

1947
NEW ZEALAND

RAILWAYS STATEMENT

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

MR. SPEAKER,—

In accordance with section 10 of the Government Railways Act, 1936, I have the honour to present the Railways Statement for the year ended 31st March, 1947.

FINANCIAL

In my Statement for last year it was anticipated that revenue would no more than meet expenditure. Actually, it did not quite do that.

The gross revenue for the year was £15,680,057, again establishing a new record for railway gross revenue. The increase over last year's record figure was £235,210, or 1·52 per cent. This increase was due largely to the substantial increase in revenue from railway road motor services.

Although receipts from rail passenger traffic fell away considerably due to the decreased receipts from Armed Services traffic, civilian receipts showed an improvement, which would undoubtedly have been much larger had it not been for coal difficulties. Notwithstanding a decrease in military freights, goods revenue increased substantially, setting a new record.

In effect, anticipations that the decrease in military freights and fares would be made good from other sources have been realized, added to which has been a substantial increase in road service revenue.

Unfortunately, the expected increase in expenditure has also materialized. The expenditure for the twelve months amounted to £15,944,270, an increase of £1,559,426, or 10·84 per cent., over last year's figure. The increase is due to a higher wages bill, higher cost and quantity of stores and material used, and the additional costs of operating expanded road services. The wages bill increased by over £830,000, and approximately half this increase was due to higher rates of pay and improved conditions of employment. The cost of coal used for locomotive purposes increased by over £250,000, whilst the tonnage used fell by 16,255 tons. The increased cost was due to the importation of coal from overseas.

The position regarding deferred maintenance was again considered this year, and a further sum of £125,000 was credited to the General Reserve for this work. The total amount now allocated for this purpose totals £781,000.

The final result was a loss on current operations of £264,213, and the full difference between gross revenue and gross expenditure, plus interest charges, amounted to £3,257,113. As mentioned in last year's Statement, it was considered that, in the interests of stabilization, rates and fares should not be increased, and therefore the deficit of £264,213 has been met from vote, "Economic Stabilization."

INCREASED COSTS

I cannot too strongly emphasize the fact that the result of the year's operations is due to increased costs without a corresponding increase in rates and fares and not in any way to a falling off in the efficiency of railway operation. The revenue figures would undoubtedly have been improved with a greater supply of coal and a larger stock of wagons, and the increased traffic would have been handled without an equivalent increase in costs.

Nevertheless, the present position is due almost entirely to rising costs. The detailed statistics of operation show that efficiency figures have been maintained in almost every phase, and in some cases bettered. The average loading of wagons has increased, the ton mileage handled per wagon has increased, train loads have increased, and so on.

As an indication of the increase in costs, it may be pointed out that in the last pre-war year, 1938-39, the average hourly rate of all salaries and wages was 31·21d. Last year the average rate was 43·83d., an increase of over 1s. per hour in the averages.

On the materials side there are a thousand and one small items upon which heavy increases in price have occurred and which in the aggregate add up to a considerable sum. Taking, however, a few items which were used in considerable quantity during last year and comparing the cost of those items with the cost of purchasing a similar quantity in 1939, we find that the quantity of canvas used for tarpaulins cost £57,000 more than it would have in 1939. Similar increases on other items are motor-tires, £43,000; lubricating-oils, £28,000; rails and fastenings, £28,000; hardwood sleepers, £64,000; timber, £36,000; steel tires, £17,000; uniforms, £11,000.

These figures show clearly the changes in prices which have taken place since 1939, when the last increase in rates and fares was made.

COAL POSITION

As already indicated, coal difficulties continued to embarrass the railways. Consequent upon extreme shortage of supplies, passenger-train services were drastically curtailed in the North Island between 21st June and 30th November, 1946, the cut in train mileage amounting to almost one-third. Further, all special trains during the 1947 Easter vacation were cancelled and the greater part of the receipts from advance bookings made prior to 31st March had to be refunded.

The total quantity of coal consumed decreased from 610,086 tons to 593,831 tons. During the year, 35,498 tons of coal were imported from United States of America and Canada to supplement local supplies. Although the cost of this coal was considerably higher per ton than that of New Zealand coal, the importations were necessary to keep the traffic moving.

Following successful trials, two oil-burning locomotives were put into service late in 1946 and have been running between Paekakariki and Taumarunui mainly on express passenger and goods trains. The actual operation of these oil-burning locomotives has proved entirely satisfactory, and while the fuel running-costs are a good deal higher than for New Zealand coal operation, they are considerably lower than when using American coal.

The work of conversion to oil-burners is being proceeded with, and by the end of March, 1948, it is anticipated that twenty-eight should be in traffic.

ROAD SERVICES

One of the outstanding features of operations during recent years has been the phenomenal growth of the railway road services. During the war the petrol and tire restrictions retarded progress, and even more recently the difficult vehicle position has prevented the operation of extended and new services.

Despite these limitations on vehicle mileage, passenger journeys have continued to grow steadily until this year they reached the record figure of 20,364,278. This figure may be compared with the figure of 28,869,135 for all rail passenger journeys. While the rail figures are, of course, affected by the coal position and the road figures contain far more short-distance traffic, nevertheless the comparison indicates the growth of road passenger transport under the Department's operation.

A comparison of last year's figures for road goods and passengers with those for 1939 is illuminating. In 1939 the total revenue was £505,612, while in 1947 it was £1,555,686 ; in 1939 the vehicle mileage totalled 8,632,807, while in 1947 the figure is 17,144,390 ; and in 1939 the number of passenger journeys was 5,732,282, and in 1947, 20,364,278.

With new vehicles and bodies now coming to hand more rapidly, further expansions in this important branch of the service can be confidently forecast.

PROSPECTS

Following upon a review of the results for the year and of the prospects for the coming year, the question of whether or not rates and fares should be increased was given serious consideration.

Estimates of probable income and expenditure for the year ending 31st March, 1948, indicate that without any increase in rates and fares there would be an operating loss of £1,800,000.

The question is whether this loss should be made good from the Consolidated Fund or whether it should be recovered in the form of increases in rates and fares, having regard all the while to the interests of stabilization.

Leaving out of account the subsidy on developmental branch lines which operated between 1926 and 1929, the year 1943 was the only one in which interest charges were paid in full since the reorganization of accounts in 1926. Having regard to the history of the construction of the railways and their developmental nature, it was considered that, so long as operating-costs were paid, stabilization considerations governed the situation and that the excess of interest charges over net revenue should be met from the Consolidated Fund, as has been the case for many years past.

An operating loss raises, however, other considerations, including that of the possible effect upon the morale of the service and its efficiency.

In all the circumstances, it is considered that an endeavour should be made to meet operating-expenses from revenue, and accordingly fares will be increased by 15 per cent. and freights by 20 per cent.

As this increase will date from 14th September, 1947, it is estimated that the sum of £544,000 will be required from the vote, "Economic Stabilization," for the year ending 31st March, 1948, but it is estimated that the increases should be sufficient to avoid the need for a subsidy during the following year.

CONCLUSION

In conclusion, I should like to express my appreciation of the able assistance afforded to me by the General Manager and his staff.

I also take pleasure in expressing appreciation of the unstinted efforts of the whole staff to give service to the public and to maintain the place which the railways hold in the economic life of this Dominion.

RESULTS OF WORKING

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

Particulars.	Year ended 31st March,				
	1947.	1946.	1945.	1944.	1943.
Total miles open for traffic ..	3,528	3,528	3,504	3,504	3,460
Average miles open for year ..	3,528	3,511	3,504	3,469	3,403
Capital cost of opened and un-opened lines	£76,941,888	£76,012,797	£74,874,045	£74,289,351	£73,951,515
Capital cost of open lines	£75,354,243	£74,466,731	£71,353,574	£70,999,125	£68,685,063
Capital cost per mile of open lines	£21,359	£21,107	£20,364	£20,262	£19,851
Gross earnings	£15,680,057	£15,444,847	£14,459,750	£15,325,306	£14,128,993
Working-expenses	£15,944,270	£14,384,844	£13,260,277	£12,757,336	£11,302,413
NET EARNINGS	£264,213*	£1,060,003	£1,199,473	£2,567,970	£2,826,580
Interest charges	£2,992,900	£2,889,195	£2,842,399	£2,765,724	£2,622,713
PERCENTAGE OF TOTAL WORKING-EXPENSES TO GROSS EARNINGS ..	101.69	93.14	91.71	83.24	79.99
PERCENTAGE OF NET EARNINGS TO AVERAGE CAPITAL INVESTED IN OPEN LINES .. ..	..	1.47	1.69	3.71	4.31
Railway operating earnings ..	£12,823,784	£13,104,587	£12,448,307	£13,464,979	£12,415,080
Railway operating expenses ..	£13,644,779	£12,549,724	£11,696,895	£11,365,917	£10,019,659
NET RAILWAY OPERATING EARNINGS	£820,995*	£554,863	£751,412	£2,099,062	£2,395,421
PERCENTAGE OF RAILWAY OPERATING EXPENSES TO EARNINGS	106.40	95.77	93.96	84.41	80.71
Operating earnings per average mile open	£3,635	£3,732	£3,552	£3,881	£3,648
Operating expenses per average mile open	£3,868	£3,574	£3,338	£3,276	£2,944
NET OPERATING EARNINGS PER AVERAGE MILE OPEN	£233*	£158	£214	£605	£704
Operating earnings per revenue train-mile	d. 233.70	d. 233.76	d. 233.36	d. 210.82	d. 196.81
Operating expenses per revenue train-mile	248.67	223.86	219.27	177.95	158.83
NET OPERATING EARNINGS PER TRAIN-MILE	14.97*	9.90	14.09	32.87	37.98
Passengers, ordinary	10,222,325	13,553,083	13,629,523	18,317,323	17,171,214
Season tickets	1,358,453	1,369,572	1,394,817	1,518,045	1,377,825
Total passenger journeys ..	28,869,135	32,417,675	32,994,529	38,611,267	36,133,268
Goods tonnage	8,548,471	8,388,191	8,177,551	8,233,489	8,035,046
Live-stock tonnage	780,862	822,275	776,688	793,137	852,043
Train-mileage (revenue) ..	13,169,233	13,454,508	12,802,536	15,328,987	15,139,882
Engine-mileage	18,705,901	18,855,174	18,168,727	21,095,680	20,736,574

* Loss recovered from vote, "Economic Stabilization."

For the current year it is anticipated that the revenue will reach £16,885,000 and the expenditure £17,429,000.

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

New Zealand Government Railways Department,
General Manager's Office,
Wellington, 18th August, 1947.

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, 1947.

WORKING RESULT (Whole Undertaking)

—	1947.	1946.	Variation, 1947 with 1946.	Per Cent.
Revenue	£15,680,057	£15,444,847	+£235,210	1·52
Expenditure	£15,944,270	£14,384,844	+£1,559,426	10·84
Net revenue	£264,213*	£1,060,003	—£1,324,216	..
Return on average capital invested in open lines, per cent.	Nil	1·47	—1·47	..
Interest charges	£2,992,900	£2,889,195	+£103,705	3·59
Excess of interest charges over net revenue	£2,992,900	£1,829,192	+£1,163,708	..

* Loss recovered from vote, "Economic Stabilization."

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 decreased by £658,761, or 16·84 per cent. Taking into consideration the decrease of £697,758 from Armed Services receipts, there was, in civilian passenger revenue, a slight increase, which would undoubtedly have been more pronounced had it not been necessary to reduce still further the North Island passenger services for five months of the year consequent upon the shortage of coal-supplies. The strike by Waikato coal-miners at the close of the financial year necessitated the cancellation of all special trains during Easter, 1947. Consequently, £16,000 of the advanced passenger bookings for Easter were refunded.

Passenger-train steam mileage in the North Island decreased by 11·86 per cent. from last year's figure. It must be realized that the restrictions which it was found necessary to impose during the year were restrictions upon an already reduced timetable. The effects of the coal shortage can be gauged from the fact that in the year ended 31st March, 1944, a year which was not entirely free from coal troubles, the passenger-train steam mileage in the North Island was 3,080,456 miles, compared with a mileage of 1,878,744 for the year ended 31st March, 1947.

The number of passenger journeys also decreased substantially from last year. Passenger journeys (ordinary) decreased by 3,330,758, or 24·58 per cent., while journeys on season tickets decreased by 217,782, or 1·15 per cent. Of the decrease in passenger journeys (ordinary), 2,740,820 occurred in the North Island.

The revenue from parcels, luggage, and mails has shown an overall increase of £14,112, or 3·31 per cent.

On the goods side, traffic has been well maintained and, despite a reduction in military traffic, new records for tonnage, revenue, and revenue net ton miles were set. Compared with last year the tonnage increased by 118,867 tons, or 1·29 per cent., the revenue by £388,089, or 4·56 per cent., and the net ton miles by over 41,000,000 or 4·88 per cent. The average haul increased from 91 to 95 miles, and this increase accounts for the different percentage increases in tonnage and revenue.

Decreases occurred in the live-stock and coal tonnages, but were offset to some extent by longer hauls. Commodities showing the greatest increases were timber, agricultural lime, manure and phosphate, benzine in tank wagons, frozen meat, and general merchandise.

Despite the difficulties in wagon supply, associated with the increased tonnage and the shortage of coal, the quantity of agricultural lime handled constituted a record of 729,023 tons, while with the increased availability of rock phosphate an additional 128,114 tons of manure and raw materials were handled.

EXPENDITURE

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

The increased expenditure is due to—

- (a) A higher wages bill consequent upon increased staff, higher wage rates, and improved conditions;
- (b) The higher cost of and additional stores and materials used; and
- (c) The additional costs of operating expanding road services.

The following table sets out a division of the total expenditure, with comparisons with the figures for 1945-46 :—

—				1947.	1946.	Variation.	
				£	£	£	Per Cent.
Wages	..	..	..	9,588,798	8,758,744	+830,054	9·48
Coal	..	..	..	1,198,194	945,116	+253,078	26·78
Stores and material	..	..	..	2,325,496	2,045,718	+279,778	13·68
Depreciation	..	..	..	1,473,685	1,409,032	+64,653	4·59
Miscellaneous	..	..	..	1,358,097	1,226,234	+131,863	10·75
Totals	..	..	..	15,944,270	14,384,844	+1,559,426	10·84

Of the increase in the wages bill, approximately one-half is due to higher rates of pay and improved conditions and one-half to additional staff. The number of man-hours increased by 5·09 per cent., while the average hourly rate of pay was 43·83d., a rise of 4·26 per cent.

The increased expenditure on coal arose from the importation of Canadian coal and coal from the United States of America to supplement local supplies. The average cost per ton of this coal was £9 17s. 10d., and on the basis of the cost of South Island coal landed in the North Island the additional cost of the importation over the price of New Zealand coal is estimated at £261,000.

A greater quantity of stores was used. In the road services the debits for tires, fuel, and lubricants alone rose by £133,703. Generally the prices of stores further advanced, while shortages of certain commodities required the use of substitutes at increased cost.

Under the heading "Miscellaneous" is included provision of £125,000 for deferred maintenance. During the year a small amount of work was performed and charged to this fund, so that the increase in the General Reserve as shown in Statement No. 13 was £124,573.

Allowing for a decrease in the provision for deferred maintenance from £246,000 last year to £125,000 this year, the increase under "Miscellaneous" was £252,863. This is accounted for by a rise in a number of items, the main ones being in superannuation subsidies and allowances (£57,608) and the cost of ancillary lorries (£85,437).

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, 1947.	Variation, 1947 with 1946.		Amount, 1947.	Variation, 1947 with 1946.	
	£	£	Per Cent.	£	£	Per Cent.
Lake Wakatipu steamers ..	12,501	+1,830	17·15	16,477	—3,050	15·63
Refreshment service ..	340,798	—25,350	6·92	333,467	—5,659	1·67
Bookstall service ..	205,180	+21,353	11·62	202,459	+22,656	12·60
Advertising service ..	47,925	+7,621	18·91	37,701	+4,943	15·09
Dwellings ..	159,816	+1,550	0·98	279,598	+8,600	3·17
Other buildings ..	53,851	+5,848	12·18	41,002	+7,181	21·23
Road motor services ..	1,555,686	+456,742	41·56	1,388,787	+429,700	44·80
Miscellaneous revenue (non-operating)	480,516	+46,419	10·69	..	..	..
Totals ..	2,856,273	+516,013	22·05	2,299,491	+464,371	25·30

The most outstanding feature is, of course, the expansion of the railway road services. This is due to several factors—commencement of new services, extension of existing services, expanded time-tables, purchase of services, restricted train services, and the replacement of mixed trains by road passenger services.

The policy of replacing mixed trains has been pursued during the year and these trains were eliminated between Waitara and Lepperton, Kaikoura and Blenheim, Westport and Seddonville, and between Oamaru and Kurow.

The only disappointing feature of road service operation was the lack of vehicles to provide for sightseeing and other special trips, but with vehicles more readily coming to hand it is hoped to increase these services during the coming year.

LOCOMOTIVE FUEL

Coal-supplies have again been a source of continual worry to the Department, and as a result of a further decline in supplies it was necessary to bring into operation a further reduction in train services from June to November, 1946. Due to labour troubles in the Waikato coalfields, the train services were drastically curtailed during the Easter period. These reductions, apart from the fact that it had not been possible to run a normal train service since 1st February, 1944, caused considerable difficulties in the traffic and locomotive operating branches not only in making arrangements to deal with the traffic demands, but also in the consequent alterations to normal operating schedules and staff rosters.

Faced with heavy traffic demands and the inability of New Zealand mines to supply our coal requirements, we endeavoured to secure coal from abroad. Supplies were not available from South Africa, and it was eventually decided to secure stocks from America.

Apart from a small consignment of 3,446 tons received in the "Pamir," four ship loads of American coal, totalling 32,052 tons, were received prior to 31st March, 1947. The coal was of good quality, and without these imports it would have been quite impossible to maintain the railway services on even a restricted schedule. The original order from America was 50,000 tons, but due to labour troubles on the Pacific coast the total consignment was not shipped until after the close of the financial year. In addition to the two consignments which comprised the balance of this order and which came to hand in May, it was necessary to secure a further three shipments totalling 27,000 tons.

Arising from the necessity of remedying the inadequate supplies of New Zealand coal for locomotive fuel, investigations were made as to the possibility of converting a number of locomotives to oil-burners. We were aware that a certain amount of conversion had been done in England and other places, but, as a conversion job is more complicated than one where the locomotive is constructed for oil-burning, it was realized that certain difficulties might arise.

In order to reduce these problems to a minimum, a considerable amount of research work was undertaken and we sought the advice of firms in other parts of the world who had had experience in the work of converting coal-fired locomotives to oil-burning. With our proposals more or less finalized, we endeavoured to import a number of the essential parts from overseas firms who had specialized in this work. Unfortunately, they were unable to undertake the work, but kindly placed at our disposal all information, together with particulars of difficulties which might arise in a work such as conversion.

As an experiment, work on two locomotives was commenced during 1946, and the first of these engines commenced its trial in October, 1946. At this point I deem it necessary to mention that the whole of the work of manufacture and installation of the oil equipment was performed by our own staff, and I desire to pay tribute to the manner in which the various staffs co-operated in an endeavour to turn out a first-class job. Certain adjustments were found to be necessary in the first two locomotives converted, and when these two engines were found to function quite satisfactorily in regular traffic, work was commenced on a programme for the conversion of a further twenty K and KA locomotives to oil. Satisfactory arrangements have been finalized for the manufacture of the various oil-burning equipment in the Dominion and, provided the work proceeds according to schedule, twenty-two oil-burning locomotives should be in service in the North Island by December, 1947. Plans have now been finalized for the conversion of a further twenty locomotives of modern type, and the supply of the necessary equipment has been arranged.

Apart from the conversion of the locomotives, it is necessary to make provision for fueling points and storage, heating of oil, and pumping from rail tank wagon to storage tanks and from storage tanks to locomotive.

The transport of fuel oil from the bulk depots to the fuelling points is done by rail tank wagons, and all arrangements have been completed for these to be constructed to fit in with the requirements for oil as the conversion programme proceeds.

The decision to concentrate on the provision of facilities for oil-burning locomotives in the southern part of the North Island is largely governed by the fact that under normal conditions the coal-supplies for this area are drawn from the west coast mines in the South Island, from which area supplies have been most irregular, necessitating at times a draw off from the Waikato area. The bulk of the supplies for Auckland and Frankton are drawn from the Waikato coal-fields, and North Auckland from Kamo and Hikurangi mines. Supplies from these areas have been maintained on a reasonable level.

The first storage installations were made at Paekakariki and Taihape, and with the conversion proceeding to plan the complete installations will be as follows :—

					Gallons.
Paekakariki	..	..	..	..	22,000
Palmerston North	..	..	..	..	66,000
Napier	..	..	..	..	15,000
New Plymouth	..	..	..	..	11,000
Taihape	..	..	..	..	33,000
Taumarunui	..	..	..	..	66,000
Frankton Junction	..	..	..	..	66,000
Auckland	..	..	..	..	66,000

COAL POSITION

The following table shows the consumption and stocks of locomotive coal during the past nine 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
1947	..	..	..	..	..	233,651	360,180	593,831	7,166

An indication has already been given of the difficulties experienced in maintaining passenger services during the year as a result of the coal shortage. Goods traffic has also been affected, and while successful efforts have been made to cater for all essential traffic, and the assistance of road transport called in, the Department has been seriously hampered in the supply of rolling-stock where needed by the inability to run special trains to deal with empties.

Coal consumption for the year totalled 593,831 tons—233,651 tons hard and 360,180 tons soft. Of the hard coal, 35,345 tons were imported from Canada and the United States, so that the local supply totalled 558,486 tons, as against last year's total of 610,086 tons.

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
1947..	..	..	16,403	81	3,243,256	410	61

These figures once again demonstrate the effect on fuel efficiency of the proportion of soft coal used.

WAGON SUPPLY AND UTILIZATION

During the year the greatest difficulty has been experienced in supplying sufficient wagons to meet all demands.

The greatest concern to the Department has arisen from the difficulty in supplying wagons for the distribution of fertilizer and lime.

For the year ended 31st March, 1947, 729,023 tons of agricultural lime was conveyed by rail. In 1939 the total tonnage was 379,504 tons, and this has increased progressively during the intervening years due to two reasons: an increased use of this commodity for agricultural purposes, plus its use as a replacement for artificial manures, which were not available in sufficient quantities during the war years.

The tonnage of artificial manures conveyed by rail for the past year amounted to 917,998 tons, an increase of 128,114 tons as compared with last year. Imports of raw material for the manufacture of artificial manures became more regular during the year ended 31st March, 1947, and the indications are that the tonnage of this commodity will increase substantially during the current year.

Since the war, vessels with rock phosphate and sulphur supplies have been unable to work the port of Wanganui, with the result that each phosphate-vessel which discharges an average of 9,000 tons at New Plymouth requires to rail 4,500 tons to Aramoho for the works there.

It is realized that the prompt distribution of supplies of fertilizer is necessary to the production of essential foodstuffs, and in this connection it is worthy of notice that supplies of fertilizer for the rich farming areas of Hawke's Bay and the Wairarapa have to be railed from the fertilizer-works at Smart Road and Aramoho. This long haul, combined with other factors which will be mentioned later, contribute to our difficulties in having an adequate supply of wagons for the requirements of our clients.

When consideration is given to the fact that over a period of ten months, out of a total of 80,744 tons railed from these works, 28,476 tons were for distances in excess of two hundred miles, it will be realized that the construction of a fertilizer-works in Hawke's Bay is necessary to deal with the ever-increasing demand for fertilizer in the eastern part of the North Island.

In anticipation of such works being constructed in the future, the Department has already taken steps to select a site for a suitable marshalling yard adjacent to Port Ahuriri where the heavy traffic which must develop can be dealt with expeditiously.

In the case of fertilizers the difficulty in supplying wagons has been met by the work that has been done through co-operation between the Department of Agriculture, area carriers, and the Railways Department. As a result of the shortage of railway wagons, a scheme had been operated for the cartage of manure by road generally within a radius of fifty miles of the works. It was found, however, that without some control private lorries were being dealt with at the works while on occasions railway wagons were left idle. Furthermore, some short-distance manure traffic continued to be sent by rail. In August, 1946, a system was evolved whereby the use of lorries was controlled by the Railways Department and regulated according to the availability of railway wagons. Each means of transport was used in its most economic sphere—*i.e.*, road transport was used for short-distance traffic and rail for long-distance. Loading was also regulated so as not to clash, and thus the minimum standing-time for both lorries and railway wagons was involved. By this arrangement 48,105 tons of manure were handled by private lorries.

The Railways Department handled all carriers' accounts, debiting the works and the Agriculture Department with their proportions. Although the only return to the Railways Department was a commission to cover administrative expenses, the scheme has been most satisfactory to the carriers and the farmers and has resulted in better use of railway wagons.

The type of wagon required for lime and fertilizer distribution is, of course, the open type, and during the war years the construction of the usual number of this type of goods wagon in the Department's workshops was impossible, and after the war the pressure of work was such that we found ourselves unable to make good this deficiency in our own workshops.

Arrangements were made to secure 3,000 LA wagons in the United Kingdom, and the first of these were due for shipment in February, 1947. Unfortunately, various difficulties which have been encountered in the United Kingdom have caused these deliveries to be delayed and the first of these wagons have only just arrived in this country. We appreciate the difficulties with which the manufacturers are placed and are hopeful that nothing further will arise to cause delay in the completion of delivery of these wagons.

A consideration which is, however, more important than the actual number of wagons in operation is the manner in which those wagons are utilized. It is of little use to increase the stock of wagons unless these wagons receive a reasonable turn-round.

The curtailment of train services is one factor which affects the position. The full train service is based on our traffic requirements, the principal factor being to maintain an effective turn-round of rolling-stock. Any reduction in this service contributes in no small degree to delays.

The irregularity in coal-supplies has necessitated the Department drawing on the Waikato output for supplies to depots in the Hawke's Bay, Wanganui, and Wellington districts, which are normally supplied from the west coast of the South Island. The result of this is reflected in the average haul of coal for locomotive requirements. In 1939 the average haul under this heading was seventy-nine miles, and for 1947, ninety-five miles.

Another factor which is causing the Department considerable concern is the operation of the five-day week.

It is reasonable to state that where, in the past, a six or five and a half day week was necessary to deal with the discharge of inward loads, the application of the five-day week requires an added effort in the working-days now available if an efficient turn-round is to be maintained. The railways are maintaining these services on a six-day basis round the clock, but as the extra effort is impossible of attainment in the five-day week serious delays in the matter of discharge are taking place.

As an example, in one week the average number of wagons under load in excess of eight working-hours from Tuesday to Friday in the Auckland district was 822, but as a result of a general cessation of work on Saturdays the number of wagons under load on the Saturday night was 1,155, an increase of 333 on the average for the week.

These are not maximum figures, but are a fair average, and illustrate the serious position which obtains regarding wagon turn-round over the week-end.

CO-ORDINATION OF TRANSPORT

In my report of last year I dealt with the co-ordination of rail services with the road goods services purchased by the Department and indicated how it was proposed to accomplish this.

The operation of these auxiliary road services has been extended to serve practically all points connected by rail in the North Island, and the South Island services, too, are now almost complete.

These services have proved exceptionally successful both from the point of view of economic railway operation and from the aspect of releasing wagons for long-distance bulk traffic. On a conservative basis it is estimated that the use of the lorries for short-distance small-lots traffic has made available for bulk traffic over 100,000 wagon days.

On the average, a general-goods wagon earns over 18s. per day, and on this basis alone the lorries have paid for themselves without taking into account the revenue from the traffic handled or the savings in railway operation. Furthermore, in many cases better service to the Department's clients has resulted.

In addition to the satisfaction this method of operation has given to the Department, there is also the fact that by it the business of the private area carriers is also protected. There are, of course, certain classes of goods, such as extremely fragile commodities, which require a service direct from the premises of the consignor to those of the consignee, and demands for this class of service are being catered for, but as a general rule the local carriers co-operate with the Department and a service which is entirely satisfactory and, in many cases, cheaper can be provided by the railways and the local carrier.

I cannot, however, refrain from remarking upon the tendency in some quarters for the necessity or desirability of a proposed door-to-door service to be viewed purely from the viewpoint of the absence of such a service without any regard for the other services which are already available. The granting of licences in such cases would mean that the Department, in order to protect itself and irrespective of the train and ancillary lorry services already available, would itself have to put on a door-to-door road service, with resultant uneconomic rail and road operation and, furthermore, with detriment to the local carriers at both ends.

As has been frequently pointed out in connection with goods traffic, railway costs are to a large extent fixed and cannot be reduced in proportion to reductions in traffic. For example, while reduced traffic may mean fewer goods-trains and therefore reduced costs, the costs of maintaining the track, signalling equipment, terminals, and the organization generally remain to a large extent fixed. Railway goods rates are based on this fact, and, if, therefore, a competitor comes forward who can carry the highly rated goods at a cost equal to or lower than the highest railway rate, but not equal to or lower than the lowest railway rate, he may abstract a substantial quantity of highly rated traffic. The result is that the total quantity of traffic is reduced, there is less traffic over which to spread the same fixed costs, and consequently the lower rates must be raised. Apart from the effect on farming and industry, the increase in rates may place some of the lower-rated categories within the cost of the competitor and thus produce a vicious circle.

This result has been avoided in the case of goods traffic by the Government's policy in connection with long-distance goods road transport competing with rail.

What, however, has not been so often pointed out is that the same result obtains where passenger traffic is lost. Passenger-trains cannot be varied from day to day according to traffic as can goods-trains and it is more difficult to reduce direct operating-costs. But even if the loss of passenger traffic is sufficient to warrant the elimination of a number of trains, the fact remains that there is less traffic over which to spread the fixed costs. If passenger fares are increased, then the vicious circle of increased loss of traffic results. The net result, unless there is some compensating factor, is that reduced passenger traffic means an increase in freight rates.

At the present time, so far as road competition with rail is concerned, there is a compensating factor in that the profits from the railway road service passenger traffic are available in the final balance of the whole undertaking to cover the proportion of fixed costs which would otherwise have been covered by that passenger traffic in rail fares.

There are, however, two matters in this connection to which attention must be called. The first is that, as in the case of goods, so also in the case of passengers, there is a tendency to view the necessity and desirability of a road passenger service purely from the aspect of the absence of such a service in the particular area and irrespective of the rail services available. In some cases where the routes and terminal points do not exactly coincide, even the railway road services are ignored.

The second matter is the increasing growth of air travel. Here, as in the case of road services, it is the rail traffic which is, in most cases, abstracted. In the case of the air traffic the revenue does ultimately find its way into the public funds, but there is no compensating factor shown in the railway accounts by which the Department is commonly judged.

The justice of judging the Department by the accounts may, in view of the services rendered and the history of developmental lines, be open to question, but if it is to be so judged and rates based accordingly, then it must be realized that freight rates are going to be affected by the extraction of passenger traffic into services the revenue from which does not appear in the Department's accounts.

THROUGH BOOKING BY RAIL AND AIR

During the year an important extension was made by the Department in the introduction of facilities for through booking parcels by rail and air.

The air express parcels service was inaugurated on 29th July, 1946, when an arrangement was entered into between the Royal New Zealand Air Force and the Railways Department to use a definite allocation of space on scheduled flights of the Dakota service between Auckland and Christchurch and between Wellington and Christchurch.

For the nine periods up to 31st March a total of 197,054 lb. of air express parcels was handled by these services, and an analysis shows that over 50 per cent. of the traffic handled was to and from places where no air facilities are available. The Department's service thus brought air transport to numerous clients who would not otherwise have been able to avail themselves of this service.

The Royal New Zealand Air Force Dakota passenger services passed to the control of the New Zealand Airways Corporation on 1st June, and as we were unable to finalize arrangements with the Corporation for a definite allocation of space on each flight the Railways Department was forced to withdraw this service from our clients. It will be appreciated that in dealing with air express freight, more particularly perishable articles such as cut flowers, fruit, and such-like commodities, it is necessary to have some definite allocation of space, otherwise traffic would be left behind, with consequent loss to the clients and claims for damage on the Department.

The Department experienced no difficulty whatever in its dealings with the Royal New Zealand Air Force for space over a period of nine months, and it was a matter of some concern to the Department that it was unable to continue to render this service to its clients.

The next phase of our air activities took place in December, 1946. A quantity of through-booked rail and sea cargo was held up at Wellington and Lyttelton due to shipping difficulties, and in order to assist our clients, who required much of these goods for Christmas traffic, the Railways Department asked the Royal New Zealand Air Force whether it would be possible to inaugurate a freight service by air between Paraparaumu and Woodbourne (Blenheim). As has been the case in the past, the co-operation of the Royal New Zealand Air Force was readily given, and the emergency service was inaugurated on 12th December with Dakota planes. Between 12th and 19th December a total of 510,617 lb. dead-weight of freight was moved. A further 178,005 lb. dead-weight was transported on 20th and 21st December and early in January when consignments of baling-twine for haymaking were urgently required in the North Island.

With this experience in air freighting, which had been introduced to overcome at least some of the bottleneck which had occurred in Lyttelton and Wellington, the Railways Department decided to explore the possibility of rendering a regular freight service over Cook Strait.

The separation of the two main rail systems by sea has always been a difficult matter, more particularly in dealing with the movement of cargo. Even in pre-war years before the present shipping delays had been experienced it was not unusual to have through-booked cargoes held up at Lyttelton and Wellington for some days. The Department has in the past investigated the possibility of a train-ferry system between the two Islands, but from the information at our disposal it was considered that, while some improvement may occur in the inter-Island transport of freight, there were other factors which were not so favourable in the proposal.

Our experience with the emergency Dakota service in December and early in January showed that, provided operating-costs were kept to a minimum, it was possible to move freight across Cook Strait at a rate which would enable the traffic to move. At this point it should be noted that transport by air in the past had been confined to what may be termed "parcel freight," and our scheme proposed to deal with what may be termed "general goods traffic" in large lines where the only restriction would be the size of the individual package.

The Railways Department was able to arrange a satisfactory charter rate with the Royal New Zealand Air Force, and a daily cargo through-booking service by air between Paraparaumu and Woodbourne was commenced on 10th February, 1947.

Under this scheme, ordinary rail freights are charged for the rail transport to and from Wellington and Blenheim in either Island with special rates to cover the air portion of the journey, inclusive of charge between rail and the aerodrome.

In the seven weeks of operation from the commencement on 10th February until 31st March, 1947, 1,877,254 lb. of freight have been carried.

The freight from Paraparaumu to Woodbourne has totalled 926,652 lb. and from Woodbourne to Paraparaumu 950,602 lb.

The expenses incurred in handling this traffic, including aircraft hire, wages of terminal staff, and cartage at Blenheim and Paraparaumu, was £6,075 9s. 11d., and the total revenue from the air service has been £6,207 12s. 2d., leaving a profit of £132 2s. 3d. For a new service the financial results must be considered quite satisfactory, apart from the fact that the service given to our clients has enabled their consignments to move without delays previously encountered at the shipping termini.

I cannot speak too highly of the splendid co-operation which was given by the Royal New Zealand Air Force in inaugurating and maintaining this service.

As a considerable portion of the freight which is despatched and received at Paraparaumu is for stations other than Wellington, the Railways Department has used Paekakariki as the assembly point for air freight. From this station connections are maintained with the express goods services operating between Wellington and Auckland.

That there is a need for such a service is evident by the patronage which has been given, and as a result of our experience it is considered that a machine designed solely for freight purposes, such as the Bristol, would not only enable a reduction to be made in operating-costs due to the higher pay load which can be carried, but the loading and unloading of consignments at the aerodromes would be expedited.

The advantages of the combination of rail and air are, in a nutshell, that the already existent traffic facilities of the railways are combined with the flying of aircraft. The full implications of this can be appreciated if we consider what would be necessary if an entirely new organization had to deal with this freight. The facilities and organization required would involve depots for handling freight, road transport to and from aerodromes, communications system, advertising and canvassing services, and the staff for handling, waybilling, accounting, canvassing, &c. And all this would be required for a quantity of traffic which would, at present air rates and those in sight, form but a fraction of the traffic now moving. Furthermore, if sufficient traffic to warrant purely freight services is to be obtained, then facilities must be provided at every possible source of traffic.

Now the Railways Department has all the facilities named at every point of any importance at all throughout the Dominion—it has staffed depots, vehicles with drivers, its own telephone service, its own advertising staff, ledger accounts, its own commercial agents who know where the potential traffic is and the competitive rates by different routes and services; in short, it is in a position to canvass every possible source of traffic and provide a through service on one consignment-note and one account from and to any point in New Zealand. Furthermore, except at the points of transfer to aircraft, the traffic can be handled by the existing staff and facilities.

I do not think it can be doubted that the necessary and complete coverage and ground service can be provided by the railways organization at a cost which cannot be approached by any organization existing, still less one yet to be brought into being. The cost of air transport is now and for many years will be much higher than that of ground transport, and if air cargo services are to obtain sufficient volume of traffic to operate and progress the total costs must be brought down to the absolute minimum.

STAFF

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

						1947.	1946.	Variation, 1947 with 1946.
Total staff as at 31st March—								
Permanent	..	..	..	..	..	16,342	15,786	+556
Temporary	..	..	..	..	..	9,695	9,430	+265
Totals	..	..	..	..	..	26,037	25,216	+821
Average staff throughout the year						26,077	23,991	+2,086

NOTE.—The figures for the year 1946 have been adjusted by excluding therefrom details respecting wharf labourers (at 31st March, 1946, 379 employees; average throughout the year, 338 employees) who were previously, but are not now, paid by the Department.

Although the total staff of the Department as at 31st March, 1947, shows an increase when compared with the previous year, the past year has continued to be marked by staffing difficulties, and, in common with other establishments, both Governmental and private, the Department has experienced an abnormally high turnover of labour. The services of a number of skilled artisans and experienced personnel from the branches associated with the operation of trains have been lost, and because of the general manpower shortage it has not been possible to strengthen the staff, particularly in the traffic and locomotive operating branches, as much as was hoped. For these reasons great difficulty has been found both in regulating the hours of duty of these employees and providing for their annual holidays.

For present requirements it is estimated that to bring up to full strength the staff engaged directly in the running of trains and the handling of traffic an additional 1,328 employees are needed—1,000 employees in the Traffic Branch (200 of whom are office staff) and 328 in the Locomotive Running Branch. The staff shortage has also been keenly felt in the Department's workshops, where vacancies total 662 for tradesmen and 604 for semi-skilled and unskilled workers.

The past year saw the return to railway duty of the large majority of those of the Department's employees who as at 31st March, 1946, were serving with the Armed

Forces, and the additions accruing to the staff from this source account for the increase in the total number employed as compared with the previous year. At the close of the year only 518 employees still remained in the Armed Forces.

During the year new appointments to the permanent staff numbered 950, while 393 retired on superannuation, 1,488 resigned, 60 died, and 55 were paid off or dismissed, a net loss of 1,046 employees. One hundred and fifty-one members of the Second Division were promoted to the First Division.

A total of £74,827 was paid under the Workers' Compensation Act during the year in respect of employees suffering injury in the course of their employment.

In the matter of rehabilitation, approximately 8,200 employees were released for service in the Armed Forces from 1939 onwards. Of these, 386 have died or are missing, 760 have been discharged but have failed to return to duty, and 518 have yet to be released. Of the 6,554 who returned to duty, about 440 have required special consideration in their placement owing to wounds and sickness. Under the control and direction of the Department's Rehabilitation Officer the welfare and health of all ex-servicemen who have been registered as having suffered some form of disability during their service in the Armed Forces has been inquired into from time to time, and, where necessary, changes of employment or the release of men on extended leave without pay to enable them to try other avenues of employment has been arranged. In 48 extreme instances employees have been unable to resume in Division II work and have been placed on clerical duties in Division I.

The system of accrediting of examinations for clerical members referred to in my report for last year has been continued and is proving entirely satisfactory. For members of the locomotive (running) staff, special courses of instruction, preliminary to their departmental examinations, have been provided to assist ex-servicemen who were finding difficulty in settling down to civilian conditions and passing the requisite examinations.

Leave without pay to enable ex-servicemen to try other forms of employment and to undertake study for academic degrees or in the trade training schemes has been granted on a generous scale, some 350 members having been granted leave aggregating 355 years. In addition, leave on pay for a stated number of hours in each week is granted to ex-servicemen who are attending lectures at Universities and technical colleges.

The trade training "B" scheme has been operating in this Department since October, 1944, and the first lot of men will complete their training in October of this year. At the time of this report approximately 320 men will be in training under the "B" scheme.

The greater majority of the ex-servicemen are now settled down into civilian life and continued rehabilitation efforts on their behalf are not necessary. In the case of those men whose health may not remain satisfactory under civilian conditions, the Department will continue to extend very favourable consideration and will offer every assistance. In this manner the rehabilitation of ex-servicemen employees will not cease altogether with the return of the men to their duties in the Department.

The periodic general regrading of positions and offices in the First Division, suspended by statutory regulation from 1st April, 1942, was undertaken during the past year and was completed shortly before its close. The regrading was made effective from 1st April, 1946.

The railway service organizations representing the Department's employees presented again last year a number of claims relating to rates of pay and conditions of employment to the Government Railways Industrial Tribunal. After a hearing occupying several weeks, the Tribunal promulgated its findings in the form of orders, some 36 claims out of the 70-odd presented being allowed in full or in part by the Tribunal.

At regular intervals throughout the year discussions have taken place between the national executives of the various service organizations and myself on a wide range of subjects arising out of the deliberations of the meetings of the national councils of the organizations. The atmosphere of mutual confidence and friendly understanding which has characterized these discussions, no less than the results achieved by them, has made a real contribution towards stability and harmony in industrial relationships within the Department. The close contact which has been maintained almost continuously between officials of the organizations and officers of the Department on matters pertaining to the welfare of the staff has also proved of great assistance in staff administration.

MILEAGE OF LINES AND CAPITAL ACCOUNT

The mileage of lines open for traffic remained the same as last year—*i.e.*, 3,527 miles 63 chains. The only alteration of any importance during the year was the institution of double track between Waterloo and Naenae, the working of which was commenced on 1st December, 1946. This does not, of course, affect the route mileage.

The Capital Account on 31st March, 1947, stood at £75,354,243, an increase of £887,512 over last year's figure, representing miscellaneous capital works throughout the Dominion.

CONCLUSION

Various operating difficulties already mentioned in this report have necessitated an extra call upon all employees of the Department. They have responded in the manner traditional of the Service, and it gives me great pleasure to place on record my appreciation of their close co-operation and assistance.



General Manager.

STATEMENT No. I

CAPITAL ACCOUNT AS AT 31ST MARCH, 1947

—	Total to 31st March, 1946.	Year ended 31st March, 1947.	Total to 31st March, 1947.	—	Total to 31st March, 1946.	Year ended 31st March, 1947.	Total to 31st March, 1947.
<i>Expenditure</i>				<i>Receipts</i>			
Permanent-way—Works, buildings, machinery, plant, and dwellings	£ 66,727,540	£ 808,657	£ 67,536,197	Capital included in public debt ..	£ 75,806,278	£ 807,284	£ 76,673,562
Rolling-stock, lake steamers, and road motors	16,431,076	493,928	16,925,004	Consolidated Fund : Liability for administrative charges	20,540	20,239	46,779
Lines closed for traffic ..	241,823	..	241,823	Other capital ..	75,832,818	887,523	76,720,341
					9,033,902	..	9,033,902
Deduct accrued depreciation on existing assets	83,400,439 11,189,042	1,302,585 350,026	84,703,024 11,539,068	Deduct accrued depreciation and other losses of capital written off in accordance with subse- ction (2), section 23, of the Government Railways Amend- ment Act, 1931	84,866,720 10,400,000	887,523 ..	85,754,243 10,400,000
Add unexpended balances as per Depreciation Account	72,211,397 2,255,334	952,559 Cr. 65,047	73,163,956 2,190,287	Outstanding liabilities ..	74,466,720 11	887,523 Dr. 11	75,354,243 ..
	74,466,731	887,512	75,354,243		74,466,731	887,512	75,354,243

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. 1—continued

GENERAL BALANCE-SHEET AS AT 31ST MARCH, 1947

<i>Liabilities</i>	£	<i>Assets</i>	£
Sundry creditors : General	1,095,111	Sawmills, bush areas, and stocks of timber	58,918
Collections for refund	95,325	Stores and materials on hand—	..
Unexpended balance of amounts transferred from National	..	Stores Branch	3,374,275
Developments Loans Account	3,602	Subsidiary services	28,088
Items to be written off on receipt of parliamentary authority	8,636		3,402,963
Renewals, Depreciation and Equalization Reserve Accounts	5,915,464	Sundry assets : Subsidiary services	51,955
as per Statement No. 13	..	Work in progress, sundry debtors, and debit balances	310,280
Sick Benefit Fund	7,959	Accrued interest on investments	7,705
	..	Outstanding at stations	712,109
	..	Working Railways investments	2,000,000
	..	Sick Benefit Fund investments	7,169
	..	Cash in Working Railways Account	574,998
	£7,126,097		£7,126,097

E. H. ALINGTON, A.R.A.N.Z., Acting 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. 3

INCOME AND EXPENDITURE IN RESPECT OF RAILWAY OPERATION FOR THE YEAR ENDED 31ST MARCH, 1947

Expenditure.	1946-47.		1945-46.		Per Cent. of Operating Revenue.		Revenue.	Per Cent. of Operating Revenue.		
	£	£	1946-47.	1945-46.	1946-47.	1945-46.				
Maintenance of way and works	2,466,020	2,524,485	19.23	19.26	Passengers, ordinary ..	..	£ 2,917,424	£ 3,572,227	22.75	27.26
Maintenance of signals and electrical appliances	376,458	375,499	2.94	2.87	Passengers, season tickets ..	..	336,324	310,282	2.62	2.59
Maintenance of rolling-stock ..	3,241,139	3,055,303	25.27	23.31	Parcels, luggage and mails ..	..	440,731	426,619	3.44	3.26
Locomotive transportation ..	2,840,828	2,481,682	22.15	18.94	Goods ..	..	8,903,762	8,515,673	69.43	64.98
Examination, lubrication, and lighting of vehicles	155,188	146,186	1.21	1.12	Labour, demurrage, &c. ..	..	225,543	249,786	1.76	1.91
Traffic transportation ..	4,138,817	3,618,581	32.27	27.61						
General charges ..	145,817	125,081	1.14	0.96						
Supercannation subsidy 298,532										
Less amount allocated to subsidiary services, &c. ..	280,512	222,904	2.19	1.70						
Total operating expenses ..	13,644,779	12,549,724	106.40	95.77	Total operating revenue ..	..	12,823,784	13,104,587	100.00	100.00
Net operating revenue ..	..	554,863	..	4.23	Net operating loss ..	..	820,995	..	6.40	..
	13,644,779	13,104,587	106.40	100.00			13,644,779	13,104,587	106.40	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	1,444,068	1,008,685	13,267	2,466,020
Maintenance of signals and electrical appliances	225,969	150,232	257	376,458
Maintenance of rolling-stock	1,916,413	1,317,443	7,283	3,241,139
Examination, lubrication, and lighting of vehicles	96,343	58,646	199	155,188
Locomotive transportation	1,934,279	899,084	7,465	2,840,828
Traffic transportation	2,450,210	1,680,145	8,462	4,138,817
General expenses	92,471	53,178	168	145,817
Superannuation subsidy	177,888	102,300	324	280,512
Total	8,337,641	5,269,713	37,425	13,644,779
Per cent. of operating revenue	102·86	112·05	250·12	106·40
Per mile of railway £	4,948·15	2,955·53	623·75	3,867·57
Per total train-mile pence	236·16	261·37	234·08	245·29

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	12,501	15,893	584	16,477	<i>Dr.</i> 3,976
Refreshment	340,798	311,693	21,774	333,467	7,331
Bookstall	205,180	182,886	19,573	202,459	2,721
Advertising	47,925	25,554	12,147	37,701	10,224
Departmental dwellings	159,816	209,230	70,368	279,598	<i>Dr.</i> 119,782
Buildings occupied by subsidiary services	53,851	23,105	17,897	41,002	12,849
Road services	1,555,686	1,355,717	33,070	1,388,787	166,899
	2,375,757	2,124,078	175,413	2,299,491	76,266

STATEMENT No. 10
RAILWAY EMPLOYEES' SICK BENEFIT SOCIETY
Income and Expenditure

EXPENDITURE.	1946-47.	1945-46.	INCOME.	1946-47.	1945-46.
Sick benefits paid to members	£ 52,286	£ 48,633	Contributions	£ 25,681	£ 24,627
Balance, being excess of income over expenditure for the year	..	1,516	Entrance fees	278	107
			Interest on investments	225	214
			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	24,580	25,200
			Donation .. .. .	..	1
			Balance, being excess of expenditure over income for the year	1,522	..
	52,286	50,149		52,286	50,149
Excess of expenditure over income	1,522	..	Accumulated funds brought forward on 1st April	9,486	7,970
Balance accumulated funds as at 31st March ..	7,964	9,486	Excess of income over expenditure .. .. .	..	1,516
	9,486	9,486		9,486	9,486

Balance-sheet

	£	£	Assets	£	£
<i>Liabilities</i>					
Accumulated funds	7,964	9,486	Investments	7,169	6,944
Sick pay due not paid	16	4	Contributions outstanding at 31st March	21	27
			Cash in Working Railways Account	790	2,519
	7,980	9,490		7,980	9,490

STATEMENT No. 12

STATEMENT OF CASH RECEIPTS AND PAYMENTS—WORKING RAILWAYS ACCOUNT

<i>Receipts</i>		£	<i>Payments</i>		£
Balance brought forward ..	..	269,311	Wages and vouchers—		
Revenue receipts ..	..	16,008,172	Working Railways ..	..	17,486,377
Miscellaneous receipts—			Railways improvements and addi-		
Working Railways ..	..	1,515,060	tions to open lines ..	..	753,672
Railways improvements and addi-			Refunds to Harbour Boards, shipping		
tions to open lines ..	..	13,358	companies, and other carriers ..	..	844,115
National Development Loans Ac-			Interest on Capital ..	..	100,003
count ..	..	750,000	Investments purchased ..	..	500,226
Contributions to Sick Benefit Fund		50,775	Balance as per General Balance-		
Interest on investments ..	..	52,715	sheet ..	..	574,998
Investments realized ..	..	1,600,000			
		<u>£20,259,391</u>			<u>£20,259,391</u>

Reconciliation Statement

		£	s.	d.
Credit balance in Working Railways Account as per Treasury figures ..	..	433,523	15	8
Add imposts outstanding ..	..	141,473	16	1
Credit balance as per above statement ..	..	£574,997	11	9

STATEMENT No. 13

RENEWALS, DEPRECIATION, AND EQUALIZATION RESERVE ACCOUNTS

	Credit Balance at 31st March, 1946.	Contributions Year ending 31st March, 1947.	Expenditure Year ending 31st March, 1947.	Credit Balance at, 31st March 1947.
	£	£	£	£
General Reserve Account ..	2,004,920	125,000	427	2,129,493
Insurance Reserve Account ..	57,421	10,779	13,721	54,479
Workers' Compensation Reserve Account ..	79,672	63,456	74,827	68,301
Slips, Floods, and Accidents Equalization Reserve Account	111,196	21,671	21,000	111,867
Betterments Reserve Account: Refreshment Branch	19,366	..	..	19,366
Renewals Reserve Accounts ..	1,192,447	471,957	322,733	1,341,671
Depreciation Reserve Account ..	2,255,334	1,026,929	1,091,976	2,190,287
Totals ..	5,720,356	1,719,792	1,524,684	5,915,464

STATEMENT No. 14

EXPENDITURE ON CONSTRUCTION OF RAILWAYS, ROLLING-STOCK, ETC., TO 31ST MARCH, 1947; 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	38,031,866	6,802,163	44,834,029	-231,910	..
South Island Main Line and Branches	23,076,340	3,689,538	26,765,878	-566,623	..
Nelson	490,242	9,641	499,883	-22,462	..
	61,598,448	10,501,342	72,099,790	-820,995	..
Lake Wakatipu steamer service ..	20,396	..	20,396	-3,976	..
Subsidiary services, &c. ..	3,224,161	..	3,224,161	560,758	..
<i>In suspense—</i>					
Surveys, North Island ..	..	..	..	..	..
Surveys, South Island ..	..	..	..	..	..
General	9,896	..	9,896	..	..
P.W.D. stock of permanent-way	..	..	..	..	..
	64,852,901	10,501,342	75,354,243	-264,213	..
Total cost of opened lines at 31st March, 1947	..	..	75,354,243	..	..

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, 1947

Way and Works Branch: Particulars of Works.	Depreciation Fund.	Improvements and Additions to Open Lines.	Total.
	£	£	£
Land	1,544	<i>Cr.</i> 1,970	<i>Cr.</i> 426
Grading, formation, tunnels, and permanent-way	34,991	105,305	140,296
Bridges, overbridges, subways, and culverts	32,511	10,797	43,308
Station buildings, engine-sheds, and other operating buildings	48,815	81,895	130,710
Fences, gates, cattlestops, cattle-yards, and loading-banks ..	3,207	2,095	5,302
Dwellings and huts	51,187	..	51,187
Stores and workshops buildings and plant	13,745	..	13,745
Refreshment, advertising, and road-service buildings ..	25,920	4,000	29,920
Cranes, weighbridges, turntables and water services ..	8,519	..	8,519
Miscellaneous (roads, sewerage, drainage, &c.)	24,293	4,522	28,815
Signalling, communications, and electrification	97,889	56,766	154,655
	342,621	263,410	606,031
Expenditure by Public Works Department: Grade easements and deviations ..	..	101,749	101,749
	342,621	365,159	707,780

STATEMENT No. 15—continued

Locomotive Branch: Particulars of Rolling-stock

Description of Stock ordered.	Number incomplete on 31st March, 1946.	Number complete on 31st March, 1947.	Number incomplete on 31st March, 1947.	Expenditure, Working Railways Depreciation Fund.	Expenditure, Improvements and Additions to Open Lines.	Total.
Locomotives, Classes K, KA, and KB	3	1	2	£	£	£
Locomotives, Class JA and spares	35	4	31	..	4,282	4,282
Locomotives, electric	..	..	7	..	82,255	82,255
Improvements for locomotives	..	..	..	27,698	..	27,698
Boilers	..	..	..	12,980	..	12,980
Multiple units and spares	5	5	111	109,589	..	109,589
Carriages	62	..	62	..	..	..
Improvements for carriages	..	..	..	18,216	..	18,216
Wagons, Class E	..	..	..	150	..	150
Wagons, Class EZ	..	..	1	..	..	..
Wagons, Class HC	49	..	99	..	..	..
Wagons, Class JC	330	112	398	26,427	..	26,427
Wagons, Class KC	..	..	150	..	..	..
Wagons, Class L	..	..	..	50	..	50
Wagons, Class LA	1,149	417	3,732	206,782	..	206,782
Wagons, Class LC	500	..	500	361	..	361
Wagons, Class MC	..	..	120	Cr. 135	..	Cr. 135
Wagons, Class Q	80	30	150	638	..	638
Wagons, Class RB	40	..	40	..	..	..
Wagons, Class S	15	..	25	..	..	..
Wagons, Class T	22	..	22	..	..	..
Wagons, Class U	..	..	..	3,240	..	3,240
Wagons, Class UB	75	..	175	1,780	..	1,780
Wagons, Class UC	..	..	4	3,540	..	3,540
Wagons, Class UD	..	..	2	149	..	149
Wagons, Class UG	7	7	..	7,752	..	7,752
Wagons, Class VB	10	..	35	..	..	..
Wagons, Class W	85	35	100	29,661	..	29,661
Wagons, Class XC	129	..	129	3	..	3
Wagons, Class Z	135	30	104	81,239	..	81,239
Miscellaneous improvements for wagons	..	..	..	12,729	..	12,729
Shunting units, petrol and Diesel	..	2	9	1,541	..	1,541
Cranes	..	..	1	13,451	..	13,451
Total	2,731	643	6,009	557,841	86,537	644,378
SUMMARY						
Locomotives	38	5	40	..	..	..
Multiple units	5	5	111	..	..	..
Shunting units, petrol and Diesel	..	2	9	..	..	..
Carriages	62	..	62	..	..	..
Wagons, bogie	304	37	408	..	..	..
Wagons, four-wheeled	2,322	594	5,378	..	..	..
Cranes	..	..	1	..	..	..
Total	2,731	643	6,009	..	..	..

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

Workshop equipment	£ 21,200	£	£ 21,200
Machinery and equipment for locomotive running, car and wagon depots	10,143	2	10,145
Motor-buses and motor-lorries	160,171	295,862	456,033

RECONCILIATION STATEMENT, RAILWAYS: IMPROVEMENTS AND ADDITIONS TO OPEN LINES

Expenditure charged by Treasury		£ s. d.	Expenditure—		£ s. d.
..		753,672 4 11	Way and Works Branch		365,158 15 7
Less recoveries		£ s. d.	Road Services Branch		295,862 1 2
.. 13,357 10 6		..	Locomotive Branch rolling-stock		86,536 11 0
Less voucher out-		..	Workshop and Depot machinery		2 4 8
standing at 31st		..			
March, 1946		11 2 0			
		13,368 12 6			
		740,303 12 5			
Consolidated Fund Administration		..			
charges		7,256 0 0			
		£747,559 12 5			
					£747,559 12 5

STATEMENT No. 18

STATEMENT OF TRAFFIC AND REVENUE FOR EACH STATION FOR THE YEAR ENDED 31ST MARCH, 1947

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 ..	32,648	561,041	593,689	No. 50,105	No. ..	No. ..	Tons. ..	£ 197,034	£ 15,307	£ 61,098	£ ..	£ 1,343	£ 274,782	No. ..	No. ..	Tons. ..	£ 373,053		
" Goods ..	..	..	..	..	63	12	15,426	559,468	..	..	..	825,370	13,794	630	1,468	90,916	27,856
Newmarket ..	1,069	89,730	90,799	22,248	20	2	6,145	15,717	8,001	4,313	1,235	42,743	170	432	454	127,509	27,856		
Mount Eden ..	456	30,269	30,725	6,851	38	1	5,761	9,933	3,880	1,161	967	17,893	184	149	834	77,624	88,414		
Avondale ..	536	43,820	44,356	22,611	252	3	464	7,195	4,572	4,373	657	8,725	93	156	105	56,065	13,243		
Henderson ..	279	59,945	60,224	16,013	14,047	19,054	185	5,597	4,025	3,899	1,170	8,183	61	1,327	5,885	33,831	13,154		
Helensville ..	366	38,780	39,146	51	24,595	89,001	4,000	16,051	4,797	35	528	15,377	129	4,421	23,336	15,006	17,370		
Wellsford ..	104	7,833	7,937	12	15,813	59,552	14,282	32,017	1,984	10	313	23,383	49	3,753	8,974	4,435	12,749		
Maungaturoto ..	309	15,783	16,092	..	14,255	40,888	21	6,989	3,475	..	390	10,562	33	1,699	5,128	920	16,921		
Paparoa ..	37	4,273	4,310	1	3,718	12,756	544	8,973	877	1	102	5,771	2	804	2,801	405	4,726		
Dargaville ..	481	26,984	27,465	97	30,998	49,863	8,233	8,213	5,468	78	658	20,459	120	3,117	11,035	8,688	26,927		
Waiotira ..	80	8,401	8,481	95	16,110	56,100	11,163	27,848	1,102	47	240	58,298	434	1,859	3,738	951	81,981		
Whangarei ..	1,261	38,359	39,620	149	31,812	39,253	2,957	49,404	8,562	133	1,646	33,934	551	4,826	8,784	12,792	35,876		
Hikurangi ..	259	5,559	5,818	..	5,927	10,910	14,950	66,153	1,500	..	364	26,249	42	1,521	5,457	643	8,271		
Otira ..	455	10,214	10,669	67	9,470	9,260	221	13,140	3,398	55	339	28,115	9	978	1,204	455	11,078		
Kaitia Road Services ..	438	2,740	3,178	5	..	..	18	304	3,156	82	1,043	1,433	..	..	..	14	1,077
Kawakawa ..	337	6,866	7,203	12	201	120	926	636	1,866	5	300	1,462	13	51,166	79,209	116	11,441		
Opua ..	751	15,274	16,025	11	168	79	32	12,795	3,222	3	155	11,223	40	13	..	153	2,179		
Kaikohe ..	707	8,313	9,020	29	6,464	10,968	6,693	2,718	4,891	38	313	8,331	52	405	757	1,780	13,315		
Okaihau ..	236	12,222	12,458	..	2,426	9,198	17,917	5,214	1,845	..	230	15,578	3	303	293	112	14,918		
Ellerslie ..	281	44,835	45,116	11,577	839	52	259	379	2,192	2,161	372	3,385	23	541	70	1,549	1,263		
Penrose ..	170	34,474	34,644	7,897	738	3,889	6,284	135,670	1,409	1,439	227	121,451	111	396,512	1,550,747	317,037	77,837		
Onehunga ..	371	8,872	9,243	3,753	10	..	7,829	3,799	2,174	804	245	6,318	86	76	825	44,755	59,642		
Otahuhu ..	691	101,827	102,518	25,913	3,231	13,142	1,329	160,187	6,389	6,342	578	153,343	440	93,041	228,445	13,923	170,831		
Papatoetoe ..	403	58,728	59,131	17,551	210	6	318	569	3,969	4,197	374	1,427	19	2,158	4,544	22,247	11,898		
Papakura ..	555	194,526	195,081	34,970	1,724	3,175	63	2,460	11,611	9,109	611	3,860	43	5,156	26,183	5,349	10,931		
Drury ..	246	4,708	4,954	126	6,825	12,391	40	5,972	655	85	94	6,021	32	1,384	7,790	235	6,067		
Waiuku ..	115	3,730	3,845	..	23,080	13,211	74	592	975	..	174	2,858	25	3,610	13,001	3,966	19,841		
Pukekohe ..	1,804	43,499	45,303	411	21,873	22,502	674	13,055	9,081	252	1,304	19,207	62	3,727	11,506	12,071	18,641		
Tuakau ..	643	23,690	24,333	154	10,668	52,573	50	14,940	2,951	109	486	12,516	69	1,688	14,838	781	13,046		
Pokeno ..	64	12,836	12,900	82	3,637	1,281	68	11,355	959	76	64	5,370	4	1,776	14,341	284	5,100		
Mercer ..	224	21,186	21,410	185	608	12,179	300	7,938	1,718	220	120	3,862	122	204	3,192	1,562	2,917		
Te Kauwhata ..	142	9,616	9,758	17	25,243	84,937	4	8,266	1,540	13	388	12,587	8	4,820	16,947	1,233	11,677		
Huntly ..	794	95,058	95,852	15,216	8,585	59,671	606	309,661	10,912	3,652	715	246,133	2,470	3,037	13,651	5,653	63,670		
Glen Afton ..	36	29,148	29,184	996	1,280	12,674	422	196,078	1,691	394	34	119,044	30	1,029	16,043	1,690	15,291		
Taupiri ..	68	5,592	5,660	68	4,994	14,374	..	5,594	1,031	64	117	9,272	23	1,493	6,996	331	12,930		
Ngauwahia ..	303	14,895	15,198	1,304	3,791	11,012	4	106,044	3,090	242	427	101,733	3,846	133,922	187,944	824	10,062		
Frankton Junction ..	7,993	116,937	124,930	128	32,520	164,355	1,318	39,439	49,370	101	2,871	48,344	1,545	12,409	101,463	37,568	77,919		
Hamilton ..	3,462	45,831	49,293	144	11,499	31,350	8,217	39,102	16,182	214	5,488	52,248	548	1,271	6,013	59,435	62,705		
Cambridge ..	365	2,124	2,489	6	23,717	97,870	8,612	4,444	2,121	5	602	15,418	111	5,666	31,190	2,159	52,753		
Morrinsville ..	672	23,214	23,886	153	59,952	170,683	1,060	20,542	4,721	148	815	45,355	49	9,063	94,349	9,270	41,638		
Matamata ..	725	16,032	16,757	55	38,563	181,699	5,375	9,539	4,515	38	788	34,558	142	40,041	54,100	2,545	48,304		
Putaruru ..	675	32,240	32,915	195	16,825	117,492	321,244	14,120	7,299	133	939	104,942	408	6,236	68,214	6,009	42,709		
Mamaku ..	131	8,409	8,540	57	6,152	40,329	120,904	4,482	1,214	41	175	43,046	6	172	1,693	705	2,800		
Rotorua ..	2,626	24,163	26,789	62	8,974	76,704	130,317	19,610	12,555	72	1,909	62,482	216	2,826	17,870	2,177	55,269		
" Road Services ..	..	1	1	..	..	..	..	..	1	..	..	..	..	..	..	..	..
Waitoa ..	55	3,939	3,994	139	28,802	13,851	90	12,253	719	79	120	22,140	11	3,279	5,182	645	38,605		
Te Aroha ..	553	8,571	9,124	133	7,797	10,544	104	8,025	2,480	73	515	8,027	17	1,694	9,177	2,848	19,026		
Paeroa ..	494	26,508	27,002	113	47,301	27,757	626	20,341	4,088	66	762	21,101	86	3,761	7,329	2,665	25,994		
Thames ..	363	6,929	7,292	229	106	378	567	2,993	2,981	184	575	7,596	32	2,540	8,361	3,142	16,122		
Waihi ..	505	12,149	12,654	7	12,004	14,066	171	946	3,180	4	375	5,244	56	3,9					

STATEMENT No. 18.—continued

STATEMENT OF TRAFFIC AND REVENUE FOR EACH STATION FOR THE YEAR ENDED 31ST MARCH, 1947—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	210	12,405	12,615	16	7,185	98,703	28	4,517	2,304	31	325	12,467	19	15,146	3,655	17,883	728	12,764
Marton	2,159	32,320	34,479	20	5,633	139,035	2,647	10,975	11,116	16	1,251	21,988	509	34,871	1,976	45,092	30,951	19,770
New Plymouth Rd. Services ..	8	12	20	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
New Plymouth	5,597	59,669	64,666	63	1,482	1,185	10,416	294,127	34,735	209	2,601	109,572	9,618	156,735	2,684	12,382	35,555	143,627
„ Breakwater .. ..	..	..	..	..	..	..	470	24,422	..	..	..	6,908	..	6,908	..	..	4,313	33,509
Waitara	226	4,792	5,018	5	1,647	19,935	7,529	28,555	2,073	3	320	28,462	66	30,924	56,646	280,542	2,447	18,386
Inglewood	372	14,960	15,332	250	18,409	46,375	899	53,676	3,429	182	352	37,090	12	41,065	1,019	8,950	2,441	74,419
Tariki	31	2,406	2,437	127	3,659	4,486	132	2,650	333	103	17	1,576	5	2,034	227	3,132	..	3,727
Nidhiirst	91	4,525	4,616	177	5,688	8,831	..	2,892	609	33	18	3,113	2	3,775	97	472	17	6,751
Stratford	1,832	41,690	43,522	144	24,944	66,009	1,608	10,618	12,763	89	1,288	15,528	135	29,803	2,628	16,666	9,686	26,605
Te Wera .. ..	..	1,431	1,431	3	1,088	11,536	30	684	167	2	18	1,307	1	1,495	1,343	4,763	199	3,282
Whangamomona	83	2,631	2,714	3	3,481	62,958	1,540	15,134	631	4	75	16,677	2	17,389	627	10,973	181	5,221
Ohura	146	10,140	10,286	12	4,035	77,411	17,037	10,927	2,502	9	286	19,684	15	22,496	1,373	10,879	585	11,634
Eltham	681	19,932	20,613	316	22,742	46,510	2,750	12,818	4,600	261	457	20,897	10	26,225	1,388	29,656	3,263	18,691
Opunake	152	1,329	1,481	..	9,635	16,444	519	407	1,191	..	59	2,652	6	3,908	3,299	29,123	3,104	29,916
Normanby	35	3,375	3,410	9	43,722	38,868	54	12,132	396	7	55	13,037	2	13,597	1,217	5,923	97	5,349
Hawera	2,505	35,266	37,771	29	19,819	64,978	1,577	21,880	13,389	71	1,312	23,810	66	38,448	4,718	66,048	16,657	49,971
Patea	484	12,071	12,555	7	2,702	28,783	196	30,413	3,211	7	352	51,429	172	55,171	96,457	188,940	3,623	41,590
Waverley	399	9,788	10,187	8	8,283	97,481	14	30,271	2,047	69	168	20,122	32	22,438	8,761	53,414	5,830	11,869
Aramoho	757	17,901	18,658	18	5,740	38,703	80	54,241	4,333	15	522	34,906	74	39,650	1,680	17,728	2,611	74,300
Wanganui	2,977	58,936	61,913	162	4,084	46,648	2,926	41,513	16,451	174	2,672	67,645	1,279	88,221	11,387	218,233	45,576	74,098
„ Wharf .. ..	..	..	..	..	..	..	802	15,422	..	..	..	15,962	4,905	20,867	..	..	..	5,245
Fordell	82	5,995	6,077	6	4,277	42,630	30	925	707	5	79	3,000	17	3,808	2,638	28,003	704	5,695
Turakina	77	6,653	6,730	58	2,351	30,774	..	1,866	863	42	159	4,477	11	5,552	1,263	17,463	216	4,529
Greatford	129	4,561	4,621	1	2,477	48,642	61	19,370	670	1	150	15,390	8	16,219	389	15,871	2,030	6,520
Halcombe	74	7,464	7,538	83	1,013	24,570	1	6,186	740	71	69	7,047	2	7,929	892	27,078	270	5,420
Feilding	1,968	22,293	24,261	19	21,049	231,664	388	26,250	9,565	8	1,199	51,831	66	62,669	28,746	152,116	11,269	51,593
Palmerston North	14,468	151,388	165,856	139	8,562	49,495	10,187	71,205	66,301	183	6,022	121,397	988	194,891	8,147	175,452	71,469	123,519
Ashhurst	122	6,591	6,713	..	5,596	31,722	..	1,754	304	..	87	5,480	8	6,379	4,533	26,144	414	4,142
Longburn	80	11,037	11,117	28	10,234	82,525	..	25,422	515	8	167	51,265	32	52,387	14,200	123,820	2,013	10,455
Foxton	101	328	429	..	201	4,186	493	1,943	473	..	99	4,424	1	4,997	776	10,879	15,259	9,832
Shannon	339	28,666	29,005	182	13,901	87,912	54	6,011	3,797	135	264	12,939	10	17,145	2,835	39,679	1,062	10,013
Levin	1,712	52,351	54,063	67	16,415	101,809	340	5,664	12,302	37	2,384	12,439	93	27,555	8,104	70,441	9,883	20,579
Otaki	916	43,718	44,634	67	8,178	38,337	104	2,756	8,948	37	11,600	6,297	39	26,021	1,105	8,881	1,158	8,089
Paekakariki	966	77,376	78,342	35,905	1,362	44,954	774	1,941	7,414	11,051	590	5,754	114	24,923	1,148	4,787	1,850	5,564
Johnsonville	345	49,354	49,699	49,245	604	10,840	18	51	2,998	9,822	78	990	33	13,921	17,213	113,646	1,741	1,862
Wellington—																		
Passenger and Parcels ..	53,861	974,546	1,028,407	361,727	..	..	..	..	248,949	78,161	50,938	..	2,509	379,657	..	..	..	..
Goods .. ..	..	..	..	..	402	3,080	41,995	297,785	..	..	..	558,209	4,683	562,892	968	1,461	137,612	287,596
Wharf .. ..	..	..	..	..	..	..	..	2,054	..	..	..	193	..	193	..	..	..	29,787
Courtenay Place	5,186	26,112	31,298	616	..	..	..	..	26,804	389	2,065	..	6	29,264	..	..	..	..
Ngahauranga	59	3,563	3,618	1,502	1	1,364	..	11,718	376	239	6	3,436	4	4,061	8,436	564,275	148	4,864
Petone	2,864	215,346	218,210	190,179	157	2,865	5,733	63,172	19,753	36,683	1,333	139,649	200	197,618	19,081	464,032	39,875	30,645
Lower Hutt	1,846	35,741	37,587	29,985	173	650	5,357	2,248	8,716	6,096	777	8,639	110	24,338	105	2,186	60,527	7,293
Trentham	363	54,271	54,574	8,773	60	320	..	1,398	3,719	2,738	498	3,947	33	10,935	281	414	400	3,840
Upper Hutt	561	47,227	47,788	31,138	2,992	7,412	264	1,008	4,363	8,780	362	3,824	27	16,546	648	1,880	527	7,633
Featherston	640	23,735	23,975	146	10,181	150,933	12,152	13,915	4,822	102	747	22,216	34	27,921	1,548	3,670	2,102	18,047
Martinborough Rd. Services ..	160	1,td																

STATEMENT No. 18—continued

STATEMENT OF TRAFFIC AND REVENUE FOR EACH STATION FOR THE YEAR ENDED 31ST MARCH, 1947—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																				
Lyttelton ..	25,660	133,173	158,833	No. 58,950	No. 525	No. 16,706	23,141	Tons. 349,323	£ 9,197	£ 9,581	£ 10,357	£ 182,631	£ 31,457	£ 243,223	No. 1,009	No. 6,450	34,626	Tons. 300,842		
" Wharf ..	..	..	..	..	..	..	..	5,922	..	..	..	1,687	..	1,687	..	..	..	44,280
Heathcote ..	44	29,889	29,933	9,868	..	..	..	11,624	640	1,549	99	9,639	9	11,936	..	..	606	17,957
Woolston ..	98	50,692	50,790	21,170	19	..	1	8,284	1,614	3,101	270	6,469	5	11,459	21	10	901	26,866		
Christchurch—																				
Passenger and Parcels	34,007	529,184	563,191	68,888	..	..	12,139	153,876	107,276	10,778	24,984	..	669	143,707	..	..	..	..
Goods ..	..	..	..	..	242	..	..	..	..	..	..	188,144	2,668	190,812	337	271	118,499	398,248
Central Booking-office	15,989	61,823	77,812	36	..	..	..	..	58,336	495	602	..	10	59,443	..	..	..	..
Addington ..	274	30,578	30,852	1,464	8,467	248,702	12,420	64,728	2,292	286	382	53,637	621	57,218	29,007	482,090	148,084	119,066		
Riccarton ..	170	2,384	2,554	554	..	..	694	4,190	786	119	153	1,911	..	2,969	..	..	46,681	20,335
Papanui ..	472	8,194	8,666	811	46	..	4,305	6,113	2,222	238	328	6,774	22	9,584	64	..	47,462	10,433		
Belfast ..	36	5,262	5,298	443	194	1,604	61	30,676	593	159	81	22,050	17	22,900	14,890	535,517	6,187	14,311		
Kaiapoi ..	113	7,923	8,036	776	2,181	5,615	740	18,250	1,444	263	193	11,117	45	13,062	1,113	181,792	12,258	19,211		
Rangiora ..	387	15,988	16,375	7,694	1,420	12,765	1,648	10,799	2,956	2,074	748	8,428	60	14,266	994	18,142	9,556	13,710		
East Oxford ..	21	1,093	1,114	..	415	37,211	416	1,652	245	..	35	2,417	..	2,697	124	21,968	307	11,877		
Sefton ..	5	3,421	3,426	108	289	4,980	45	4,096	372	61	217	2,616	1	3,267	151	4,857	..	2,747		
Amberley ..	58	3,156	3,214	58	465	60,969	2,034	15,703	513	42	92	8,784	2	9,433	226	37,289	613	2,728		
Waipara ..	38	4,420	4,458	30	2,610	133,129	2,798	8,433	607	29	162	11,233	18	12,049	582	7,551	228	2,017		
Mina ..	105	1,039	1,144	..	922	55,470	..	8,906	468	..	266	7,575	7	8,316	1,037	17,361	1,733	6,905		
Parnassus ..	62	668	730	..	1,339	61,064	162	2,145	218	..	148	5,925	8	6,299	496	5,673	90	3,088		
Blenheim ..	2,200	37,025	39,225	222	3,008	150,829	2,246	36,553	12,968	228	1,813	56,782	1,065	72,856	1,432	29,767	23,765	47,088		
Picton ..	846	22,710	23,556	227	136	26,685	545	13,786	4,692	204	508	15,926	3,937	25,267	553	106,628	1,445	22,264		
Kaikoura ..	566	11,499	12,065	..	5,848	105,580	3,625	20,277	3,940	..	443	23,627	266	28,276	1,520	16,877	3,169	12,969		
Waikari ..	13	125	138	..	483	28,930	..	32,453	114	..	71	14,613	..	14,798	217	2,949	364	4,037		
Hawarden ..	3	172	175	..	1,055	90,873	8,126	7,277	40	..	161	9,258	2	9,461	435	5,517	947	2,920		
Culverden ..	107	288	395	..	2,889	80,731	5,451	7,123	345	..	130	11,750	19	12,244	566	6,779	2,345	12,381		
Waiau ..	22	126	148	..	1,003	60,830	5,785	2,598	103	..	54	6,637	2	6,796	479	4,314	1,748	4,115		
Hornby ..	69	8,079	8,148	463	1,181	436	561	63,027	933	122	98	29,460	56	30,669	1,845	3,918	2,545	61,342		
Lincoln ..	65	8,117	8,182	118	1,689	49,166	1	10,373	914	104	69	5,936	1	7,024	225	7,059	587	6,606		
Leeston ..	31	6,642	6,673	48	2,382	17,098	..	5,658	878	46	44	3,308	1	4,277	293	25,141	1,266	9,695		
Southbridge ..	40	6,189	6,229	26	117	14,295	..	8,031	802	28	26	4,684	20	5,560	40	13,080	546	4,317		
Little River ..	41	10,511	10,552	71	8,964	134,466	1,743	2,115	1,542	78	188	7,169	43	9,020	3,037	25,578	1,819	6,452		
Islington ..	28	5,117	5,145	578	271	705	428	18,149	485	116	80	11,864	43	12,588	7,798	224,496	5,686	16,574		
Rolleston ..	22	6,184	6,206	26	241	8,136	158	3,142	507	25	40	1,995	4	2,571	772	6,342	564	1,890		
Kirwee ..	10	925	935	30	63	6,928	..	3,439	136	25	29	2,027	1	2,218	53	20,713	205	6,767		
Darfield ..	145	2,316	2,461	81	349	30,482	1,707	6,084	427	68	104	4,564	2	5,165	340	9,894	741	3,162		
Coalgate ..	35	609	644	..	559	46,453	54,243	18,393	215	..	34	17,388	12	17,649	132	10,713	358	7,126		
Sheffield ..	40	1,087	1,127	102	581	27,100	2	6,811	267	94	173	5,236	2	5,772	287	8,504	257	3,649		
Springfield ..	165	5,662	5,827	63	553	12,913	..	2,209	672	57	166	2,753	20	3,668	187	6,470	240	2,849		
Arthur's Pass ..	107	2,871	2,978	..	26	..	..	195	410	..	48	260	1	719	45	1,684	78	996
Otira ..	154	19,506	19,660	8	1,138	6,696	54,711	1,068	2,172	28	143	18,509	40	20,892	170	224	292	1,975		
Moana ..	27	4,561	4,588	57	987	2,284	33,612	953	802	47	546	10,603	1	11,999	164	1,123	88	2,395		
Stillwater ..	132	10,286	10,418	50	113	1,529	15,551	87,101	1,734	23	130	38,116	18	40,021	533	1,551	1,260	1,100		
Ngahere ..	58	7,708	7,766	125	1,693	10,374	102,460	72,959	1,613	100	165	73,750	22	75,650	600	3,659	202	3,709		
Ikamatua ..	50	10,664	10,714	57	1,366	8,803	14,820	3,814	1,908	48	113	7,486	25	9,580	814	6,313	138	4,334		
Reefton ..	122	15,900	16,022	235	1,885	9,152	6,795	122,519	3,888	214	361	95,990	1,116	101,569	931	2,903	1,517	3,844		
Inangahua Junction ..	11	3,242	3,2																	

STATEMENT No. 18—continued.

STATEMENT OF TRAFFIC AND REVENUE FOR EACH STATION FOR THE YEAR ENDED 31st MARCH, 1947—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	44	6,406	6,450	No. 53	No. 1,118	No. 26,406	7	Tons. 20,614	£ 469	£ 32	£ 630	£ 15,444	£ 13	£ 16,588	No. 666	No. 10,681	31	Tons. 6,983
Hampden	57	4,725	4,782	35	772	27,092	7	1,199	617	41	157	2,494	3	3,312	636	4,367	197	3,175
Palmerston	321	20,428	20,749	17	1,895	71,858	3,332	3,193	3,512	14	593	6,922	95	11,136	1,933	6,939	1,137	7,917
Makareao .. ..	..	..	..	..	..	..	..	41,879	..	..	..	16,757	..	16,757	..	..	..	352
Waikouaiti	81	6,430	6,511	72	1,453	32,824	7	1,051	969	44	101	3,220	7	4,341	1,400	6,455	412	4,372
Seacliff	134	10,624	10,758	174	381	5,539	118	599	1,393	94	75	937	5	2,504	151	1,942	286	5,859
Waitati	16	6,330	6,346	1,210	301	3,670	146	324	449	323	54	519	10	1,355	269	1,645	104	1,553
Port Chalmers Upper	9	3,660	3,669	723	214	2,250	..	176	399	115	148	137	2	801	3	751	..	168
Sawyer's Bay	99	11,654	11,753	7,937	97	184	..	519	684	1,499	38	647	2	2,870	55	..	141	1,348
Port Chalmers Wharf .. ..	..	..	..	..	..	..	..	545	..	..	..	65	..	65	..	..	..	3,638
Port Chalmers	200	29,037	29,237	20,589	3	5	145	34,761	2,946	4,012	201	13,424	4,994	25,577	12	10	6,254	54,926
St. Leonard's	32	3,349	3,381	5,974	12	..	..	..	424	995	8	13	1	1,441	34	88	6	15
Ravensbourne	41	12,828	12,869	5,802	1	..	..	53,946	645	969	17	27,707	80	29,418	1	..	816	10,912
Dunedin	23,664	364,879	388,543	53,017	..	..	..	..	115,018	9,552	12,153	..	512	137,235	..	..	..	..
„ Goods .. ..	..	..	..	..	504	2,369	19,161	169,363	..	..	..	299,964	2,661	302,625	591	4,696	159,144	279,110
Caversham	313	21,684	21,997	1,843	..	..	36	802	2,017	286	115	897	5	3,320	..	..	5,444	8,785
Burnside	66	9,572	9,638	6,166	4,017	37,866	23	90,474	514	851	120	98,723	15	100,223	20,138	561,011	2,439	130,223
Green Island	162	25,150	25,312	23,094	..	..	..	5,003	1,927	3,747	90	5,223	10	10,997	3	..	232	11,434
Wingatui	81	10,172	10,253	4,156	1,083	28,351	13	2,752	778	887	78	4,893	10	6,646	839	1,586	85	2,554
Middlemarch	189	2,746	2,935	31	1,141	85,227	12	3,418	810	37	332	9,560	9	10,748	472	12,109	368	5,284
Waipiaata	252	2,791	3,043	..	1,351	60,618	20	1,471	1,088	..	164	6,763	9	8,024	616	5,010	723	6,245
Ranfurly	471	4,330	4,801	4	543	74,305	69	2,497	1,826	3	277	9,198	26	11,330	289	3,969	2,187	4,825
Oturehua	166	1,041	1,207	..	1,299	76,765	..	2,164	586	..	173	9,400	9	10,168	236	5,958	128	2,367
Omakau	399	2,017	2,416	..	1,128	96,056	131	1,614	1,190	..	302	9,934	10	11,436	735	7,798	2,508	4,497
Alexandra	643	3,743	4,386	4	101	15,530	120	4,542	2,617	3	347	9,297	8	12,272	260	5,633	3,951	8,675
Clyde	138	1,707	1,845	41	152	4,510	69	1,757	666	17	203	3,867	1	4,754	18	451	407	1,319
Cromwell	631	5,098	5,729	..	1,697	61,909	89	7,769	2,848	..	450	17,582	32	20,912	253	6,394	2,476	10,831
Mosgiel	471	44,202	44,673	24,226	1,008	2,994	26	3,610	4,171	5,452	354	2,784	11	12,772	1,596	7,291	1,068	5,960
Outram	47	2,259	2,306	215	286	1,421	..	833	390	118	72	771	1	1,352	231	1,113	215	5,747
Allanton	9	6,163	6,172	370	2,017	12,707	406	2,017	412	100	115	2,611	5	3,243	2,987	18,120	222	3,009
Milburn	8	4,728	4,736	..	245	3,831	..	82,636	414	..	35	28,461	349	29,259	284	2,684	251	10,473
Milton	1,219	25,757	26,976	56	893	19,228	207	9,407	6,036	66	841	8,719	86	15,748	781	6,799	2,086	12,759
Lawrence	66	973	1,039	..	527	17,494	507	1,626	368	..	138	3,059	3	3,568	244	3,022	611	12,660
Miller's Flat	20	289	309	..	260	20,972	1,075	2,448	128	..	66	5,198	3	5,395	192	1,314	257	3,752
Roxburgh	73	930	1,003	..	79	17,226	..	4,000	524	..	137	7,780	6	8,447	139	444	1,150	3,907
Lovell's Flat	91	2,698	2,789	20	201	5,369	..	3,377	231	15	22	2,684	..	2,952	183	642	68	6,005
Stirling	473	12,818	13,291	105	4,505	4,462	4	142,939	2,640	57	96	86,281	1,920	91,000	1,924	2,918	1,216	7,657
Balclutha	2,890	40,124	43,014	133	1,690	51,857	107	17,294	11,013	146	1,029	28,192	42	40,422	3,471	158,610	3,102	20,892
Owaka	238	6,838	7,076	21	3,907	41,355	31,550	4,106	1,604	33	181	13,948	11	15,777	1,764	8,140	651	10,372
Tahakopa	69	8,297	8,366	6	578	2,708	9,787	368	1,149	6	56	2,879	1	4,091	237	2,578	9	1,947
Waiwera	54	2,815	2,869	9	536	7,210	2,501	2,698	386	10	309	3,504	..	4,209	252	2,850	125	13,122
Clinton	660	14,140	14,800	59	1,200	37,596	8,553	1,295	2,677	73	124	5,649	25	8,548	314	1,966	203	9,198
Waipahi	656	7,939	8,595	5	2,339	61,921	1,396	3,685	1,869	4	176	7,171	1	9,212	781	4,678	568	15,525
Tapanui	36	139	175	..	548	37,737	1,797	5,089	152	..	31	7,766	5	7,954	107	1,553	629	8,437
Heriot	101	659	760	..	854	77,190	105	2,774	476	..	72	8,320	4	8,872	459	3,013	685	16,328
Gore	3,350	52,449	55,799	714	3,552	160,650	9,522	32,461	18,729	318	1,887	38,123	213	59,270	2,627	11,518	15,130	67,574
Riversdale	110	950	1,060	..	2,479	124,748	36	18,145	780	..	158	18,360	8	19,306	788	4,044	1,631	29,938
Mataura	522	41,128																

STATEMENT No. 19

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

Commodity.	Year ended 31st March, 1947							
	Tonnage carried.	Per Cent. of Gross.	Tons One Mile (000 omitted).	Average Haul.	Revenue.			
					Total.	Per Cent. of Gross.	Per Ton.	Per Ton Mile.
<i>Products of Agriculture</i>				Miles	£	£ s. d.	d.	
Grain	282,688	3·03	19,014	67	179,753	1·99	0 12 9	2·27
Meals	114,079	1·22	7,918	69	79,672	0·88	0 14 0	2·41
Fruit and vegetables	83,440	0·89	16,264	195	136,121	1·50	1 12 8	2·01
Root crops and fodder	204,960	2·20	22,737	111	177,301	1·96	0 17 4	1·87
Flax, green and pressed	5,501	0·06	737	134	8,083	0·09	1 9 5	2·63
Seeds	42,333	0·45	3,119	74	40,421	0·45	0 19 1	3·11
	733,001	7·85	69,789	95	621,351	6·87	0 17 0	2·14
<i>Animals and other Products</i>								
Cattle, calves, horses	297,787	3·19	26,189	88	349,476	3·86	1 3 6	3·20
Sheep and pigs	483,075	5·18	42,027	87	582,915	6·44	1 4 1	3·33
Meat, fresh	25,360	0·27	2,864	113	51,493	0·57	2 0 7	4·32
Meat, frozen	343,052	3·68	14,480	42	357,907	3·95	1 0 11	5·93
Butter	111,526	1·19	10,870	97	158,801	1·76	1 8 6	3·51
Cheese	87,553	0·94	5,250	60	89,676	0·99	1 0 6	4·10
Wool	233,254	2·50	15,994	69	302,931	3·35	1 6 0	4·55
Dairy by-products	39,992	0·43	3,252	81	48,358	0·53	1 4 2	3·57
Fat, hides, and skins	57,810	0·62	5,296	92	91,968	1·02	1 11 10	4·17
Fish	14,823	0·16	2,441	165	25,629	0·28	1 14 7	2·52
	1,694,232	18·16	128,663	76	2,059,154	22·75	1 4 4	3·84
<i>Products of Mines</i>								
Agricultural lime	729,023	7·81	48,712	67	295,254	3·26	0 8 1	1·45
Coal, imported	891,544	9·56	62,965	71	426,297	4·71	0 9 7	1·62
Coal, New Zealand hard	1,170,178	12·54	144,346	123	833,674	9·21	0 14 3	1·39
Coal, New Zealand brown	37,470	0·40	1,985	53	19,628	0·22	0 10 6	2·37
Lime, other	42,861	0·46	3,115	73	22,486	0·25	0 10 6	1·73
Coke	11,743	0·13	1,147	98	12,006	0·13	1 0 5	2·51
	2,882,819	30·90	262,270	90	1,609,345	17·78	0 11 2	1·47
<i>Products of Forests</i>								
Timber, imported	12,276	0·13	1,267	103	16,114	0·18	1 6 3	3·05
Timber, New Zealand	575,969	6·17	84,111	146	669,673	7·40	1 3 3	1·91
Firewood, posts, &c.	113,053	1·22	11,146	99	64,181	0·71	0 11 4	1·38
	701,298	7·52	96,524	138	749,968	8·29	1 1 5	1·86
<i>Manufactures, &c.</i>								
Benzine, gasoline, kerosene	261,426	2·80	21,181	81	438,188	4·84	1 13 6	4·97
Cement	110,773	1·19	19,500	176	169,762	1·88	1 10 8	2·09
Manure	917,998	9·84	74,351	81	549,198	6·06	0 12 0	1·77
	1,290,197	13·83	115,032	89	1,157,148	12·78	0 17 11	2·41
Miscellaneous	2,027,786	21·74	211,386	104	2,853,472	31·53	1 8 2	3·24
Totals	9,329,333	100·00	883,664	95	9,050,438	100·00	0 19 5	2·46

STATEMENT No. 20

STATEMENT SHOWING MILEAGE, CAPITAL COST, TRAFFIC, OPERATING REVENUE, AND OPERATING EXPENDITURE OF NEW ZEALAND GOVERNMENT RAILWAYS FROM 1ST APRIL, 1946, TO 31ST MARCH, 1947

MILEAGE, CAPITAL COST, TRAFFIC, AND REVENUE

Year.	Average Miles. open.		Capital Cost.		Train-mileage. (Revenue).		Passenger Journeys. (Rail).		Passenger Revenue.		Other Coaching Revenue.		Cattle and Calves.		Sheep and Pigs.		Timber.	
	No.	£	No.	£	No.	£	No.	£	No.	£	No.	£	No.	£	No.	£	Tons.	
1945-1946	..	3,511	71,514,380	13,454,508	32,417,675	3,912,509	426,619	1,414,366	13,001,365	582,065								
1946-1947	..	3,528	72,099,790	13,169,233	28,869,135	3,253,748	440,731	1,449,613	11,964,985	588,245								

Year.	Goods.		Total.		Goods Revenue.		Miscellaneous Revenue, Labour, Demurrage, &c.		Total Revenue.		Revenue per Revenue Train-mile.	
	Tons.	£	Tons.	£	£	£	£	£	£	£	d.	
1945-1946	..	7,806,126	8,388,191	8,515,673	249,786	225,543	13,104,587	233.76				
1946-1947	..	7,960,226	8,548,471	8,903,762			12,823,784	233.70				

EXPENDITURE

Year.	Maintenance of Way and Works.				Maintenance of Signals and Electrical Appliances.				Maintenance of Locomotives, Carriages, and Wagons			
	Amount.	Per Cent. of Revenue.	Per Mile of Railway.	Per Mile of Railway.	Amount.	Per Cent. of Revenue.	Per Mile of Railway.	Per Mile of Railway.	Amount.	Per Cent. of Revenue.	Per Train-mile.	Per Train-mile.
1945-1946	£ 2,524,485	19.26	718.97	£ 375,499	£ 375,499	2.87	£ 106.94	£ 106.94	£ 3,655,303	23.31	d.	d.
1946-1947	2,466,020	19.23	698.99	376,458	376,458	2.94	106.71	106.71	3,241,139	25.28	54.50	59.07

Year.	Locomotive Transportation.				Traffic Transportation.				General Charges.				Expenditure per Revenue Train-mile.			
	Amount.	Per Cent. of Revenue.	Per Train-mile.	Per Train-mile.	Amount.	Per Cent. of Revenue.	Per Train-mile.	Per Train-mile.	Amount.	Per Cent. of Revenue.	Per Train-mile.	Per Train-mile.	Total Expenditure.	Per Train-mile.	Per Train-mile.	
1945-1946	£ 2,627,868	20.06	d. 46.88	£ 3,618,584	£ 3,618,584	d. 64.55	d. 64.55	d. 64.55	£ 347,985	2.66	d.	d.	£ 12,549,724	223.86	d. 95.77	
1946-1947	2,996,016	23.36	54.60	4,138,817	4,138,817	75.43	75.43	75.43	426,329	3.32	7.77	6.21	13,644,779	248.67	106.40	

STATEMENT No. 21

COMPARATIVE STATEMENT OF THE AVERAGE NUMBERS OF EMPLOYEES FOR YEARS
1946-47 and 1945-46

Branch.							1946-47.	1945-46.
Traffic—								
General	..	..	..	..	..	..	8,218	7,515
Wharf Labour	..	..	..	..	..	..	..	338
Locomotive Running (including depot staff)	..	..	..	..	..	..	3,622	3,365
Workshops	..	..	..	..	..	..	6,173	5,726
Maintenance	..	..	..	..	..	..	4,574	4,351
Signal and Electrical	..	..	..	..	..	..	686	619
Stores	..	..	..	..	..	..	505	488
Road Services	..	..	..	..	..	..	1,279	921
Refreshment	..	..	..	..	..	..	597	626
Publicity and Advertising	..	..	..	..	..	..	46	41
Head Office, Land Office, and Chief Accountant's Office	..	..	..	..	..	..	377	339
Totals	..	..	..	..	..	..	26,077	24,329

STATEMENT No. 22

STATEMENT OF ACCIDENTS FOR THE YEAR ENDED 31ST MARCH, 1947

Section.	Train Accidents.				Accidents on Line (other than Train Accidents).						Shunting Accidents.					
	Passengers.		Employees.		Passengers.		Employees.		Other Persons.		Passengers.		Employees.		Other Persons.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
North Island Main Line and branches	..	14	2	9	6	35	2	4	1	6	..	1	1	112	1	4
South Island Main Line and branches	1	6	..	3	2	7	2	3	2	2	..	2	1	75	2	1
Nelson	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..
Totals	1	20	2	12	8	42	4	7	3	8	..	3	3	187	3	5

Section.	Level-crossing Accidents.				Trespassers : Other Persons.		Miscellaneous.				Total.	
	Pedestrians.		Occupants of Motor-vehicles.		Killed.	Injured.	Employees.		Other Persons.		Killed.	Injured.
	Killed.	Injured.	Killed.	Injured.			Killed.	Injured.	Killed.	Injured.		
North Island Main Line and branches	3	..	9	28	2	10	..	106	..	7	27	336
South Island Main Line and branches	..	..	6	15	..	..	..	44	..	2	16	160
Nelson	..	..	..	..	..	..	..	..	..	..	1	..
Totals	3	..	15	43	2	10	..	150	..	9	44	496

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, 1947

Description.	Class.	North Island Main Line and Branches.	South Island Main Line and Branches.	Nelson.	Total.
CARRIAGES—					
First-class .. .. .	..	96	60	..	156
Second-class .. .. .	..	679	531	3	1,213
Composite .. .. .	..	76	12	7	95
Sleeping .. .. .	..	13	2	..	15
Combination day-sleeping .. .. .	..	2	1	..	3
Ambulance .. .. .	..	9	1	..	10
Totals .. .. .	..	875	607	10	1,492
RAIL CARS					
	..	12	9	..	21
MULTIPLE UNITS—					
Power units .. .. .	..	9	..	..	9
Trailers .. .. .	..	8	..	..	8
Totals .. .. .	..	17	..	..	17
VANS—					
Postal-vans .. .. .	..	4	4	..	8
Brake-vans .. .. .	..	284	210	3	497
Totals .. .. .	..	288	214	3	505
WAGONS—					
Special-purpose wagons	E	923	507	1	1,431
Horse-boxes	G	63	76	1	140
Cattle	H	613	218	3	834
Cattle	Hc	1	50	..	51
Sheep	J	1,718	1,435	11	3,164
Sheep	Je	192	40	..	232
Covered goods	K	244	153	6	403
High sides	L	3,032	3,618	88	6,738
High sides	LA	5,413	4,453	..	9,866
High sides	LB	5	362	13	380
Low sides	M	445	887	14	1,346
Low sides (steel)	MA	119	..	..	119
Low sides	MB	4	12	..	16
Low sides	Mc	110	60	..	170
Timber	N	88	143	8	239
Platform, coal	P	204	..	..	204
Petrol inspection	Pw	..	2	..	2
Movable hopper	Q	..	1,187	..	1,187
Frozen meat	W	297	112	..	409
Frozen meat	WA	231	28	18	277
Covered goods	X	109	16	..	125
Cool, ventilated	XA	485	565	..	1,050
Cool, ventilated	XB	1	29	..	30
Cool, ventilated	Xc	1	63	..	64
Work train	Y	54	24	..	78
Work train	YB	308	187	..	495
Special-purpose wagons, bogie	E	99	72	..	171
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	235	115	4	354
Gas storeholder, bogie	UA	10	4	..	14

STATEMENT No. 23—*continued*STATEMENT OF CARRIAGE, RAIL CAR, MULTIPLE UNIT, BRAKE VAN AND WAGON STOCK,
AND TARPULINS, FOR THE YEAR ENDED 31ST MARCH, 1947—*continued*

Description.	Class.	North Island Main Line and Branches.	South Island Main Line and Branches.	Nelson.	Total.
<i>WAGONS—continued</i>					
Platform, bogie	UB	259	295	..	554
Fuel oil, bogie	UC	3	2	..	5
Well, bogie	UD	2	..	..	2
Horse-boxes, bogie	UG	63	68	..	131
Frozen meat, bogie	V	47	62	..	109
Chilled beef, bogie	V	6	..	..	6
Frozen meat, bogie	VB	157	85	..	242
Chilled beef, bogie	VB	99	10	..	109
Covered goods, bogie	Z	104	75	..	179
Covered goods, bogie	ZP	71	71	..	142
Totals .. ..	..	16,140	15,235	167	31,542
TARPULINS .. ..	..	16,009	14,027	195	30,231

STATEMENT No. 24

LOCOMOTIVE STOCK FOR YEAR ENDED 31ST MARCH, 1947

Class.	Type.	North Island Main Line and Branches.	South Island Main Line and Branches.	Nelson.	Total.
A ..	Tender (4-cylinder balanced compound)	2	12	..	14
A ..	Tender (2-cylinder simple)	12	32	..	44
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
JA ..	Tender .. ..	..	4	..	4
K ..	Tender	30	..	..	30
KA ..	Tender	33	..	..	33
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	2	3	..	5
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)	15	..	..	15
X ..	Tender (2-cylinder simple)	1	..	..	1
Totals		378	260	4	642

STATEMENT No. 25

ALL SECTIONS

LOCOMOTIVE RUNNING COSTS, YEAR ENDED 31ST MARCH, 1947

Section.	Cost per Locomotive-mile.					Depreciation.	Water.	Deferred Maintenance.	Miscellaneous Expenses.
	Repairs.	Running.			Total.				
		Wages, Material, and Over-head.	Stores.	Fuel.						Wages.
N.I.M.L. and branches ..	d. 13·98	d. 0·95	d. 21·77	d. 13·80	d. 50·50	£ 105,472	£ 21,855	£ 54,000	£ 327,823
S.I.M.L. and branches ..	14·78	0·87	10·86	13·83	40·34	43,966	12,895	36,000	191,901
Nelson ..	24·23	0·60	18·23	12·62	55·68	43	69	..	954
Total, steam ..	14·32	0·91	17·58	13·81	46·62	149,481	34,819	90,000	520,678
Electric locos., Eo 2-6 ..	29·21	0·13	11·25	4·70	45·29	1,216	..	..	1,563
Electric locos., Ec 7-12 ..	20·47	0·42	8·97	7·03	36·89	2,349	..	..	1,428
Electric locos., Ed 101-110 ..	12·32	0·25	7·38	6·29	26·24	8,553	..	..	5,712
Total, electric ..	17·19	0·26	8·44	6·11	32·00	12,118	..	..	8,703
Multiple units, D.M. ..	14·89	0·18	4·06	5·44	24·57	5,329	..	..	3,126
Diesel rail cars ..	9·64	0·78	2·05	2·89	15·36	31,968	..	..	5,158
Tractors ..	8·40	1·48	5·17	7·93	22·98	7,253	..	..	..

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.	Deferred Maintenance.	Miscellaneous Expenses.				
N.I.M.L. and branches ..	d. 2·51	d. 0·52	d. 1·28	d. 7·80	£ 2,632,202	d. 62·61	87,346	236
S.I.M.L. and branches ..	1·67	0·49	1·37	7·33	1,342,794	51·20	57,201	229
Nelson ..	0·20	0·34	..	4·64	12,523	60·86	499	125
Total, steam ..	2·18	0·51	1·32	7·60	3,987,519	58·23	145,046	232
Electric locos., Eo 2-6 ..	1·87	..	..	2·40	32,244	49·56	982	196
Electric locos., Ec 7-12 ..	3·95	..	..	2·40	25,694	43·24	1,404	234
Electric locos., Ed 101-110 ..	4·27	..	..	2·85	66,861	33·36	3,083	308
Total, electric ..	3·73	..	..	2·68	124,799	38·41	5,469	260
Multiple units, D.M. ..	4·21	..	..	2·47	39,600	31·25	1,940	215
Diesel rail cars ..	7·69	..	..	1·24	100,984	24·29	4,534	215
Tractors ..	9·17	..	..	..	25,427	32·16	9,038	237

STATEMENT No. 25—continued

PERFORMANCES OF LOCOMOTIVES FOR THE YEAR ENDED 31ST MARCH, 1947

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									
						Cwt.	Quarts.	£	£
A ..	14	231,637	91,099	322,736	23,052	219,766	15,436	12,758	1,284
AA ..	10	167,324	46,893	214,217	21,421	148,691	12,295	10,092	983
AB ..	87	2,307,245	576,558	2,883,803	33,147	2,088,078	121,265	138,762	10,391
BB ..	30	203,792	442,467	646,259	21,541	481,459	33,597	38,195	2,723
C ..	12	1,290	207,335	208,625	17,385	155,705	10,294	21,825	825
F ..	2	288	6,758	7,046	3,523	3,520	295	1,079	103
H ..	6	8,592	21,575	30,167	5,027	42,108	4,072	12,800	293
J ..	30	1,169,650	155,850	1,325,500	44,183	1,101,697	43,743	49,910	4,403
K ..	28	1,050,047	103,042	1,153,089	41,181	1,059,459	52,891	99,824	4,893
K (oil-burner)	2	30,683	1,471	32,154	16,077	*204,825	..	..	..
KA ..	33	1,197,765	107,010	1,304,775	39,538	1,095,391	58,516	59,236	5,181
WA ..	2	203	12,659	12,862	6,431	6,698	647	107	63
WAB ..	22	489,188	96,636	585,824	26,628	384,600	29,914	45,519	2,436
WF ..	6	15,939	61,477	77,416	12,902	50,013	3,485	8,097	325
WG ..	10	9,472	201,019	210,491	21,049	142,498	10,522	2,350	849
Ww ..	57	231,825	584,692	816,517	14,324	567,173	43,283	56,751	3,490
X ..	16	221,387	27,639	249,026	15,564	185,880	21,577	30,886	1,560
Hunslett	3	356	8,994	9,350	3,116	2,460	332	142	16
Total	370	7,336,683	2,753,174	10,089,857	27,269	7,735,196 *204,825	462,164	587,833	39,818

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.				
A ..	£ 26,492	£ 19,073	£ 59,607	d. 9.49	d. 0.95	d. 19.70	d. 14.19	d. 44.33	3,493	249	
AA ..	16,174	12,305	39,554	11.31	1.10	18.12	13.78	44.31	1,966	196	
AB ..	246,905	149,584	545,642	11.55	0.86	20.55	12.45	45.41	22,352	256	
BB ..	55,449	54,754	151,121	14.18	1.01	20.59	20.34	56.12	7,392	246	
C ..	18,169	20,780	61,599	25.11	0.95	20.90	23.90	70.86	2,822	235	
F ..	409	472	2,063	36.75	3.51	13.93	16.08	70.27	201	100	
H ..	5,117	5,566	23,776	101.83	2.33	40.71	44.28	189.15	1,173	195	
J ..	131,692	60,016	246,021	9.04	0.80	23.84	10.87	44.55	8,141	271	
K ..	121,402	55,331	281,450	20.21	0.99	25.27	11.21	57.68	7,500	250	
K (oil- burner)	5,623	..	5,623	..	..	41.97	..	..	..	..
KA ..	130,212	58,054	252,683	10.90	0.95	23.95	10.68	46.48	8,497	257	
WA ..	773	1,315	2,258	2.00	1.18	14.42	24.53	42.13	275	137	
WAB ..	45,141	31,183	124,279	18.65	1.00	18.49	12.77	50.91	5,483	249	
WF ..	5,801	6,375	20,598	25.10	1.01	17.98	19.77	63.86	1,315	219	
WG ..	16,407	20,869	40,475	2.68	0.97	18.71	23.79	46.15	2,490	249	
WW ..	65,898	69,996	196,135	16.68	1.03	19.37	20.57	57.65	11,906	208	
X ..	23,196	13,796	68,938	29.28	1.50	22.36	13.30	66.44	2,099	131	
Hunslett	345	727	1,230	3.64	0.41	8.86	18.66	31.57	241	80	
Total	915,205	580,196	2,123,052	13.98	0.95	21.77	13.80	50.50	87,346	236	

* Gallons of Fuel Oil.

STATEMENT No. 25—*continued*PERFORMANCES OF LOCOMOTIVES FOR YEAR ENDED 31ST MARCH, 1947—*continued*

Type.	Number of Locomotives.	Locomotive-mileage.			Average Mileage per Loco- motive.	Quantity of Stores.		Cost of Repairs : Wages, and Material, Overhead.	Cost of Running : Stores.
		Details.		Total.		Running.			
		Train.	Shunting, Assisting, Light, and Mis- cellaneous.			Coal.	Oil.		
SOUTH ISLAND MAIN LINE AND BRANCHES									
A ..	44	979,521	220,018	1,199,539	27,262	Cwt. 760,653	Quarts. 51,812	£ 77,622	£ 4,316
AB ..	54	1,681,085	332,483	2,013,568	37,288	1,234,493	78,178	104,118	6,552
B ..	7	30,181	67,243	97,424	13,917	63,100	4,388	6,316	359
BA ..	10	50,023	160,714	210,737	21,073	167,198	12,123	17,098	919
C ..	12	18,639	243,532	262,171	21,847	176,916	10,646	24,620	920
F ..	18	1,237	193,245	194,482	10,804	70,332	5,671	6,094	571
G ..	6	162,102	20,550	182,652	30,442	122,232	8,224	10,643	659
J ..	10	388,517	27,184	415,701	41,570	347,981	16,564	28,307	1,700
JA ..	4	14,164	1,372	15,536	3,884	10,628	398	84	36
KB ..	6	211,356	20,018	231,374	38,562	171,014	12,045	16,487	1,109
Q ..	10	77,346	79,366	156,712	15,671	123,195	8,928	8,731	707
U ..	9	137,492	42,559	180,051	20,005	122,693	8,753	8,005	724
UB ..	7	130,487	41,273	171,760	24,537	99,885	6,174	4,297	487
UC ..	7	107,220	50,957	158,177	22,596	75,223	4,687	16,650	415
W ..	2	9,917	16,707	26,624	13,312	15,186	1,271	1,796	100
WA ..	3	22,137	26,707	48,844	16,281	28,824	1,979	4,199	160
WAB ..	8	237,032	31,536	268,568	33,571	213,608	15,585	11,314	1,145
WB ..	4	22,305	37,771	60,076	15,019	33,556	2,282	2,696	236
WE ..	3	25,107	13,402	38,509	12,836	24,544	1,980	1,824	148
WF ..	22	53,888	257,982	311,870	14,175	223,104	15,765	31,836	1,265
WW ..	3	38,516	13,059	51,575	17,191	29,295	1,867	4,990	180
Total	249	4,398,272	1,897,678	6,295,950	25,284	4,113,660	269,320	387,727	22,708

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 ..	52,628	63,124	197,690	15·53	0·86	10·53	12·63	39·55	9,974	226
AB ..	85,560	91,557	287,787	12·41	0·78	10·20	10·91	34·30	14,107	261
B ..	4,368	8,249	19,292	15·56	0·88	10·76	20·32	47·52	1,520	217
BA ..	11,575	19,363	48,955	19·47	1·05	13·18	22·05	55·75	2,418	241
C ..	12,253	24,958	62,751	22·54	0·84	11·22	22·85	57·45	3,185	265
F ..	4,859	19,774	31,298	7·52	0·70	6·00	24·40	38·62	3,800	211
G ..	8,451	8,452	28,205	13·98	0·87	11·10	11·11	37·06	1,213	202
J ..	24,090	16,619	70,716	16·34	0·98	13·91	9·59	40·82	2,492	249
JA ..	742	634	1,496	1·30	0·57	11·46	9·79	23·12	108	27
KB ..	11,879	10,428	39,903	17·10	1·15	12·32	10·82	41·39	1,441	240
Q ..	8,522	11,553	29,513	13·37	1·08	13·05	17·69	45·19	1,943	194
U ..	8,464	10,563	27,756	10·67	0·97	11·28	14·08	37·00	2,120	235
UB ..	6,922	9,435	21,141	6·00	0·68	9·67	13·18	29·53	1,620	231
UC ..	5,225	8,561	30,851	25·26	0·63	7·93	12·99	46·81	1,438	205
W ..	1,055	2,355	5,306	16·19	0·90	9·51	21·23	47·83	419	209
WA ..	1,993	4,073	10,425	20·63	0·79	9·79	20·01	51·22	680	226
WAB ..	14,781	13,440	40,680	10·11	1·02	13·21	12·01	36·35	2,168	271
WB ..	2,319	4,779	10,030	10·77	0·94	9·26	19·09	40·06	917	229
WE ..	1,705	3,142	6,819	11·37	0·92	10·63	19·58	42·50	624	208
WF ..	15,467	28,729	77,297	24·50	0·97	11·90	22·11	59·48	4,410	200
WW ..	2,005	2,946	10,121	23·22	0·84	9·33	13·71	47·10	604	201
Total	284,863	362,734	1,058,032	14·78	0·87	10·86	13·83	40·34	57,201	229

Approximate cost of Paper.—Preparation, not given : printing (1,233 copies) £165.

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