie .. .. .	R	157	75	..	232
High sides, bogie .. .. .	Ra	38	..	..	38
High sides, bogie .. .. .	Rb	69	24	..	93
Sheep, bogie .. .. .	S	25	36	..	61
Cattle, bogie .. .. .	T	36	14	..	50
Platform, bogie .. .. .	U	238	117	4	359
Gas storeholder, bogie.. .. .	UA	10	4	..	14

STATEMENT No. 23—*continued*STATEMENT OF CARRIAGE, RAIL CAR, MULTIPLE UNIT, BRAKE VAN AND WAGON STOCK,  
AND TARPAULINS, FOR THE YEAR ENDED 31ST MARCH, 1946—*continued*

Description.	Class.	North Island Main Line and Branches.	South Island Main Line and Branches.	Nelson.	Total.
<b>WAGONS—<i>continued</i></b>					
Platform, bogie .. ..	UB	260	297	..	557
Fuel oil, bogie .. ..	UC	..	2	..	2
Well, bogie .. ..	UD	2	..	..	2
Horse-boxes, bogie .. ..	UG	56	68	..	124
Frozen meat, bogie .. ..	V	47	64	..	111
Chilled beef, bogie .. ..	V	6	..	..	6
Frozen meat, bogie .. ..	VB	157	85	..	242
Chilled beef, bogie .. ..	VB	99	10	..	109
Covered goods, bogie .. ..	Z	75	77	..	152
Covered goods, bogie .. ..	ZP	71	72	..	143
Totals .. ..	..	15,989	14,915	167	31,071
TARPAULINS .. ..	..	16,009	14,027	195	30,231

## STATEMENT No. 24

LOCOMOTIVE STOCK FOR YEAR ENDED 31ST MARCH, 1946

Class.	Type.	North Island Main Line and Branches.	South Island Main Line and Branches.	Nelson.	Total.
A ..	Tender (4-cylinder balanced compound)	2	14	..	16
A ..	Tender (2-cylinder simple) .. ..	12	30	..	42
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 .. ..	32	..	..	32
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	22	4	33
WG ..	Tank .. ..	10	..	..	10
WW ..	Tank .. ..	57	3	..	60
X ..	Tender (4-cylinder balanced compound)	16	..	..	16
X ..	Tender (2-cylinder simple) .. ..	1	..	..	1
Totals .. ..	.. ..	379	256	4	639

## STATEMENT No. 25

## ALL SECTIONS

## LOCOMOTIVE RUNNING COSTS, YEAR ENDED 31ST MARCH, 1946

Section.	Cost per Locomotive-mile.					Depreciation.	Water.	Conversions and Alterations.	General Charges.
	Repairs.	Running.			Total.				
		Wages, Material, and Over-head.	Stores.	Fuel.					
	d.	d.	d.	d.	d.	£	£	£	£
N.I.M.L. and branches ..	13.19	0.87	15.12	13.34	42.52	106,724	19,697	..	280,889
S.I.M.L. and branches ..	15.00	0.82	10.60	13.65	40.07	41,094	10,340	..	154,426
Nelson .. .. .	21.77	0.74	16.43	11.55	50.49	43	65	..	1,119
Total, steam ..	13.86	0.85	13.50	13.45	41.66	147,861	30,102	..	436,434
Electric locos., Eo 2-6 ..	15.54	0.09	11.30	4.44	31.37	1,216	..	..	1,356
Electric locos., Ec 7-12 ..	16.19	0.42	10.24	6.33	33.18	2,349	..	..	1,356
Electric locos., Ed 101-110..	11.03	0.24	7.53	5.97	24.77	8,553	..	..	4,560
Total, electric ..	12.91	0.24	8.81	5.73	27.69	12,118	..	..	7,272
Multiple units, D.M. 1-6 ..	14.69	0.15	4.09	5.63	24.56	5,329	..	..	2,666
Diesel rail cars .. ..	10.96	0.73	2.00	3.02	16.71	38,490	..	..	4,422
Tractors .. .. .	9.94	1.26	6.52	6.83	24.55	7,031	..	..	..

Section.	Cost per Locomotive-mile.				Total Cost.	Total Cost per Locomotive-mile.	Days in Steam.	Average Number of Days in Steam per Locomotive.
	Depreciation.	Water.	Conversions and Alterations.	General Charges.				
	d.	d.	d.	d.	£	d.		
N.I.M.L. and branches ..	2.39	0.44	..	6.30	2,303,597	51.65	89,237	239
S.I.M.L. and branches ..	1.63	0.41	..	6.13	1,216,155	48.24	55,757	226
Nelson .. .. .	0.21	0.31	..	5.42	11,655	56.43	490	122
Total, steam ..	2.11	0.43	..	6.24	3,531,407	50.44	145,484	233
Electric locos., Eo 2-6 ..	1.90	..	..	2.12	22,644	35.39	1,026	205
Electric locos., Ec 7-12 ..	3.96	..	..	2.29	23,371	39.43	1,415	235
Electric locos., Ed 101-110 ..	4.45	..	..	2.37	60,769	31.59	2,773	277
Total, electric ..	3.84	..	..	2.30	106,784	33.83	5,214	248
Multiple units, D.M. 1-6 ..	4.45	..	..	2.22	37,393	31.23	1,684	281
Diesel rail cars .. ..	11.05	..	..	1.27	101,141	29.03	4,450	202
Tractors .. .. .	9.93	..	..	..	24,406	34.48	8,037	223

## STATEMENT No. 25—continued

PERFORMANCES OF LOCOMOTIVES FOR THE YEAR ENDED 31ST MARCH, 1946

Type.	Number of Locomotives.	Locomotive-mileage.			Average Mileage per Locomotive.	Quantity of Stores.		Cost of Repairs : Wages, and Material, Overhead.	Cost of Running: Stores.
		Details.				Running.			
		Train.	Shunting, Assisting, Light, and Miscellaneous.	Total.		Coal.	Oil.		
NORTH ISLAND MAIN LINE AND BRANCHES									
A ..	14	283,969	97,706	381,675	27,262	Cwt. 237,078	Quarts. 15,899	£ 18,003	£ 1,266
AA ..	10	188,473	60,421	248,894	24,910	168,717	14,419	12,352	1,133
AB ..	87	2,512,015	593,408	3,105,423	35,695	2,328,208	125,619	131,775	10,084
BB ..	30	215,355	452,806	668,161	22,272	530,805	34,305	29,921	2,509
C ..	12	437	239,290	239,727	19,978	171,173	9,977	18,853	801
F ..	2	..	13,668	13,668	6,834	8,150	430	250	37
H ..	6	9,491	24,280	33,771	5,628	44,224	5,250	14,101	353
J ..	30	1,181,638	149,352	1,330,990	44,367	1,096,751	30,821	70,882	4,241
K ..	30	1,142,722	103,313	1,246,035	41,534	1,125,054	40,084	86,243	4,896
KA ..	32	1,214,406	107,280	1,321,686	41,302	1,074,832	43,540	62,804	4,984
WA ..	3	743	11,985	12,728	4,242	6,143	802	339	62
WAB ..	22	548,945	93,054	641,999	29,181	433,791	30,157	41,931	2,299
WF ..	7	12,184	55,432	67,616	9,659	45,624	3,376	5,987	257
WG ..	10	7,262	151,298	158,560	15,856	118,010	7,206	16,742	538
WW ..	57	277,902	612,146	890,048	15,614	635,935	45,823	54,560	3,369
X ..	17	308,720	34,199	342,919	20,177	248,685	28,015	19,582	1,846
Hunslett	3	24	358	382	127	..	25	3,748	2
Total	372	7,904,286	2,799,996	10,704,282	28,697	8,273,180	435,748	588,073	38,677

Type.	Cost of Running— <i>continued.</i>		Total Costs.	Cost per Locomotive-mile.					Days in Steam.	Average Number of Days in Steam per Locomotive.
	Fuel.	Wages.		Repairs.	Running.			Total.		
				Wages, Material, and Over-head.	Stores.	Fuel.	Wages.			
	£	£	£	d.	d.	d.	d.	d.		
A ..	19,316	18,538	57,123	11·32	0·80	12·15	11·66	35·93	3,593	256
AA ..	13,759	13,987	41,231	11·91	1·09	13·27	13·49	39·76	2,183	218
AB ..	189,766	157,021	488,646	10·18	0·78	14·67	12·14	37·76	22,825	296
BB ..	43,243	56,203	131,876	10·75	0·90	15·53	20·19	47·37	7,664	255
C ..	13,958	23,567	57,179	18·87	0·80	13·97	23·59	57·23	3,094	257
F ..	658	841	1,786	4·39	0·65	11·55	14·77	31·36	345	172
H ..	3,616	5,543	23,613	100·21	2·51	25·70	39·39	167·81	1,180	196
J ..	89,470	58,889	223,482	12·78	0·76	16·13	10·62	40·29	7,688	257
K ..	91,738	56,644	239,521	16·61	0·94	17·67	10·91	46·13	7,854	261
KA ..	87,702	57,714	213,204	11·40	0·91	15·93	10·49	38·73	8,338	261
WA ..	502	1,293	2,196	6·39	1·17	9·47	24·38	41·41	297	99
WAB ..	35,338	33,010	112,578	15·68	0·86	13·21	12·34	42·09	5,827	264
WF ..	3,726	5,587	15,557	21·25	0·91	13·23	19·83	55·22	1,167	166
WG ..	9,634	15,690	42,604	25·34	0·81	14·58	23·75	64·48	1,960	196
WW ..	51,804	72,732	182,465	14·71	0·91	13·97	19·62	49·21	12,588	220
X ..	20,292	17,659	59,379	13·70	1·29	14·20	12·36	41·55	2,656	156
Hunslett	..	97	3,847	..	1·26	..	60·94	..	8	2
Total	674,522	595,015	1,896,287	13·19	0·87	15·12	13·34	42·52	89,237	239

STATEMENT No. 25—*continued*PERFORMANCES OF LOCOMOTIVES FOR YEAR ENDED 31ST MARCH, 1946—*continued*

Type.	Number of Locomotives.	Locomotive-mileage.			Average Mileage per Locomotive.	Quantity of Stores.		Cost of Repairs : Wages, and Material, Overhead.	Cost of Running : Stores.
		Details.				Running.			
		Train.	Shunting, Assisting, Light, and Miscellaneous.	Total.		Coal.	Oil.		

SOUTH ISLAND MAIN LINE AND BRANCHES									
						Cwt.	Quarts.	£	£
A ..	44	915,303	192,692	1,107,995	25,181	692,609	55,060	73,876	3,942
AB ..	54	1,617,477	329,734	1,947,211	36,059	1,193,057	79,968	101,327	6,049
B ..	7	41,857	64,290	106,147	15,163	63,214	4,779	6,623	361
BA ..	10	45,449	164,740	210,189	21,018	161,776	12,550	17,026	860
C ..	12	18,899	241,489	260,388	21,699	168,193	9,677	13,828	944
F ..	18	1,455	192,331	193,786	10,765	68,092	6,391	9,228	530
FA ..	1	..	1,145	1,145	1,145	608	34	7	1
G ..	6	150,066	21,890	171,956	28,659	112,235	7,170	12,246	638
J ..	10	412,432	26,163	438,595	43,859	371,506	11,711	18,835	1,711
KB ..	6	170,598	15,287	185,885	30,980	138,834	5,703	25,332	964
Q ..	10	65,937	77,611	143,548	14,354	113,994	8,367	16,248	568
U ..	9	122,473	41,602	164,075	18,230	112,677	8,757	7,259	632
UB ..	7	101,540	37,936	139,476	19,925	88,033	5,462	19,539	410
UC ..	7	133,203	51,610	184,813	26,401	83,273	5,529	6,486	448
W ..	2	18,728	18,621	37,349	18,674	17,152	1,390	1,003	105
WA ..	3	22,415	20,744	43,159	14,386	25,489	2,111	4,330	151
WAB ..	8	212,322	32,838	245,160	30,645	198,667	14,509	10,915	984
WB ..	4	17,782	33,297	51,079	12,769	27,871	1,564	3,342	135
WE ..	3	26,137	14,859	40,996	13,665	26,261	2,073	6,537	145
WF ..	22	67,965	242,078	310,043	14,092	207,205	16,085	22,067	1,021
WW ..	3	52,343	14,944	67,287	22,429	33,674	1,759	2,101	153
Total..	246	4,214,381	1,835,901	6,050,282	24,594	3,904,420	260,649	378,155	20,752

STATEMENT No. 25—*continued*PERFORMANCES OF Locomotives for Year ended 31st March, 1946—*continued*.

Type.	Cost of Running— <i>continued.</i>		Total Costs.	Cost per Locomotive-mile.					Days in Steam.	Average Number of Days in Steam per Locomotive.	
				Repairs.	Running.			Total.			
	Wages, Material, and Over- head.	Stores.			Fuel.	Wages.					
							Fuel.				Wages.
SOUTH ISLAND MAIN LINE AND BRANCHES— <i>continued.</i>											
	£	£	£	d.	d.	d.	d.	d.			
A ..	47,887	57,698	183,403	16·00	0·85	10·38	12·50	39·73	9,574	218	
AB ..	80,916	88,739	277,031	12·49	0·75	9·96	10·94	34·14	13,955	258	
B ..	4,284	8,355	19,623	14·97	0·82	9·69	18·89	44·37	1,561	223	
BA ..	10,901	18,374	47,161	19·44	0·98	12·45	20·98	53·85	2,376	237	
C ..	11,410	24,487	50,669	12·75	0·87	10·51	22·57	46·70	3,139	261	
F ..	4,614	19,254	33,626	11·43	0·66	5·71	23·85	41·65	3,643	202	
FA ..	74	103	185	1·47	0·21	15·51	21·59	38·78	33	33	
G ..	7,606	8,741	29,231	17·09	0·89	10·62	12·20	40·80	1,155	192	
J ..	25,192	16,712	62,450	10·31	0·94	13·78	9·14	34·17	2,669	269	
KB ..	9,412	8,553	44,261	32·71	1·24	12·16	11·04	57·15	1,119	186	
Q ..	7,741	10,476	35,033	27·17	0·95	12·94	17·51	58·57	1,755	175	
U ..	7,710	9,468	25,069	10·62	0·92	11·28	13·85	36·67	2,003	222	
UB ..	5,962	8,728	34,639	33·62	0·71	10·25	15·02	59·60	1,519	217	
UC ..	5,644	9,365	21,943	8·42	0·58	7·33	12·16	28·49	1,590	227	
W ..	1,155	2,433	4,696	6·45	0·67	7·41	15·63	30·18	483	241	
WA ..	1,729	3,503	9,713	24·08	0·84	9·61	19·48	54·01	653	217	
WAB ..	13,478	11,779	37,156	10·68	0·97	13·19	11·53	36·37	2,124	265	
WB ..	1,888	4,142	9,507	15·71	0·63	8·87	19·46	44·67	802	200	
WE ..	1,779	3,136	11,597	38·27	0·85	10·41	18·36	67·89	625	208	
WF ..	15,538	26,506	65,132	17·08	0·79	12·03	20·52	50·42	4,198	190	
WW ..	2,281	3,635	8,170	7·48	0·55	8·14	12·97	29·14	781	260	
Total	267,201	344,187	1,010,295	15·00	0·82	10·60	13·65	40·07	55,757	226	

*Approximate cost of Paper.*—Preparation, not given; printing (1,235 copies) £170.

By Authority: E. V. PAUL, Government Printer, Wellington.—1946.

Price 1s.]

