

1948
NEW ZEALAND

RAILWAYS STATEMENT

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

MR. SPEAKER,—

In accordance with section 9 of the Government Railways Act, 1936, I have the honour to present the Railways Statement for the year ended 31st March, 1948.

FINANCIAL

The gross revenue for the year was £17,070,872, which surpassed the previous record attained last year by £1,390,815, or 8·87 per cent. The greater part of this additional revenue was received from the increases in rates and fares which applied from 14th September, 1947. Rail fares other than suburban were increased by 15 per cent. and freight rates were increased by 20 per cent., and these increases produced £1,300,700.

Passenger revenue declined by £566,000, due to a large extent to the very heavy decrease in Armed Services traffic. Added to this was the loss of passenger traffic during Easter, 1947, and Christmas, 1947, on the latter occasion due to the outbreak of poliomyelitis.

The revenues from subsidiary services were well maintained with the exception of those produced by the Refreshment Branch, the receipts from which are substantially affected by the density of passenger traffic.

In contrast to the passenger traffic, goods traffic continued to rise and new records in both tonnage and revenue were set up. Even without the increase in freight rates, the goods revenue would have been a record. This was a particularly fine effort, accomplished despite the coal shortage and the difficulties at present associated with wagon supply.

Gross expenditure for the twelve months was £17,710,897, a substantial increase of £1,766,627, or 11·08 per cent., compared with last year. Two items particularly were responsible for this increase—namely, wages and locomotive fuels.

The total wages bill rose by £786,000, partly due to additional hours worked, but mainly due to higher rates of pay and improved conditions of employment.

The cost of locomotive fuels rose by £673,000, due to the increased use of imported coal and fuel oil.

The net result was a loss on working of £640,025. As indicated in my last Statement, it was estimated that the increase in rates and fares would not be sufficient to balance revenue and expenditure, but the sum required from the vote—Economic Stabilization—was larger than anticipated, due to further increases in wages and fuel costs.

LOCOMOTIVE FUEL

Difficulties associated with the coal shortage have continued to cause much worry and concern and only the bare maintenance of the coal-saving time-table has been possible. The total quantity of coal consumed by locomotives decreased from 593,831 tons to 567,978 tons, but the actual quantity of New Zealand coal consumed decreased by 81,320 tons. In order to maintain reasonable services, 90,812 tons of American coal (55,467 more than last year) were used, plus 24,266 tons of fuel oil.

It is conservatively estimated that the cost of using this imported coal was at least £635,000 more than the cost of an equivalent quantity of New Zealand hard coal. This amount is almost equal to the loss on the year's working. It should be noted that the Railways Department is carrying the whole burden of the higher-priced imported coal. In the years before the war considerable quantities of coal were imported from Australia for use in various industries, particularly gasworks. These industries now have the advantage of the use of the New Zealand coal, particularly hard coal, at New Zealand prices. To illustrate the price rise in imported coal I may mention that during the years 1941 to 1943 Australian coal cost the New Zealand Railways approximately £2 7s. 6d. per ton, whereas the average cost per ton of coal imported during the financial year ended 31st March, 1948, was over £10. By way of contrast, the average cost for the year of New Zealand hard coal delivered in the North Island was £2 13s. 9d. per ton. Normally this additional cost of present-day imported coal would have been borne by all industries previously using imported coal, but as a State Department the Railways Department is carrying the whole burden. When financial comparisons are made, therefore, this factor must be borne in mind.

In addition, there is the cost of fuel oil which increased considerably during the year. While the use of fuel oil is more economical than the use of American coal, the extra cost over and above that of a supply of New Zealand hard coal with an equivalent fuel value was approximately £140,000.

Good progress has been made with the conversion of locomotives to oil-burning, and at the end of the year a total of 34 oil-burning locomotives were in service. At the end of the year it was understood that the allocation of fuel oil would be limited to a quantity sufficient for only 35 oil-burning locomotives, but since then an increased allocation has been obtained and the Department is proceeding with further conversions.

PUBLIC INTEREST IN THE RAILWAYS

The experience of the war and the extensive railway developments taking place overseas emphasizes the part that our railways must play in the future economic and social development of the Dominion, and I cannot overemphasize their significance as the basis of our present transportation system. This is borne out by the year's statistics of 26,000,000 passenger journeys and 9,500,000 tons of goods carried. These transportation figures, together with the level of fares and freights, show the important part railway transportation plays in the cost structure of the country, apart from the social service provided. It is essential, therefore, to pay full regard to the railways as a stabilizing factor in the Dominion's economy, and the country may rest assured that

every effort is being made to provide a modern railway service at the lowest possible cost, for it is obvious that the railways must be regarded as a prime function of industry and must be used to the best advantage generally in the public interest.

A feature common to all railway operation is the high percentage of "fixed charges" involved in the cost of operation, and this factor necessitates the fullest possible use of the system generally. It is the policy of the Government, through the careful co-ordination of all forms of transport, to ensure that the services available through the railways are used in the best way possible to serve the country's interests.

PROSPECTS

At the time of writing it is estimated that for the year ending 31st March, 1949, the revenue will be £18,093,000 and the expenditure will be £18,993,000. That is to say, there will be a loss on working of £900,000. Estimates prepared earlier in the year indicated a prospective loss of £600,000, but since then further provision has been made for additional conversions of locomotives to oil-burning and for the increased use of imported coal. Due allowance has been made in the latest figures for the alteration in the rate of exchange.

The fact that stands out is that the predicted loss is due to a large extent to one factor, and that is the fuel situation. The maintenance of even a restricted service makes the importation of coal from overseas and the extended use of fuel oil an absolute necessity, but, as previously pointed out, the cost of so doing greatly inflates the railway expenditure. Even with the use of fuel oil and imported coal, passenger services must still be severely restricted, and this has a very adverse effect upon passenger revenue. It is estimated that for the coming year ending 31st March, 1949, the cost of using imported coal and fuel oil will exceed by £984,000 (on the new basis of exchange) what would have been the cost of a quantity of New Zealand coal having an equivalent fuel value. Apart from this additional cost, the results for the next year should show an approximate balance between working expenses and revenue, but a changing trade situation may affect the financial position, and the matter will be kept constantly under review.

CONCLUSION

Since the end of the financial year the General Manager, Mr. J. Sawers, and the Assistant General Manager, Mr. C. R. Riesop, have retired, and I should like to take this opportunity of thanking both of them for the unfailing courtesy and great help they extended to me during the past four years, and to pay a tribute to the splendid work they have done during very difficult times. As from 16th July, 1948, Mr. F. W. Aickin, O.B.E., M.Inst.T., was appointed General Manager, and Mr. E. H. Langford, M.A. (Hons.), Assistant General Manager.

Finally I want to record my appreciation of the excellent service which the staff as a whole have given to the Department and to the public.

RESULTS OF WORKING

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

Particulars.	Year ended 31st March,				
	1948.	1947.	1946.	1945.	1944.
Total miles open for traffic ..	3,526	3,528	3,528	3,504	3,504
Average miles open for year ..	3,529	3,528	3,511	3,504	3,469
Capital cost of opened and un-opened lines	£78,658,928	£76,941,888	£76,012,797	£74,874,045	£74,289,351
Capital cost of open lines	£77,089,031	£75,354,243	£74,466,731	£71,353,574	£70,999,125
Capital cost per mile of open lines	£21,863	£21,359	£21,107	£20,364	£20,262
Gross earnings	£17,070,872	£15,680,057	£15,444,847	£14,459,750	£15,325,306
Working-expenses	£17,710,897	£15,944,270	£14,384,844	£13,260,277	£12,757,336
NET EARNINGS	£640,025*	£264,213*	£1,060,003	£1,199,473	£2,567,970
Interest charges	£3,030,033	£2,992,900	£2,889,195	£2,842,399	£2,765,724
PERCENTAGE OF TOTAL WORKING - EXPENSES TO GROSS EARNINGS ..	103·75	101·69	93·14	91·71	83·24
PERCENTAGE OF NET EARNINGS TO AVERAGE CAPITAL INVESTED IN OPEN LINES .. ..	..	..	1·47	1·69	3·71
Railway operating earnings ..	£13,964,280	£12,823,784	£13,104,587	£12,448,307	£13,464,979
Railway operating expenses ..	£15,090,091	£13,644,779	£12,549,724	£11,696,895	£11,365,917
NET RAILWAY OPERATING EARNINGS	£1,125,811*	£820,995*	£554,863	£751,412	£2,099,062
PERCENTAGE OF RAILWAY OPERATING EXPENSES TO EARNINGS	108·06	106·40	95·77	93·96	84·41
Operating earnings per average mile open	£3,957	£3,635	£3,732	£3,552	£3,881
Operating expenses per average mile open	£4,276	£3,868	£3,574	£3,338	£3,276
NET OPERATING EARNINGS PER AVERAGE MILE OPEN	£319*	£233*	£158	£214	£605
Operating earnings per revenue train-mile	d. 244·41	d. 233·70	d. 233·76	d. 233·36	d. 210·82
Operating expenses per revenue train-mile	264·12	248·67	223·86	219·27	177·95
NET OPERATING EARNINGS PER TRAIN-MILE ..	19·71*	14·97*	9·90	14·09	32·87
Passengers, ordinary	8,111,417	10,222,325	13,553,083	13,629,523	18,317,323
Season tickets	17,775,772	1,358,453	1,369,572	1,394,817	1,518,045
Total passenger journeys ..	25,887,189	28,869,135	32,417,675	32,994,529	38,611,267
Goods tonnage	8,766,293	8,548,471	8,388,191	8,177,551	8,233,489
Live-stock tonnage	757,750	780,862	822,275	776,688	793,137
Train-mileage (revenue) ..	13,712,103	13,169,233	13,454,508	12,802,536	15,328,987
Engine-mileage	19,354,353	18,705,901	18,855,174	18,168,727	21,095,680

* Loss recovered from vote, "Economic Stabilization."

For the current year it is anticipated that the revenue will reach £18,093,000 and the expenditure £18,993,000.

CORRECTION NOTICE

on tickets, 1948, column : “ 17,775,772 ” *should be* “ 1,347,671.”
(number of season ticket journeys shown instead of number of tickets.)

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

New Zealand Government Railways Department,
General Manager's Office,
Wellington, 27th August, 1948.

The Hon. the MINISTER OF RAILWAYS.

SIR,—

I have the honour to submit the annual report on the working of the New Zealand Railways for the financial year ended 31st March, 1948.

WORKING RESULT (Whole Undertaking)

—	1948.	1947.	Variation, 1948 with 1947.	
	£	£	£	Per Cent.
Revenue	17,070,872	15,680,057	+1,390,815	8·87
Expenditure	17,710,897	15,944,270	+1,766,627	11·08
Loss	640,025*	264,213*	+375,812	..
Return on average capital invested in open lines, per cent.	Nil	Nil	..	..
Interest charges	3,030,033	2,992,900	+37,133	1·24
Excess of interest charges over net revenue	3,030,033	2,992,900	+37,133	1·24

* 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.

Railway-passenger revenue again decreased, this year by £565,981, or 17·40 per cent. Allowing for an estimated value of the fare increase operating from 14th September, 1947, the decline was £743,643.

Passenger journeys (ordinary) decreased by 2,110,908, or 20·65 per cent., while journeys on season tickets decreased by 871,038, or 4·67 per cent.

The main reasons for these decreases were—

- (1) The substantial decrease in receipts from the Armed Forces—£475,022.
- (2) The cancellation of all special trains for Easter, 1947, as a result of the Waikato coal-miners' strike.
- (3) The outbreak of poliomyelitis in December, 1947. Although no specific ban was placed on travel other than inter-Island, there was a large-scale cancellation of holiday arrangements and probably £100,000 revenue was lost as a result.
- (4) Intensified competition of road and air services. Both road and air services have expanded rapidly since the end of the war, and the inability of the railways to provide daily services has meant a greater diversion to road and air than would otherwise have been the case.

The revenue from parcels, luggage, and mails has shown an over-all increase of £112,635, mainly as a result of tariff increases.

Freight traffic was again of record proportions, new records being set up in revenue, tons, and ton-miles. The revenue was £10,486,744, an increase of £1,582,982, or 17·78 per cent., and even without the tariff increase, which produced £1,049,692, the revenue exceeded the previous record by £533,000; the tonnage was 9,524,043, an increase of 194,710, or 2·09 per cent.; and as a result of the increase in tons and an increase in the average haul, net ton-miles increased by 6·08 per cent.

Decreases occurred in the tonnages of live-stock (23,000 tons) and artificial manure and phosphate (117,000 tons), although by reason of the tariff increases, the revenue in each case showed improvement. Commodities showing increases in tonnages were timber, coal, grain, benzine in tank wagons, and general merchandise. The tonnage of agricultural lime carried showed an increase of 4,605 tons to set a new record of 733,628 tons.

EXPENDITURE

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

The increased expenditure is due once again to two main factors—a higher wages bill and increased fuel costs.

The following table sets out a division of the total expenditure, with comparisons with the figures for 1946–47 :—

—	1948.	1947.	Variation.	
	£	£	£	Per Cent.
Wages	10,375,359	9,588,798	+786,561	8·20
Coal and oil (loco.)	1,873,799	1,203,817	+669,982	55·65
Stores and material	2,636,305	2,319,873	+316,432	13·64
Depreciation and renewals	1,495,865	1,473,685	+22,180	1·51
Miscellaneous	1,329,569	1,358,097	-28,528	2·10
Totals	17,710,897	15,944,270	+1,766,627	11·08

The increase in wages paid can be divided approximately according to the principal causes—viz., £212,000 for additional man-hours worked and £575,000 for higher rates of pay and improved conditions of employment. The additional man-hours were incurred mainly in the road services and traffic transportation, while the largest single item in the higher pay cost was the general increase of 10s. per week operating from 1st October, 1947, which cost £346,000 for the portion of the year to which it applied.

The rise in the cost of locomotive fuels was due to the necessity of importing some 94,000 tons of American coal and to the increased use of fuel oil. It is estimated that the cost of the imported coal and oil fuel used exceeded the cost of the equivalent amount of native coal by £635,000 for the coal and £140,000 for the fuel oil.

The general price level of stores rose and a larger quantity was used. Two main single items of increase were £51,000 for road service fuels and £61,000 for materials for tarpaulins.

Under the heading of “Miscellaneous” the main variations were a decrease of £125,000 for deferred maintenance and increases of £82,000 for superannuation subsidies and £71,000 for ancillary lorries.

The increase in the superannuation subsidy was due mainly to the increased cost-of-living bonus payable to superannuitants (£51,310 increase).

SUBSIDIARY SERVICES

Particulars of revenue, expenditure, and net revenue for the various subsidiary services are set out in Statements Nos. 4 to 9 inclusive, and the following table shows the variations in revenue and expenditure with last year :—

	Revenue.			Expenditure.		
	Amount, 1948.	Variation, 1948 with 1947.		Amount, 1948.	Variation, 1948 with 1947.	
	£	£	Per Cent.	£	£	Per Cent.
Lake Wakatipu steamers ..	12,996	+ 495	3.96	16,461	— 16	0.10
Refreshment service ..	325,002	— 15,796	4.64	331,666	— 1,801	0.54
Bookstall service ..	238,785	+ 33,605	16.38	236,904	+ 34,445	17.01
Advertising service ..	54,911	+ 6,986	14.58	40,748	+ 3,047	8.08
Dwellings ..	167,582	+ 7,766	4.86	281,318	+ 1,720	0.62
Other buildings ..	59,744	+ 5,893	10.94	47,204	— 6,202	15.13
Road motor services ..	1,741,786	+ 186,100	11.96	1,666,505	+ 277,718	20.00
Miscellaneous revenue (non-operating)	505,786	+ 25,270	5.26	..	..	..
Totals ..	3,106,592	+ 250,319	8.76	2,620,806	+ 321,315	13.97

Dealing with the main item in this table—i.e., road motor services—the revenue increased in proportion to increased mileage arising from new and extended services and the purchase of established services. The most important purchase during the year was that of the service of Wm. White and Sons, Ltd., running Auckland—Thames—Coromandel.

The continued operation of the coal-saving time-table, with consequent diversion of passengers to road, continued to assist in maintaining road service revenue, although this would probably have been a good deal higher but for the poliomyelitis outbreak immediately prior to Christmas, 1947.

Expenditure rose in higher ratio than revenue, mainly by reason of increased petrol prices, increased wages, and increase in depreciation due to the fact that the cost of vehicles put into service during the year was two to three times higher than the pre-war cost of similar vehicles.

LOCOMOTIVE FUEL

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.
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
1948 .. .. .	..	..	..	..	279,738	288,240	567,978	9,988

The decline in the tonnage of locomotive coal consumed was due to the lower allocation of New Zealand coal, partially offset by the greater quantity of imported coal used and the partial substitution of oil fuel.

Actually the quantity of New Zealand coal used declined by 71,940 tons of soft coal and 9,380 tons of hard. Compared with last year, 55,467 more tons of imported coal were used and 23,405 more tons of fuel oil.

The proportion of soft coal used decreased from 60·65 per cent. last year to 50·75 per cent. this year, and as a result the increased efficiency value of the coal actually consumed compensated in some measure for the decreased total tonnage. Nevertheless, the difficulty of supplies continued to cause the greatest anxiety, and steps have been taken since the end of the financial year to secure such supplies of British, Indian, and South African coal as may be procurable.

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). (Coal-burners.)	Pounds per Engine-mile.	Steam Gross Ton-miles (000's).	Pounds per 1,000 Gross Ton-miles.	Percentage of Soft Coal used.
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
1948..	..	..	16,329	78	3,110,857	409	51

An indication of the efficiency of hard coal compared with soft is given by the fact that in the South Island, where only 37 per cent. of soft coal was used, the consumption per 1,000 gross ton-miles was only 375 lb., compared with 430 lb. for the North Island, where the proportion of soft to hard coal was 58 per cent., and 409 lb. for the whole system.

Despite difficulties, good progress was made during the year with the conversion of further K and KA class locomotives to oil-burning. At 31st March, 1948, a total of 34 oil-burners were in service, 32 having been converted this year. Fuelling facilities were installed to enable these locomotives to operate generally from Paekakariki to Frankton Junction and on the Napier and New Plymouth lines.

Unfortunately, the cost of oil fuel rose sharply during the year and is now almost double last year's cost per ton. The unit costs are, however, still lower than those for American coal.

WAGON SUPPLY AND UTILIZATION

Record goods tonnage was carried under difficult operating conditions arising from shortages of staff, coal, and rolling-stock.

A very acute wagon-supply position has gradually been eased towards the end of the year by the importation of LA wagons from Great Britain. Up to 31st March last, 1,209 of the 3,000 LA wagons ordered had been put into service, and, in addition, 233 wagons of the same type were manufactured in our own workshops. On the other hand, shortages of staff in the workshops has interfered with wagon-repair work and the number of wagons awaiting repairs in the North Island has increased during the year. During the year, the number of wagons passed through the workshops decreased by 352 and those receiving heavy repairs decreased by 233.

This acute wagon-supply position has been brought about by a number of factors. The demand has, of course, increased enormously, while the supply received a severe check during the war years and subsequently due to shortages of man-power and materials. Then, again, several factors have retarded the effective use that could be

made of the existing stock : the opening of new lines in both Islands has increased the length of the average haul ; the curtailment of train services contributes in no small degree to delayed turn-round ; and, finally, there has been the effect upon turn-round of the five-day week.

Accurate figures for wagon turn-round are not available, but, apart from this, it can be said that the available wagon stock is now receiving better use than ever before. Compared with 1939, the average load per loaded wagon for goods other than live-stock has increased by over 1 ton and the net ton-miles per wagon per annum have increased by 11,000.

During the last few years a valuable contribution to the wagon situation has been made by the use of the ancillary lorries for the conveyance of small lots of goods for wayside stations. The use of the lorries has improved both the average wagon loading and the general availability, and for the year ended 31st March, 1948, the savings in wagon loadings and wagon days is estimated at 71,566 and 178,822 respectively. In addition, the use of lorries has meant operating savings by eliminating shuntings at small stations, with resulting improvements in time-keeping not only of the goods-train concerned, but also of other trains on the particular section. It must be noted that even with an adequate supply of wagons the use by the Railways Department of lorries is an economic proposition for the conveyance of small lots of goods for wayside stations, and this method is used extensively by railways in Great Britain and the United States of America.

It was necessary again this year to supplement the supply of wagons with the use of private motor-lorries for the transport of manure under the scheme outlined in the previous annual report. During the year the total quantity of raw materials carried by road from the wharves to the Auckland works and of artificial manure carried by road from the works under this scheme was 335,426 tons.

A similar scheme was operated for two short periods during the year for the conveyance of timber, and, in all, 4,740 tons of timber were so conveyed.

The wagon situation, particularly in respect of the open-type LA, should continue to ease gradually from now on. At the date of writing only 300 of the 3,000 LA wagons ordered from Great Britain have not yet arrived in this country, and 2,158 have been put into service. During this year it is also anticipated that approximately 300 LA wagons will be manufactured in our own workshops, and consideration is now being given to the question of the importation of a further quantity of LA wagons from Great Britain.

ZONAL LOADING

Conditions in some of the main goods-yards and the established custom of receipt and despatch have also accentuated the wagon shortage. Generally speaking, the loading of outward goods takes place for all points right throughout the day, although there is a very pronounced peak between 3 p.m. and 4 p.m. An endeavour must therefore be made to have as full a supply of empty wagons as possible placed for loading in the early morning, although many may be only partly loaded or not loaded at all until the peak rush. Wagons unloaded in the morning cannot be used for afternoon loading without a great deal of shunting and upsetting the loading of other wagons. The position was particularly bad at Auckland, and an experiment is now in progress for the loading of wagons for one direction to be done only in the morning and for the other direction only in the afternoon. With the co-operation of the carriers and consignors, this experiment has so far had very good results. Less empty wagons are required for the morning "set-up," wagons unloaded during the morning can be used in the afternoon "set-up," and the congestion of and delays to lorries which occurred in the peak rush has very definitely been reduced. In addition, the work of the office staff in waybilling, rating, &c., has been more evenly spread and the usual rush in getting away the evening goods-trains has been materially reduced. Most important of all, empty wagons previously required for the goods-yard can now be used for bulk loadings of fertilizer and the like.

THROUGH BOOKING BY RAIL AND AIR

A service for the through booking of goods and parcels between the North and South Islands by rail and air was commenced towards the end of last year in co-operation first with the R.N.Z.A.F. and later with the National Airways Corporation. The service has undoubtedly proved to be a valuable one to the public and has been extremely well patronized. The regular air service between Paraparaumu and Woodbourne commenced with three return flights, but this had later to be increased to four, and more recently to five.

In addition to the regular service, special flights on charter from the National Airways Corporation were run to give a through service for occasional lots of household removals to Nelson and for consignments of stud rams from and to Feilding, Masterton, Christchurch, Dunedin, and points farther south. In all, 5,893 tons of freight were carried by the service, including 382 stud rams and a very large number of household removals.

The success of this service is based upon the fact that the air journey is a very short one and thus the air costs, which are undoubtedly high compared with those of land transport, are kept down to a minimum. For example, on goods from, say, Napier to Dunedin the air journey involves a distance of only 72 miles out of a total journey of approximately 700 miles and an air rate can be fixed which, taken in conjunction with the rail rate in each Island, will not bear too heavily on the traffic and yet will provide an adequate margin over the air costs.

ACCIDENT TO PICTON-CHRISTCHURCH EXPRESS

A regrettable happening occurred on 25th February, 1948, when the Picton-Christchurch passenger express train became derailed between Blenheim and Blind River Stations. While traversing a 10 chain curve approximately 2 miles south of Seddon Station the engine overturned and the passenger-cars were derailed and some considerably damaged. Six passengers were killed and sixty-one injured, some seriously. The fireman and driver were also injured.

A Board of Inquiry set up under the Government Railways Act, 1926, investigated the accident. Its conclusions were, briefly, that the cause of the accident was the overturning of the engine and tender due to entering the curve at a speed of over 52 miles per hour (over 22 miles per hour above the authorized speed of 30 miles per hour for such a curve) and that the driver was guilty of a serious dereliction of duty in driving the engine at a speed so far in excess of that authorized.

The full report of the Inquiry Board has been published.

I should like to reiterate the expressions of appreciation which have been voiced on behalf of the Department for the assistance rendered by the medical profession and hospital staffs at Blenheim and Seddon and the numerous other willing helpers.

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) :—

—						1948.	1947.	Variation, 1948 with 1947.
Total staff as at 31st March—								
Permanent	..	..	..	..	..	16,526	16,342	+184
Temporary	..	..	..	..	..	9,433	9,695	—262
Totals	..	..	..	..	..	25,959	26,037	—78
Average staff throughout the year						25,950	26,077	—127

There has been relatively little change in the numerical strength of the Department's staff throughout the year and the variations shown in the comparison with the previous year's figures are within expected limits. Despite these gratifying features, the past year has been a difficult one from the point of view of staff administration and, like the preceding year, has been characterized by a high turnover of labour and an unsatisfied demand for additional staff. The loss of experienced and highly skilled personnel, even though they may be replaced by an equivalent number of recruits, causes great difficulty in regulating employees' hours of duty, particularly in the branches of the Department associated with the operation of trains. In the workshops, too, the man-power position is being keenly felt, and more so because in the North Island it is retarding the work of repairing and overhauling locomotives.

An energetic policy of staff recruitment has been and is being pursued, but, notwithstanding, it is estimated that an additional 1,282 employees are still required to bring up to full strength for present requirements the staff engaged directly in the running of trains and the handling of traffic. Staff vacancies in the workshops number 838.

During the year new appointments to the permanent staff totalled 783, while 363 members of the permanent staff retired on superannuation, 1,243 resigned, 37 died, and 52 were paid off or dismissed. In addition, a number of temporary employees were appointed to the permanent staff and 104 members of the Second Division were promoted to the First Division.

There has been a steady expansion in staff-training during the year, especially in the technical branches. Apart from the day-to-day instruction in routine duties, known as on-the-job training, correspondence courses are used by some 1,500 students. This instruction is supplemented by lectures and by the use of various types of visual aids, and a school for book-keeping machinists is established in Wellington. The staff-training programme aims at the maintenance of a high level of efficiency and service through the continual improvement in the educational status of the staff and in the establishment of a good working environment.

Rehabilitation has to a great extent been completed, as the majority of the employees who served in the Armed Forces are now settled back in their pre-war occupations and further rehabilitation efforts on their behalf are not necessary.

During the year 82 ex-servicemen completed their trade-training course under the "B" scheme and have been absorbed as tradesmen in the workshops. At the time of this report there are 272 men still in training.

Leave on pay for a stated number of hours each week is granted to ex-servicemen who are attending lectures at Universities and technical colleges.

Sport plays a very prominent part in the life of every railway man, especially among those who live in isolated localities and those who owing to their occupation are unable to participate in regular Saturday sport. Perhaps the most prominent sport played by railway men is Rugby football. There are 59 Railway football clubs throughout the Dominion playing regular Sunday games on a highly-organized basis. Their activities are controlled by 9 district Railway Rugby Unions, who in turn are responsible to the central body the New Zealand Railways Rugby Football Council. Railway Rugby culminates each year with the annual North Island versus South Island match. But Rugby is by no means the only sport played by railway men. Practically every known sport is fostered by railway clubs throughout the Service. Cricket, tennis, bowls, association football, Rugby league, table-tennis, and other sports far too numerous to mention play a prominent part. The female staff is also prominent in railway sporting activities. Many of them belong to the various tennis and table-tennis clubs, while others have formed marching teams and basketball clubs.

Since the presentation of last year's report, the Government Railways Industrial Tribunal has made some 25 orders arising out of claims presented by the railway service organizations and by the Department. These orders dealt with rates of remuneration and conditions of employment of the Department's staff and have conferred considerable benefits upon those employees coming within the Tribunal's jurisdiction.

Relationships with the various service organizations have continued on a most friendly footing, and the frequent contacts throughout the year with the national executives and with their officials have not only evidenced a spirit of mutual confidence, but have also proved of considerable assistance in staff administration.

A total of £67,508 was paid under the Workers' Compensation Act during the year in respect of employees suffering injury in the course of their employment.

MILEAGE OF LINES AND CAPITAL ACCOUNT

The mileage of lines open for traffic decreased to 3,525 miles 44 chains. An increase of 1 mile 71 chains resulted from the opening of the Naenae-Taita extension, while the opening of the Turakina-Okoia deviation involved a decrease of 4 miles 10 chains.

The Capital Account on 31st March, 1948, was £77,089,031, an increase of £1,734,788. Nearly £1,400,000 of the increase is accounted for by the importation of LA wagons from Great Britain. The remainder represents work on the Turakina deviation, the Wellington-Hutt Valley line, Sawyers Bay-St. Leonards duplication, and miscellaneous station yard rearrangements, buildings, and other works.

IMPROVEMENTS AND ADDITIONS

The most important additions and improvements during the year were the extension of Hutt Valley line from Naenae to Taita, and the opening of the Turakina deviation.

The Naenae-Taita line, which serves the extensive Government housing settlement at Taita, was brought into operation on 14th April, 1947. The Turakina deviation was opened for traffic on 7th December, 1947, and this work will be of a permanent value in railway operation. Prior to the opening of the deviation, goods-trains out of Aramoho travelling south to Turakina were limited to 190 tons for an AB engine and 280 tons for a K class engine. The use of the deviation allows the tonnage to be increased to 420 tons and 640 tons respectively.

Estimated annual savings as a result of the opening of the deviation are: Train miles, 46,000; rail-car miles, 1,326; and assisting-engine miles, 36,000.

Work has also progressed on the Sawyers Bay-St. Leonards duplication; the earthwork was completed and track-laying commenced.

The new goods office at Wellington was also completed during the year, and a special effort has been made to provide improved staff amenities at workshops, locomotive depots, and stations.

CONCLUSION

The past year has brought its complement of difficulties and hard work, and I thank the staff, one and all, for their loyal service and co-operation.

I have also much pleasure in expressing, on behalf of my predecessor, Mr. J. Sawers, who has recently retired, his sincere thanks to all railway men for the co-operation and loyalty which they gave him throughout his term of office.



General Manager.

STATEMENT No. 1
CAPITAL ACCOUNT AS AT 31ST MARCH, 1948

—	Total to 31st March, 1947.	Year ended 31st March, 1948.	Total to 31st March, 1948.	—	Total to 31st March, 1947.	Year ended 31st March, 1948.	Total to 31st March, 1948.
<i>Expenditure</i>				<i>Receipts</i>			
Permanent-way—Works, buildings, machinery, plant, and dwellings	£ 67,536,197	£ 689,769	£ 68,225,966	Capital included in public debt ..	£ 76,673,562	£ 1,724,259	£ 78,397,821
Rolling-stock, lake steamers, and road motors	16,925,004	1,728,957	18,653,961	Other capital ..	9,080,681	10,529	9,091,210
Lines closed for traffic ..	241,823	..	241,823				
	84,703,024	2,418,726	87,121,750		85,754,243	1,734,788	87,489,031
Deduct accrued depreciation on existing assets	11,539,068	627,465	12,166,533		10,400,000	..	10,400,000
	73,163,956	1,791,261	74,955,217				
Add unexpended balances as per Depreciation Account	2,190,287	Cr. 56,473	2,133,814				
	75,354,243	1,734,788	77,089,031		75,354,243	1,734,788	77,089,031

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, 1948

<i>Liabilities</i>		£	<i>Assets</i>		£
Sundry creditors : General (including unpaid wages)	..	1,262,389	Sawmills, bush areas, and stocks of timber	..	89,439
Collections for refund	..	92,618	Stores and materials on hand—		
Items to be written off on receipt of parliamentary authority	..	5,833	Stores Branch	..	3,855,103
Renewals, Depreciation and Equalization Reserve Accounts	..		Subsidiary services	..	54,633
as per Statement No. 13	..	5,766,825			3,909,736
Sick Benefit Fund	..	634	Advance to capital	..	38,013
			Sundry assets : Subsidiary services	..	55,212
			Work in progress, sundry debtors, and debit balances	..	218,901
			Accrued interest on investments	..	7,185
			Outstanding at stations	..	850,296
			Working Railways investments	..	800,000
			Cash in Working Railways Account	..	1,160,517
					<u>£7,129,299</u>
					<u>£7,129,299</u>

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

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

STATEMENT No. 2

INCOME AND EXPENDITURE OF THE WHOLE UNDERTAKING FOR THE YEAR ENDED 31ST MARCH, 1948

	Statement No.	Year 1947-48.				Year 1946-47.			
		Gross Revenue.	Expenditure.	Net Revenue.		Gross Revenue.	Expenditure.	Net Revenue.	
		£	£	£	£	£	£	£	£
Railway operation ..	3	13,964,280	15,090,091	Dr. 1,125,811	12,823,784	13,644,779		Dr. 820,985	
Lake Wakatipu steamers ..	4	12,996	16,461	Dr. 3,465	12,501	16,477		Dr. 3,976	
Refreshment service ..	5	325,002	331,666	Dr. 6,664	340,798	333,467		Dr. 7,331	
Bookstall service ..	5A	238,785	236,904	1,881	205,180	202,459		2,721	
Advertising service ..	6	54,911	40,748	14,163	47,925	37,701		10,224	
Dwellings ..	7	167,582	281,318	Dr. 113,736	159,816	279,598		Dr. 119,782	
Buildings occupied by subsidiary services ..	8	59,744	47,204	12,540	53,851	41,002		12,849	
Road motor services ..	9	1,741,786	1,666,505	75,281	1,555,686	1,338,787		166,899	
Miscellaneous revenue ..	..	505,786	..	505,786	480,516	..		480,516	
		17,070,872	17,710,897	..	15,680,057	15,944,270		..	
Total net loss to Net Revenue Account ..	..	..	..	640,025	..	..		264,213	

NET REVENUE ACCOUNT

Dr.	1947-48.	1946-47.	Dr.	1947-48.	1946-47.
Net loss before charging interest on capital ..	£ 640,025	£ 264,213	Receipt from vote "Stabilization" ..	£ 640,025	£ 264,213
Interest charges ..	3,030,033	2,992,900	Reduction on account of interest charges, <i>vide</i> section 14, Finance Act, 1930 (No. 2)	3,030,033	2,992,900
	3,670,058	3,257,113		3,670,058	3,257,113

STATEMENT No. 3

INCOME AND EXPENDITURE IN RESPECT OF RAILWAY OPERATION FOR THE YEAR ENDED 31ST MARCH, 1948

Expenditure.	1947-48.	1946-47.	Per Cent. of Operating Revenue.		Revenue.	1947-48.	1946-47.	Per Cent. of Operating Revenue.	
			1947-48.	1946-47.				1947-48.	1946-47.
Maintenance of—									
Way and works	£ 2,528,407	£ 2,466,020	18.11	19.23	Passengers, ordinary...	£ 2,356,102	£ 2,917,424	16.87	22.75
Signals and electrical appliances	426,841	376,458	3.06	2.94	Passengers, season tickets ..	331,665	336,324	2.38	2.62
Rolling-stock					Parcels, luggage and mails ..	553,366	440,731	3.96	3.44
Less transfer from residuals 20,000					Goods	10,486,744	8,903,762	75.10	69.43
Locomotive transportation ..	3,298,700	3,241,139	23.62	25.27	Labour, demurrage, &c. ..	236,403	225,543	1.69	1.76
Examination, lubrication, and lighting of vehicles ..	3,618,660	2,840,828	25.92	22.15					
Traffic transportation	4,550,376	4,138,817	32.58	32.27					
General charges	136,893	145,817	0.98	1.14					
Superannuation subsidy 395,892									
Less amount allocated to subsidiary services, &c. ..	362,118	230,512	2.59	2.19	Total operating revenue ..	13,964,280	12,823,784	100.00	100.00
Total operating expenses ..	15,090,091	13,644,779	108.06	106.40	Net operating loss ..	1,125,811	820,995	8.06	6.40
						15,090,091	13,644,779	108.06	106.40

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	1,462,305	1,049,039	17,063	2,528,407
Maintenance of signals and electrical appliances	250,957	175,539	345	426,841
Maintenance of rolling-stock	1,934,145	1,357,380	7,175	3,298,700
Examination, lubrication, and lighting of vehicles	105,290	62,516	290	168,096
Locomotive transportation	2,673,976	936,497	8,187	3,618,660
Traffic transportation	2,647,016	1,894,586	8,774	4,550,376
General expenses	85,522	51,206	165	136,893
Superannuation subsidy	226,228	135,452	438	362,118
Total	9,385,439	5,662,215	42,437	15,090,091
Per cent. of operating revenue	106·38	110·45	275·30	108·06
Per average mile of railway	£ 5,566·69	3,175·67	707·28	4,276·02
Per total train-mile pence	252·33	276·89	269·04	261·06

STATEMENT No. 4

INCOME AND EXPENDITURE IN RESPECT OF LAKE WAKATIPU STEAMERS

Expenditure.	1947-48.	Per Cent. of Revenue.		1946-47.	1947-48.	Revenue.	1947-48.	Per Cent. of Revenue.	
		1947-48.	1946-47.					1947-48.	1946-47.
Salaries and wages, shore staff	£ 3,213	24.73	23.72	£ 6,145	6,161	Ordinary passengers ..	£ 6,161	47.40	49.16
Salaries and wages, steamer staff	7,197	55.38	55.15	29	29	Season tickets ..	497	0.23	0.10
Coal and stores ..	2,168	16.68	19.54	6,237	6,237	Parcels, luggage, and mails	6,237	3.82	3.75
Repairs, steamers ..	1,609	12.38	12.78	72	72	Goods ..	72	47.99	46.63
Repairs, wharves, &c. ..	277	2.13	3.80			Miscellaneous ..		0.56	0.36
Insurance, depreciation, &c. ..	1,313	10.10	9.71						
Motor-lorry expenses ..	135	1.04	2.44						
	15,912	122.44	127.14			Operating loss ..	12,996	100.00	100.00
							2,916	22.44	27.14
Operating loss ..	2,916	22.44	27.14				15,912	122.44	127.14
Payments to railway revenue—									
Interest on capital ..	549	4.22	4.67			Net loss ..	3,465	26.66	31.81
	3,465	26.66	31.81				3,465	26.66	31.81

STATEMENT No. 5
INCOME AND EXPENDITURE IN RESPECT OF REFRESHMENT SERVICE

Expenditure.	1947-48.	Per Cent. of Revenue.		1946-47.	Revenue.		1947-48.	1946-47.
		1947-48.	1946-47.					
	£			£		£		£
Salaries and wages ..	117,336	36.10	33.84	115,331	Receipts from Refreshment-rooms ..	325,002		340,798
Provisions used ..	163,703	50.37	48.58	165,545				
Light, fuel, and water ..	6,886	2.12	2.04	6,937				
Renewals and depreciation ..	9,006	2.77	3.26	11,123				
Insurance and miscellaneous ..	12,765	3.93	3.74	12,757				
Operating profit..	309,696	95.29	91.46	311,693				
	15,306	4.71	8.54	29,105				
	325,002	100.00	100.00	340,798	Operating profit ..	15,306		29,105
Payments to railway revenue—								
Interest on capital ..	2,300	0.71	0.62	2,102				
Rent ..	15,401	4.74	4.46	15,212				
Freights and fares ..	4,269	1.31	1.31	4,460				
Net profit ..	..	..	2.15	7,331	Net loss ..	6,664		..
	21,970	6.76	8.54	29,105		21,970		29,105

STATEMENT No. 5A
INCOME AND EXPENDITURE IN RESPECT OF BOOK-STALL SERVICE

Expenditure.	1947-48.	1946-47.	Per Cent. of Revenue.		Revenue.	1947-48.	1946-47.
			1947-48.	1946-47.			
	£	£			Receipts	£	£
Salaries and wages ..	19,408	16,876	8.13	8.22	..	238,785	205,180
Stores ..	191,546	163,235	80.22	79.56	..		
Miscellaneous ..	3,133	2,775	1.31	1.35	..		
Operating profit..	214,087	182,886	89.66	89.13			
	24,698	22,294	10.34	10.87			
	238,785	205,180	100.00	100.00		238,785	205,180
Payments to railway revenue—					Operating profit	24,698	22,294
Rents ..	21,783	18,743	9.12	9.14	..		
Rail freights ..	1,034	830	0.43	0.40	..		
Net profit ..	1,881	2,721	0.79	1.33			
	24,698	22,294	10.34	10.87		24,698	22,294

STATEMENT No. 6

INCOME AND EXPENDITURE IN RESPECT OF ADVERTISING SERVICE

Expenditure.	1947-48.	1946-47.	Per Cent. of Revenue.		Revenue.	1947-48.	1946-47.
			1947-48.	1946-47.			
Salaries, wages, and allowances	£ 11,173	£ 10,696	20.34	22.32	Advertising-signs, publications, &c. ..	£ 54,911	£ 47,925
Stores and materials ..	2,907	3,354	5.30	7.00			
Insurance and depreciation	8,598	7,709	15.66	16.08			
Office and general expenses	4,227	3,795	7.70	7.92			
Operating profit.. ..	26,905 28,006	25,554 22,371	49.00 51.00	53.32 46.68	Operating profit	54,911	47,925
Payments to railway revenue—	54,911	47,925	100.00	100.00			
Rent of premises and sites	12,270	10,685	22.35	22.30			
Commission	1,373	1,198	2.50	2.50			
Freights	2,200	264	0.36	0.55	Operating profit	28,006	22,371
Net profit	14,163	10,224	25.79	21.33			
	28,006	22,371	51.00	46.68		28,006	22,371

STATEMENT No. 7
INCOME AND EXPENDITURE IN RESPECT OF DEPARTMENTAL DWELLINGS

Expenditure.	1947-48.	1946-47.	Per Cent. of Revenue.		Revenue.	1947-48.	1946-47.
			1947-48.	1946-47.			
Wages and charges ..	£ 114,893	£ 112,220	68.56	70.22	..	£ 167,582	£ 159,817
Materials ..	41,948	45,916	25.03	28.73	..	167,582	159,817
Insurance ..	378	384	0.23	0.24	..	44,136	49,414
Depreciation ..	54,499	50,711	32.52	31.73	..	211,718	209,231
Operating loss ..	211,718	209,231	126.34	130.92			
Payments to railway revenue—	44,136	49,414	26.34	30.92			
Interest ..	69,600	70,368	41.53	44.03	Net loss ..	113,736	119,782
	113,736	119,782	67.87	74.95		113,736	119,782

STATEMENT No. 8

INCOME AND EXPENDITURE IN RESPECT OF BUILDINGS OCCUPIED BY REFRESHMENT SERVICE, BOOK-STALL PROPRIETORS, ETC.

Expenditure.	1947-48.	1946-47.	Per Cent. of Revenue.		Revenue.	1947-48.	1946-47.
			1947-48.	1946-47.			
Wages and charges ..	£ 16,619	£ 11,505	27·82	21·37	..	£ 59,744	£ 53,851
Materials ..	2,981	3,505	4·99	6·51	..		
Insurance and depreciation ..	8,499	8,095	14·22	15·03	..		
Operating profit.. ..	28,099	23,105	47·03	42·91			
	31,645	30,746	52·97	57·09			
	59,744	53,851	100·00	100·00		59,744	53,851
Payments to railway revenue—							
Interest ..	19,105	17,897	31·98	33·23	..	31,645	30,746
Net profit ..	12,540	12,849	20·99	23·86	..		
	31,645	30,746	52·97	57·09		31,645	30,746

STATEMENT No. 9 INCOME AND EXPENDITURE IN RESPECT OF ROAD SERVICES

Expenditure.	1947-48.	1946-47.	Per Cent. of Revenue.		Revenue.	1947-48.	1946-47.	Per Cent. of Revenue.	
			1947-48.	1946-47.				1947-48.	1946-47.
	£	£				£	£		
Superintendence — Salaries and office expenses	157,719	132,500	9.05	8.52	Passengers ..	1,389,829	1,290,738	79.79	82.97
Maintenance charges ..	283,877	236,311	16.30	15.19	Parcels, mails, &c. ..	74,411	60,280	4.27	3.87
Running-expenses ..	953,115	809,724	54.72	52.06	Newspapers ..	15,317	24,827	0.88	1.60
Licence fees ..	36,401	26,052	2.09	1.67	Goods ..	110,467	102,537	6.34	6.59
Insurance and depreciation	184,472	151,130	10.59	9.71	Goods ancillary ..	150,052	76,908	8.62	4.89
					Miscellaneous ..	1,710	1,296	0.10	0.08
Operating profit ..	1,615,584	1,355,717	92.75	87.15					
	126,202	199,969	7.25	12.85					
	1,741,786	1,555,686	100.00	100.00		1,741,786	1,555,686	100.00	100.00
Payment to railway revenue—									
Rents ..	19,732	17,355	1.13	1.12	Operating profit ..	126,202	199,969	7.25	12.85
Fares ..	4,460	4,137	0.26	0.27					
Interest on capital ..	26,739	11,578	1.54	0.74					
Net profit ..	75,281	166,899	4.32	10.72					
	126,202	199,969	7.25	12.85		126,202	199,969	7.25	12.85

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

EXPENDITURE.	1947-48.	1946-47.	INCOME.		1947-48.	1946-47.
Sick benefits paid to members	£ 40,869	£ 52,286	Contributions	£ 25,490	£ 25,681	£ 25,681
			Entrance fees	257	278	278
			Interest on investments	213	225	225
			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	7,500	24,580	24,580
			Balance, being excess of expenditure over income for the year	7,409	1,522	1,522
Excess of expenditure over income	40,869	52,286		40,869	52,286	
Balance accumulated funds as at 31st March	7,409	1,522	Accumulated funds brought forward on 1st April	7,964	9,486	
	555	7,964		7,964	9,486	
	7,964	9,486		7,964	9,486	

Balance-sheet

	£	£	Assets		£	£
<i>Liabilities</i>			Investments	£ 7,964	£ 7,169	£ 7,169
Accumulated funds	555	7,964	Contributions outstanding at 31st March	16	44	21
Sick pay due not paid	123	16	Cash in Working Railways Account	634	790	790
	678	7,980		678	7,980	7,980

STATEMENT No. 12

STATEMENT OF CASH RECEIPTS AND PAYMENTS—WORKING RAILWAYS ACCOUNT

<i>Receipts</i>	£	<i>Payments</i>	£
Balance brought forward ..	574,998	Wages and vouchers—	
Revenue receipts ..	17,578,629	Working Railways ..	19,837,816
Miscellaneous receipts—		Railways improvements and addi-	
Working Railways ..	2,717,419	tions to open lines ..	1,717,786
Railways improvements and addi-		Refunds to Harbour Boards, shipping	
tions to open lines ..	26,171	companies, and other carriers ..	1,109,681
National Development Loans Ac-		Investments purchased ..	117
count ..	1,650,000	Balance as per General Balance-	
Contributions to Sick Benefit Fund	33,666	sheet ..	1,160,517
Interest on investments ..	37,748		
Investments realized ..	1,207,286		
	<u>£23,825,917</u>		<u>£23,825,917</u>

Reconciliation Statement

	£	s.	d.
Credit balance in Working Railways Account as per Treasury figures ..	726,357	16	3
Add imposts outstanding ..	434,159	9	7
Credit balance as per above statement ..	£1,160,517	5	10

STATEMENT No. 13

RENEWALS, DEPRECIATION, AND EQUALIZATION RESERVE ACCOUNTS

	Credit Balance at 31st March, 1947.	Contributions Year ending 31st March, 1948.	Expenditure Year ending 31st March, 1948.	Credit Balance at, 31st March 1948.
	£	£	£	£
General Reserve Account ..	2,129,493	..	..	2,129,493
Insurance Reserve Account ..	54,479	14,593	15,886	53,186
Workers' Compensation Reserve Account ..	68,301	71,992	67,508	72,785
Slips, Floods, and Accidents Equalization Reserve Account	111,867	21,671	20,000	113,538
Betterments Reserve Account: Refreshment Branch	19,366	..	344	19,022
Renewals Reserve Accounts ..	1,341,671	471,663	568,347	1,244,987
Depreciation Reserve Account ..	2,190,287	1,046,139	1,102,612	2,133,814
Totals ..	5,915,464	1,626,058	1,774,697	5,766,825

STATEMENT No. 14

EXPENDITURE ON CONSTRUCTION OF RAILWAYS, ROLLING-STOCK, ETC., TO 31ST MARCH, 1948; 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	38,221,686	7,476,315	45,698,001	—563,188	..
South Island Main Line and Branches	23,220,960	4,419,563	27,640,523	—535,601	..
Nelson	490,152	9,641	499,793	—27,022	..
	61,932,798	11,905,519	73,838,317	—1,125,811	..
Lake Wakatipu steamer service ..	20,396	..	20,396	—3,465	..
Subsidiary services, &c. ..	3,220,422	..	3,220,422	489,251	..
<i>In suspense—</i>					
General	9,896	..	9,896	..	..
	65,183,512	11,905,519	77,089,031	—640,025	..
Total cost of opened lines at 31st March, 1948	..	..	77,089,031	..	..

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, 1948

Way and Works Branch: Particulars of Works.	Depreciation Fund.	Improvements and Additions to Open Lines.	Total.
	£	£	£
Land .. .. .	..	1,815	1,815
Grading, formation, tunnels, and permanent-way	Cr. 4,692	78,460	73,768
Bridges, overbridges, subways, and culverts	20,170	22,511	42,681
Station buildings, engine-sheds, and other operating buildings	112,555	25,622	138,177
Fences, gates, cattlestops, cattle-yards, and loading-banks ..	..	6,873	6,873
Dwellings and huts	50,406	59,034	109,440
Stores and workshops buildings and plant	52,182	35	52,217
Refreshment, advertising, and road-service buildings ..	28,668	Cr. 70	28,598
Cranes, weighbridges, turntables and water services ..	..	12,839	12,839
Miscellaneous (roads, sewerage, drainage, &c.)	22,533	8,618	31,151
Signalling, communications, and electrification	102,654	25,030	127,684
	384,476	240,767	625,243
Expenditure by Public Works Department: Grade easements and deviations	..	58,815	58,815
	384,476	299,582	684,058

STATEMENT No. 15—continued

Locomotive Branch : Particulars of Rolling-stock

Description of Stock ordered.	Number incomplete on 31st March, 1947.	Number complete on 31st March, 1948.	Number incomplete on 31st March, 1948.	Expenditure, Working Railways Depreciation Fund.	Expenditure, Improvements and Additions to Open Lines.	Total.
				£	£	£
Locomotives, Classes K, KA, and KB	2	..	2	..	Cr. 614	Cr. 614
Locomotives, Class JA and spares ..	31	5	26	97,337	..	97,337
Locomotives, electric ..	7	..	7	..	..	..
Improvements for locomotives ..	..	..	..	70,515	..	70,515
Boilers ..	..	..	..	13,203	..	13,203
Multiple units and spares ..	111	..	111	13,637	..	13,637
Carriages ..	62	..	62	..	..	..
Improvements for carriages ..	..	..	..	30,591	..	30,591
Wagons, Class Ez ..	1	1	..	2,180	..	2,180
Wagons, Class HC ..	99	..	149	26	..	26
Wagons, Class JC ..	398	58	340	2,760	..	2,760
Wagons, Class KC ..	150	..	150	..	..	..
Wagons, Class LA ..	3,732	1,441	2,291	52,282	1,397,730	1,450,012
Wagons, Class LC ..	500	1	499	321	..	321
Wagons, Class MC ..	120	..	120	..	..	..
Wagons, Class Q ..	150	..	150	6,559	..	6,559
Wagons, Class RB ..	40	..	40	..	..	..
Wagons, Class S ..	25	..	25	..	..	..
Wagons, Class T ..	22	..	22	..	..	..
Wagons, Class UB ..	175	..	175	155	..	155
Wagons, Class UC ..	4	12	15	22,866	..	22,866
Wagons, Class UD ..	2	..	2	..	..	..
Wagons, Class VB ..	35	..	35	1,722	..	1,722
Wagons, Class W ..	100	30	70	32,258	..	32,258
Wagons, Class Xc ..	129	..	129	43	..	43
Wagons, Class YD ..	..	..	35	..	..	..
Wagons, Class Z ..	104	18	86	59,363	..	59,363
Miscellaneous improvements for wagons ..	..	..	..	Cr. 10,501	..	Cr. 10,501
Shunting units, petrol and Diesel ..	9	..	9	..	..	..
Cranes ..	1	1	..	165	..	165
Tarpaulins ..	..	..	..	572	..	572
Total ..	6,009	1,567	4,550	396,054	1,397,116	1,793,170
SUMMARY						
Locomotives ..	40	5	35	..	..	..
Multiple units ..	111	..	111	..	..	..
Shunting units, petrol and Diesel ..	9	..	9	..	..	..
Carriages ..	62	..	62	..	..	..
Wagons, bogie ..	408	31	435	..	..	..
Wagons, four-wheeled ..	5,378	1,530	3,898	..	..	..
Cranes ..	1	1	..	..	..	..
Total ..	6,009	1,567	4,550	..	..	..

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

Workshop equipment ..	£	£	£
Machinery and equipment for locomotive running, car and wagon depots ..	25,802	..	25,802
Motor-buses and motor-lorries ..	2,435	..	2,435
	293,845	..	293,845

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

Expenditure charged by Treasury ..	£	s.	d.	Expenditure—	£	s.	d.
Less recoveries ..	26,172	19	9	Way and Works Branch ..	299,581	19	11
Less refunds ..	2	0	3	Locomotive Branch rolling-stock ..	1,397,116	0	2
	26,170	19	6				
Consolidated Fund Administration charges ..	1,691,615	0	1				
	5,053	0	0				
	£1,696,698	0	1				
					£1,696,698	0	1

STATEMENT No. 18

STATEMENT OF TRAFFIC AND REVENUE FOR EACH STATION FOR THE YEAR ENDED 31ST MARCH, 1948

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	31,063	493,007	524,070	No. 53,238	No. 103	No. 40	23,814	478,153	£ 191,818	£ 15,419	£ 61,666	£ 1,015,434	£ 1,123	£ 270,026	No. 316	No. 701	Tons. 124,712	390,250		
" Goods																				
Newmarket	886	75,252	76,138	19,964	14		6,029	16,599	7,135	3,876	1,154	53,437	162	65,764	362	511	124,942	27,226		
Mount Eden	347	24,474	24,821	6,238	12	88	7,667	9,578	3,262	972	959	23,336	303	28,832	103	155	113,913	96,799		
Avondale	557	34,258	34,815	21,178	242		549	7,526	3,977	3,851	775	11,158	130	19,891	187	79	84,315	15,796		
Henderson	295	39,693	39,988	14,364	15,519	18,338	132	5,377	3,072	3,379	1,038	9,380	84	16,953	2,401	3,624	42,944	12,609		
Helensville	361	30,193	30,554	68	25,930	67,855	3,511	14,027	4,057	20	616	15,780	267	20,740	5,906	21,358	17,119	17,955		
Wellsford	166	6,724	6,890	12	18,683	50,371	18,128	24,575	1,754	10	385	24,280	59	26,488	3,178	13,759	3,510	12,275		
Maungaturoto	350	14,561	14,911		17,174	37,356	351	7,380	3,120		291	14,093	27	17,531	1,412	5,479	1,190	13,535		
Paparoa	54	3,708	3,762		3,999	13,124	126	13,870	862		108	8,898	3	9,871	936	2,005	291	4,658		
Dargaville	608	20,845	21,453	104	31,642	45,013	11,615	8,787	4,722	77	767	24,342	196	30,104	2,787	7,671	5,695	28,076		
Waiohira	54	6,923	6,977	72	15,048	39,426	10,428	34,491	914	33	277	61,609	304	63,137	2,595	4,395	405	76,368		
Whangarei	1,033	31,924	32,957	171	33,274	33,701	3,758	51,319	7,762	161	2,131	38,306	880	49,240	3,038	8,436	11,388	40,825		
Hikurangi	264	3,450	3,714		5,016	7,749	8,114	60,387	1,265		395	26,185	49	27,894	1,710	6,887	325	8,924		
Otiria	406	8,974	9,380	61	10,177	7,414	277	14,216	3,132	52	443	39,394	17	43,038	737	1,464	470	14,952		
Kaitia	442	2,194	2,636	1			488	479	2,625	14	681	893		4,213			310	1,705		
Kawakawa	320	5,463	5,783	7	121	20	320	645	1,568	6	268	1,320	13	3,175	51,784	64,968	172	11,695		
Opua	672	14,704	15,376	29	132	76	2	4,477	3,223	8	167	4,181	32	7,611	2		530	2,193		
Kaikohe	669	7,127	7,796	24	4,480	7,491	4,175	3,210	4,353	23	421	8,781	24	13,602	311	1,272	3,329	12,071		
Okaihau	189	11,854	12,043		2,251	6,413	19,630	4,328	1,663		275	15,160	5	17,103	174	137	972	16,130		
Ellerslie	213	40,518	40,731	10,991	632		1,017	761	1,694	1,935	400	4,665	39	8,733	385	70	2,753	1,491		
Penrose	168	29,747	29,915	6,755	1,226	7,129	21,972	125,121	1,351	1,235	373	136,484	432	139,875	400,763	1,342,251	348,342	76,460		
Onehunga	302	6,850	7,152	2,933	1		6,763	3,017	1,750	677	311	7,566	142	10,446	105	3,958	72,268	25,942		
Otahuhu	580	102,208	102,788	26,346	3,130	9,992	332	138,229	5,753	6,122	658	174,477	914	187,924	98,497	195,834	10,862	80,165		
Papatoetoe	317	49,159	49,476	16,984	286	100	305	750	3,223	3,944	445	1,779	43	9,434	1,910	6,590	30,001	13,487		
Papakura	526	156,547	157,073	34,992	2,017	2,252	86	1,364	9,569	9,006	641	3,672	56	22,944	5,422	19,602	6,821	12,136		
Drury	218	2,697	2,915	65	7,962	5,031		5,767	340	54	77	7,048	27	7,546	1,151	8,835	394	5,659		
Waiuku	172	2,485	2,657		23,317	12,752	7	477	804		206	3,046	37	4,093	3,915	8,805	4,615	17,948		
Pukekohe	1,709	41,010	42,719	577	21,711	19,599	542	14,303	8,856	483	1,319	22,193	72	32,923	4,929	11,700	15,879	22,952		
Tuakau	473	22,257	22,730	258	11,910	46,841		12,571	2,821	251	508	14,864	80	18,524	1,696	12,561	967	12,260		
Pokeno	56	8,234	8,290	109	5,010	1,199		10,251	873	69	77	5,595	4	6,618	2,228	12,339	237	4,627		
Mercer	150	15,345	15,495	478	634	12,369	24	5,886	1,609	363	104	3,311	133	5,520	261	4,323	353	2,703		
Te Kauwhata	70	6,692	6,762	2	31,559	76,387	30	8,851	1,111	1	503	16,027	20	17,662	6,341	20,584	1,005	10,125		
Huntly	883	78,844	79,727	14,663	9,199	48,259	646	337,057	10,825	3,728	792	296,216	4,505	316,066	4,201	10,458	7,379	64,616		
Glen Afton	40	27,196	27,236	987	1,013	12,787	30	202,483	1,568	397	37	137,238	19	139,259	1,991	8,632	1,335	13,847		
Taupiri	84	4,034	4,118	86	1,664	11,078		5,340	902	56	146	9,602	22	10,728	1,740	3,829	253	12,541		
Ngaruawahia	312	10,363	10,675	1,021	1,461	5,628	12	117,987	2,982	196	448	119,726	5,125	128,477	144,082	146,079	642	9,299		
Frankton Junction	7,515	92,854	100,369	181	30,503	169,240	1,354	40,478	47,189	111	2,900	59,522	1,061	110,783	12,650	96,204	31,959	83,205		
Hamilton	4,186	34,716	38,902	56	14,983	20,625	12,857	43,444	19,489	130	5,547	67,476	760	93,402	873	3,860	60,714	65,606		
Cambridge	458	1,248	1,706		22,986	91,636	8,943	3,963	2,292		657	15,726	64	18,739	4,074	23,702	710	37,401		
Morrinsville	763	16,458	17,221	44	59,008	158,986	265	27,273	4,669	36	839	58,020	63	63,627	9,129	77,178	6,009	38,648		
Matamata	730	14,232	14,962	31	41,541	181,034	12,697	9,914	4,310	22	853	41,470	409	47,064	5,567	48,302	1,542	55,221		
Putaruru	953	32,993	33,946	138	17,147	100,283	363,096	20,824	7,953	98	1,135	134,314	392	143,892	5,152	65,163	4,102	53,584		
Mamaku	133	9,994	10,127	25	7,211	36,863	120,295	5,042	1,313	17	176	50,636	4	52,146	201	3,400	117	3,170		
Rotorua	2,002	21,510	23,512	51	11,904	69,757	121,768	19,904	10,091	28	2,157	65,256	279	77,811	3,228	25,423	2,702	52,611		
" Road Services				6					1	6				7						
Waitoa	26	3,459	3,485	131	28,188	10,187	135	11,745	551	61	125	24,006	344	25,087	1,584	1,701	1,561	39,289		
Te Aroha	339	5,393	5,732	40	8,169	11,764	156	7,993	2,009	38	545	9,817	21	12,430	1,450	8,315	2,661	20,904		
Paeroa	370	19,476	19,846	46																

STATEMENT No. 18—continued

STATEMENT OF TRAFFIC AND REVENUE FOR EACH STATION FOR THE YEAR ENDED 31ST MARCH, 1948—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.															
NORTH ISLAND MAIN LINE AND BRANCHES—contd.																		
Hunterville	183	10,237	10,420	14	8,939	94,880	..	4,858	1,869	23	326	15,753	17	17,988	4,538	12,696	867	10,469
Marton	1,822	24,110	25,932	18	6,931	162,571	10,302	12,701	10,144	10	1,417	29,121	410	41,102	1,597	40,041	31,858	18,599
New Plymouth Rd. Services	34	79	113	..	..	..	..	120	..	..	..	..	..	120	..	..	..	..
New Plymouth	5,124	48,975	54,099	59	1,426	1,101	12,149	195,187	30,782	182	3,144	136,576	12,074	182,758	2,300	13,213	35,756	153,114
Breakwater .. ..	..	..	..	..	..	..	561	25,715	..	..	..	7,988	..	7,988	..	..	5,589	31,318
Waitara	199	3,731	3,930	..	2,470	17,512	2,091	28,924	1,922	..	351	27,963	61	30,297	63,698	254,803	6,273	21,212
Inglewood	404	13,122	13,526	249	17,776	33,463	5,453	53,134	3,056	192	345	61,053	12	64,658	664	12,563	3,318	76,121
Tariki	39	2,526	2,565	156	3,769	3,928	193	2,089	300	114	18	1,311	1	1,744	345	4,546	..	2,808
Midhurst	53	4,150	4,203	52	6,488	7,349	1	6,699	486	26	23	4,723	1	5,259	213	1,069	..	5,898
Stratford	1,855	38,458	40,313	133	23,916	51,104	976	10,328	12,045	81	1,270	16,730	188	30,314	2,769	17,796	10,532	28,738
Te Wera	17	1,077	1,094	2	1,035	6,623	3,806	932	184	2	20	2,247	1	2,454	1,209	6,820	24	2,008
Whangamomona	69	3,244	3,313	..	4,304	56,080	1,859	14,363	738	..	71	17,557	2	18,368	1,159	13,199	324	6,972
Ohura	124	8,271	8,395	27	4,351	51,385	12,804	22,351	2,337	20	240	29,251	10	31,858	868	10,359	1,938	12,704
Eltham	554	19,751	20,305	253	23,530	37,130	427	12,670	4,329	213	489	21,023	28	26,082	2,214	26,141	4,903	19,205
Opunake	129	942	1,071	..	9,268	13,866	119	485	926	..	62	2,794	38	3,820	3,501	25,629	1,813	30,349
Normanby	66	3,393	3,459	4	43,746	25,980	..	11,552	595	3	53	13,814	2	14,467	795	7,443	27	4,995
Hawera	2,244	34,054	36,298	44	17,698	48,640	1,079	25,030	12,177	99	1,445	33,408	91	47,220	4,913	70,019	22,787	52,474
Patea	540	12,093	12,633	5	2,680	22,478	225	30,228	3,029	1	344	58,630	283	62,287	96,404	171,649	3,987	42,790
Waverley	356	9,522	9,878	7	10,526	79,745	133	28,628	1,834	74	172	19,171	37	21,288	8,519	54,245	7,876	10,616
Aramoho	682	18,389	19,071	21	7,129	33,979	36	60,462	3,839	21	520	54,922	141	59,443	2,539	16,729	1,285	69,997
Wanganui	3,094	50,561	53,655	85	4,170	41,228	6,561	51,864	15,580	118	2,903	114,668	2,175	135,444	13,977	163,113	49,570	77,465
Wharf .. ..	..	..	..	..	..	..	20	22,482	..	..	..	26,561	3,063	29,624	..	..	..	3,151
Fordell	30	4,688	4,718	4	4,888	37,982	..	385	549	3	61	3,917	29	4,559	3,781	19,489	837	4,336
Turakina	46	6,409	6,455	81	2,581	24,117	40	1,423	799	56	147	4,453	56	5,511	1,141	21,913	36	3,608
Greatford	99	3,654	3,753	2	2,863	47,787	3,350	26,061	500	4	177	23,593	6	24,280	1,379	12,482	216	5,868
Halcombe	68	6,265	6,333	90	651	13,587	..	4,740	663	82	80	5,781	5	6,611	512	23,352	200	5,913
Feilding	1,745	16,595	18,340	1	18,344	208,015	638	25,593	8,297	..	1,197	57,183	286	66,963	34,785	124,743	12,498	52,127
Palmerston North	12,958	122,716	135,674	69	5,681	54,622	5,143	68,403	60,868	150	6,969	130,058	1,146	199,191	11,220	138,857	85,726	131,174
Ashhurst	108	6,214	6,322	..	5,868	38,019	..	1,439	714	..	85	6,409	3	7,211	7,031	18,476	430	3,992
Longburn	76	8,980	9,056	28	9,490	78,476	3,169	25,495	874	8	168	59,859	61	60,970	14,987	129,714	1,925	11,929
Foxton	75	293	368	..	123	3,550	1,187	2,071	365	..	87	4,455	6	4,913	731	10,933	19,872	10,125
Shannon	377	23,298	23,675	230	14,156	93,816	132	5,365	3,453	217	258	13,057	17	17,002	3,558	52,916	1,605	10,038
Levin	1,806	46,946	48,752	82	14,953	81,226	137	4,671	12,100	33	3,891	11,864	95	27,983	7,423	71,553	8,509	19,033
Otaki	866	41,826	42,692	147	9,015	32,099	113	1,735	7,981	60	13,549	5,892	38	27,520	858	7,579	1,127	8,523
Paekakariki	1,026	78,141	79,167	38,389	1,215	37,893	278	5,460	7,747	11,863	592	9,999	79	30,280	975	8,486	1,975	5,360
Johnsonville	164	46,330	46,494	49,031	1,211	12,224	109	68	2,281	9,810	83	1,204	26	13,404	17,369	114,590	2,859	2,313
Wellington—																		
Passenger and Parcels	51,668	874,764	926,432	363,662	..	..	..	240,142	78,292	62,380	..	2,802	383,616	..	..	..	..	..
Goods .. ..	..	..	..	..	483	4,889	44,419	307,215	..	..	..	656,743	5,725	662,468	858	1,914	148,621	304,972
Wharf .. ..	..	..	..	..	..	..	..	1,665	..	..	..	159	..	159	2	..	..	29,984
Courtenay Place	4,386	21,808	26,194	602	..	..	..	23,573	369	2,867	..	10	26,819	..	..	..	..	..
Ngahauranga	68	1,450	1,518	955	36	615	..	11,110	358	154	10	3,591	20	4,133	11,646	581,508	551	5,074
Petone	2,467	252,028	254,495	206,022	210	1,805	10,670	76,142	18,585	40,510	1,919	188,490	385	249,889	20,045	493,200	43,178	46,768
Lower Hutt	1,487	21,678	23,165	26,256	72	70	5,227	3,273	5,711	5,323	778	9,310	136	21,258	93	891	74,070	7,779
Trentham	297	20,838	21,135	9,514	92	..	9	1,649	3,375	2,999	529	6,823	53	13,779	312	138	820	5,900
Upper Hutt	546	37,502	38,048	35,088	3,604	6,138	91	607	4,070	9,744	400	2,347	24	16,585	787	2,647	1,133	7,338
Featherston	634	20,710	21,344	164	10,623	166,009	8,960	11,391	4,451	123	823	24,100						

STATEMENT No. 18—continued

STATEMENT OF TRAFFIC AND REVENUE FOR EACH STATION FOR THE YEAR ENDED 31st MARCH, 1948—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	21,632	134,204	155,836	No. 62,130	No. 430	No. 27,209	33,132	Tons. 411,973	£ 8,793	£ 10,037	£ 16,589	£ 252,960	£ 38,461	£ 326,840	No. 835	No. 4,246	Tons. 38,529	305,813
" Wharf								11,198				3,497		3,497				44,366
Heathcote	49	24,302	24,351	8,965	1			11,195	591	1,396	121	12,382	79	14,569			792	22,315
Woolston	68	37,736	37,804	19,559	20		20	9,108	1,254	3,003	266	8,261	12	12,796	38	17	2,084	31,072
Christchurch—																		
Passenger and Parcels	31,430	434,703	466,133	65,217					101,318	10,481	26,708		723	139,230				
Goods					167		15,248	153,840				216,797	2,831	219,628	265	172	132,982	446,546
Central Booking Office	7,039	23,981	31,020	13					21,242	48	252		7	21,549				
Addington	201	15,434	15,635	1,359	9,722	260,724	17,959	68,858	1,684	262	405	63,703	789	66,843	30,558	45,311	154,274	140,090
Riccarton	129	2,100	2,229	440			1,220	4,306	606	104	174	2,348		3,232	1		51,592	22,681
Papanui	352	5,894	6,246	584	39		7,991	6,564	1,680	160	378	7,805	68	10,091	72		61,159	12,126
Belfast	43	2,810	2,853	347	147	3,973	268	30,788	482	136	106	24,113	5	24,842	14,697	691,630	8,141	15,054
Kaiapoi	103	7,849	7,952	705	2,725	3,800	608	20,803	1,218	264	222	13,942	123	15,769	1,750	228,580	11,632	20,602
Rangiora	368	11,892	12,260	6,114	1,250	10,736	2,701	12,504	2,534	1,667	667	10,722	60	15,650	974	21,344	11,048	15,443
East Oxford	15	184	199		300	31,639	519	2,431	155		48	2,932	29	3,164	300	27,542	626	13,612
Sefton	9	2,651	2,660	101	346	3,336		2,758	332	64	110	1,943		2,449	173	6,950	336	1,865
Amberley	46	2,030	2,076	38	397	54,874	2,788	17,487	444	32	95	10,322	12	10,905	486	31,924	4,615	2,666
Waipara	23	3,375	3,398	22	2,265	138,946	9,542	7,167	490	22	170	13,369	11	14,062	521	5,143	270	2,438
Mina	101	765	866		996	68,927	180	12,347	392		280	11,225	11	11,908	1,569	16,633	1,586	6,432
Parnassus	40	577	617		1,715	61,206	2,819	2,539	256		137	8,205	22	8,620	470	6,357	418	1,474
Blenheim	1,814	27,155	28,969	230	3,443	120,940	4,006	38,129	11,938	238	2,019	65,356	664	80,215	1,809	29,945	30,798	52,810
Picton	699	19,729	20,428	111	64	21,178	531	15,131	4,145	111	504	17,606	4,623	26,989	572	83,653	4,401	24,439
Kaikoura	454	5,607	6,061	4	6,125	100,323	4,587	19,983	2,785	2	419	27,055	52	30,313	1,649	16,327	2,581	10,291
Waikari	14	82	96		494	34,807	2	34,593	81		79	17,715	1	17,876	425	3,023	468	4,030
Hawarden	14	147	161		921	105,391	5,006	7,119	98		133	10,432	6	10,669	422	4,559	556	3,115
Culverden	46	185	231		2,622	90,380	1,415	5,978	200		147	11,934	22	12,303	394	5,679	2,330	12,133
Waiau	16	63	79		725	65,345	7,800	2,372	68		61	7,613	11	7,733	823	6,666	1,473	3,794
Hornby	37	5,168	5,205	287	913	2,670	1,833	59,697	744	93	89	39,787	4	40,717	1,659	5,763	2,191	61,543
Lincoln	84	5,836	5,920	128	1,536	40,091		12,971	798	117	80	7,885	11	8,891	212	9,361	305	6,648
Leeston	68	5,058	5,126	61	2,293	15,413	932	7,822	805	61	46	4,897	2	5,811	428	27,625	876	6,638
Southbridge	33	5,156	5,189	31	107	19,273		12,227	687	31	29	7,739	5	8,491	62	16,085	651	3,947
Little River	54	6,706	6,760	58	9,078	146,105	1,147	1,759	1,168	67	173	8,474	34	9,916	3,763	26,681	2,644	6,622
Islington	9	3,125	3,134	386	292	488	363	20,263	392	91	82	15,816	18	16,399	8,093	265,500	7,930	16,426
Rolleston	22	4,866	4,888	25	231	8,854	289	3,734	483	20	34	2,907	7	3,451	460	10,107	3,766	2,592
Kirwee	9	687	696	55	59	7,764		5,065	119	46	22	3,228	5	3,420	48	21,174	713	7,545
Darfield	88	2,097	2,185	71	331	26,848	1,660	10,052	538	61	118	7,002	2	7,721	416	10,353	869	3,180
Coalgate	15	249	264		623	37,894	58,962	17,646	166		32	19,582	9	19,789	141	6,519	882	9,299
Sheffield	35	1,023	1,058	131	504	21,530		6,553	249	120	190	5,257	5	5,821	108	9,807	150	2,982
Springfield	155	4,956	5,111	77	427	11,026	74	1,992	698	69	196	2,863	18	3,844	198	5,424	190	2,242
Arthur's Pass	48	3,216	3,264		38			288	414		60	337		811	43	613	274	1,123
Otira	160	17,789	17,949	23	1,507	7,503	51,961	812	2,163	20	188	19,795	27	22,193	243	229	367	1,961
Moana	17	4,183	4,200	64	1,314	2,241	42,755	749	874	55	733	13,615	2	15,279	64	1,790	29	2,366
Stillwater	55	8,893	8,948	77	169	2,061	12,156	92,224	1,683	39	161	51,355	14	53,252	444	942	537	1,029
Ngahere	81	5,555	5,636	110	1,677	11,834	114,141	67,456	1,348	96	178	85,849	2	87,473	683	4,470	273	3,404
Ikamatua	58	11,106	11,164	72	987	9,792	32,263	2,651	2,228	71	178	13,154	14	15,645	943	4,517	191	4,327
Reefton	86	16,008	16,094	190	1,803	8,080	10,171	129,688	4,274	195	380	115,119	2,045	122,013	711	2,717	3,306	5,357
Inangahua Junction	10	3,498	3,508		1,304	6,091	7,815	35,048	873		13							

STATEMENT No. 18—continued

STATEMENT OF TRAFFIC AND REVENUE FOR EACH STATION FOR THE YEAR ENDED 31ST MARCH, 1948—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>cld.</i>				No.	No.	No.		Tons.	£	£	£	£	£	£	No.	No.		Tons.		
Maheno	108	4,888	4,996	9	1,123	33,261	40	27,355	342	6	654	23,420	12	24,434	562	7,412	400	8,975		
Hampden	46	3,507	3,553	31	1,222	27,253	1	1,027	493	40	164	2,808	3	3,508	1,195	9,416	216	4,461		
Palmerston	375	18,538	18,913	8	2,674	74,765	883	3,090	3,407	7	622	8,432	90	12,558	1,530	9,607	2,492	10,392		
Makareao						2,338		41,446				18,040		18,040	32		19	461		
Waikouaiti	88	5,891	5,979	48	1,555	34,660	20	685	963	28	100	3,482	16	4,589	1,074	3,304	622	4,519		
Seacliff	76	8,921	8,997	192	417	5,580		422	1,251	103	67	831	6	2,258	256	1,642	132	6,487		
Waitati	18	5,793	5,811	1,041	409	3,601		196	400	270	73	457	4	1,204	356	1,283	41	1,573		
Port Chalmers Upper	33	3,513	3,546	934	195	3,013		88	374	154	87	160	1	776	4	683		167		
Sawyer's Bay	76	12,567	12,643	7,328	71	80		327	640	1,382	31	631	2	2,686	125	292	59	809		
Port Chalmers Wharf								421				45		45				1,789		
Port Chalmers	225	24,177	24,402	17,496	13		122	36,996	2,325	3,448	215	22,595	4,800	33,383	37	99	6,681	36,207		
St. Leonard's	55	2,573	2,628	5,699	6			322	907		8	13	1	1,251	9	102		29		
Ravensbourne	21	10,607	10,628	5,175				56,052	510	844	14	43,599	73	45,040			181	6,519		
Dunedin	20,801	336,120	356,921	54,914					107,732	9,593	15,725		508	133,558						
" Goods					520	963	20,412	185,827				376,033	3,267	379,300	739	5,318	171,368	291,777		
Caversham	305	21,146	21,451	1,860				351	1,922	289	122	461	4	2,798			6,268	8,423		
Burnside	56	8,673	8,729	5,349	4,365	30,773	67	86,835	461	747	161	106,344	16	107,729	20,445	521,750	4,818	124,772		
Green Island	142	25,601	25,743	20,419			36	4,564	1,648	3,397	88	5,496	12	10,641	2		429	11,762		
Wingatui	47	10,166	10,213	4,045	1,129	26,578	4	3,146	658	835	96	5,586	5	7,180	509	4,422	56	2,714		
Middlemarch	142	2,340	2,482	17	1,060	75,479	33	4,192	705	17	337	10,573	9	11,641	441	7,290	833	5,878		
Waipata	192	2,413	2,605		1,069	52,613		1,191	872		161	6,127	1	7,161	287	5,687	528	5,652		
Ranfurly	456	3,612	4,068		464	54,858	172	2,409	1,543		295	8,574	23	10,435	146	3,683	2,407	4,727		
Oturehwa	135	982	1,117		891	69,697	40	2,108	508		166	9,364	2	10,040	47	2,685	196	2,287		
Omakau	386	1,752	2,138		1,462	87,232	90	1,719	1,143		335	10,816	5	12,299	309	5,400	1,192	4,481		
Alexandra	518	3,357	3,875	9	46	13,319	121	5,148	2,385	7	395	10,928	16	13,731	333	3,243	3,635	9,347		
Clyde	121	1,490	1,611	37	117	5,392	21	1,882	625	15	178	5,014	1	5,833	6	580	300	1,445		
Cromwell	497	4,187	4,684		1,365	61,570	97	7,097	2,591		478	19,187	29	22,285	330	5,802	2,860	10,727		
Mosgiel	473	40,733	41,206	24,836	941	1,685	115	3,778	3,945	5,564	392	3,521	10	13,432	1,184	6,294	1,296	6,109		
Outram	36	2,076	2,112	176	233	644		996	294	87	86	783	5	1,255	206	246	143	5,346		
Allanton	21	5,178	5,199	370	2,253	12,160	140	2,090	381	87	94	3,227	7	3,796	3,252	16,159	217	2,866		
Milburn	55	3,830	3,885	3	289	2,609	261	61,417	390	3	37	22,431	276	23,137	185	2,300	185	7,805		
Milton	1,117	21,618	22,735	53	941	17,496	1,839	11,915	5,302	73	829	11,213	115	17,532	711	6,775	2,065	12,404		
Lawrence	67	913	980		562	18,197	14	1,236	390		149	3,194	2	3,735	339	1,785	848	12,433		
Miller's Flats	15	397	412		329	22,815	569	1,554	115		52	4,244	6	4,417	258	2,739	527	4,151		
Roxburgh	55	657	712		99	14,149	2	4,277	437		236	10,286	4	10,963	69	251	2,242	4,573		
Lovell's Flat	45	2,420	2,465	13	155	4,514		4,039	213	12	19	3,353		3,597	67	1,957	134	6,461		
Stirling	511	10,404	10,915	56	4,444	4,533	157	135,872	2,469	38	111	92,748	1,946	97,312	2,400	3,453	876	7,249		
Balclutha	3,051	36,087	39,138	122	1,822	50,485	1,784	15,197	10,537	149	936	28,427	298	40,347	2,993	147,133	7,827	19,328		
Owaka	187	6,209	6,396	20	4,926	34,518	45,885	3,307	1,502	23	185	18,608	24	20,342	1,497	5,918	308	9,912		
Tahakopa	31	7,296	7,327	8	530	2,469	13,307	271	1,155	9	56	4,018		5,238	386	3,181	647	2,011		
Waiwera	72	2,839	2,911	9	535	8,444	2,048	2,516	447	10	350	3,708		4,515	233	3,382	102	13,296		
Clinton	549	11,716	12,265	44	1,413	41,894	8,649	1,319	2,434	64	124	6,442	26	9,090	361	4,778	355	10,679		
Waipahi	468	7,745	8,213		2,042	67,727	142	4,130	1,882		195	8,040	1	10,118	813	1,340	285	16,518		
Tapanui	27	122	149		375	38,696	7,847	3,584	165		22	8,840	1	9,028	335	789	693	10,133		
Heriot	101	371	472		1,005	75,961	92	2,841	322		65	9,481	9	9,877	401	3,602	782	16,822		
Gore	3,080	47,911	50,991	357	3,371	160,231	9,693	36,017	17,891	179	1,929	44,930	228	65,157	2,170	13,768	12,187	75,846		
Riversdale	108	822	930		2,480	129,035	18	18,711	661		171	21,565	22	22,419	565	3,201	1,427	26,738		
Mataura	452	34,599	35,051	772	1,177															

STATEMENT No. 19

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

Commodity.	Year ended 31st March, 1948							
	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	340,600	3.58	21,487	63	231,593	2.17	0 13 7	2.58
Meals	110,355	1.16	7,236	66	81,726	0.77	0 14 10	2.71
Fruit and vegetables	80,553	0.85	16,389	203	145,073	1.36	1 16 0	2.12
Root crops and fodder	178,051	1.87	21,198	119	172,419	1.62	0 19 4	1.95
Flax, green and pressed	5,492	0.06	794	145	9,844	0.09	1 15 10	2.97
Seeds	44,148	0.46	3,796	86	49,843	0.47	1 2 7	3.15
	759,199	7.98	70,900	93	690,498	6.48	0 18 2	2.34
<i>Animals and other Products</i>								
Cattle, calves, horses	301,639	3.17	26,112	87	393,562	3.69	1 6 1	3.62
Sheep and pigs	456,111	4.79	40,287	88	642,991	6.04	1 8 2	3.83
Meat, fresh	24,434	0.26	2,540	104	52,814	0.50	2 3 3	4.99
Meat, frozen	338,910	3.56	14,029	41	415,515	3.90	1 4 6	7.11
Butter	121,866	1.28	12,456	102	198,286	1.86	1 12 7	3.82
Cheese	88,233	0.93	5,269	60	103,100	0.97	1 3 4	4.70
Wool	222,268	2.33	17,182	77	358,124	3.36	1 12 3	5.00
Dairy by-products	49,542	0.52	4,256	86	72,606	0.68	1 9 1	4.06
Fat, hides, and skins	65,892	0.69	5,972	91	111,006	1.04	1 13 8	4.46
Fish	14,497	0.15	2,498	172	29,021	0.27	2 0 0	2.79
	1,683,392	17.68	130,601	78	2,376,425	22.31	1 8 3	4.37
<i>Products of Mines</i>								
Agricultural lime	733,628	7.70	48,900	67	329,213	3.09	0 9 0	1.62
Coal, imported								
Coal, New Zealand hard	849,727	8.92	62,848	74	470,962	4.42	0 11 1	1.80
Coal, New Zealand brown	1,238,245	13.00	157,374	127	985,060	9.25	0 15 11	1.50
Road-metal	76,089	0.80	4,605	61	48,527	0.46	0 12 9	2.53
Lime, other	45,807	0.48	2,944	64	24,870	0.23	0 10 11	2.03
Coke	12,443	0.13	1,341	108	14,680	0.14	1 3 7	2.63
	2,955,939	31.03	278,012	94	1,873,312	17.59	0 12 8	1.62
<i>Products of Forests</i>								
Timber, imported	18,251	0.19	1,817	100	26,801	0.25	1 9 4	3.54
Timber, New Zealand	659,876	6.93	98,851	150	865,250	8.12	1 6 3	2.10
Firewood, posts, &c.	114,836	1.21	11,972	104	73,715	0.69	0 12 10	1.48
	792,963	8.33	112,640	142	965,766	9.06	1 4 4	2.06
<i>Manufactures, &c.</i>								
Benzine, gasoline, kerosene	298,443	3.13	25,291	85	572,631	5.38	1 18 5	5.44
Cement	109,051	1.15	18,132	166	178,805	1.68	1 12 10	2.37
Manure	800,662	8.40	72,099	90	586,688	5.51	14 8	1.95
	1,208,156	12.68	115,522	96	1,339,124	12.57	1 2 2	2.78
<i>Miscellaneous</i>	2,124,394	22.30	229,747	108	3,407,670	31.99	1 12 1	3.56
Totals	9,524,043	100.00	937,422	98	10,652,795	100.00	1 2 4	2.73

STATEMENT SHOWING MILEAGE, CAPITAL COST, TRAFFIC, OPERATING REVENUE, AND OPERATING EXPENDITURE OF NEW ZEALAND GOVERNMENT RAILWAYS FROM 1ST APRIL, 1947, TO 31ST MARCH, 1948

MILEAGE, CAPITAL COST, TRAFFIC, AND REVENUE

Year.	Average Miles open.	Capital Cost.	Train-mileage (Revenue).	Passenger Journeys.	Passenger Revenue.	Other Coaching Revenue.	Cattle and Calves.	Sheep and Pigs.	Live-stock Tonnage.	Timber.
1946-1947	..	No. 3,528 £ 72,099,790	No. 13,169,233 £ 13,169,233	No. 28,869,135 £ 28,869,135	£ 3,253,748 £ 3,253,748	£ 440,781 £ 440,781	No. 1,449,613 £ 1,449,613	No. 11,964,985 £ 11,964,985	Tons. 780,862 £ 780,862	Tons. 588,245 £ 588,245
1947-1948	..	No. 3,529 £ 73,838,317	No. 13,712,103 £ 13,712,103	No. 25,887,189 £ 25,887,189	£ 2,687,767 £ 2,687,767	£ 553,366 £ 553,366	No. 1,502,266 £ 1,502,266	No. 11,285,571 £ 11,285,571	Tons. 757,750 £ 757,750	Tons. 678,127 £ 678,127
Year.	Other Goods.	Total.	Goods Revenue.	Miscellaneous Revenue, Labour, Demurrage, &c.	Total Revenue.	Revenue per Train-mile.				
1946-1947	Tons. 7,960,226 £ 7,960,226	Tons. 9,329,333 £ 9,329,333	£ 8,903,762 £ 8,903,762	£ 225,543 £ 225,543	£ 12,823,784 £ 12,823,784	d. 233.70				
1947-1948	Tons. 8,088,166 £ 8,088,166	Tons. 9,524,043 £ 9,524,043	£ 10,486,744 £ 10,486,744	£ 236,403 £ 236,403	£ 13,964,280 £ 13,964,280	d. 244.41				
EXPENDITURE										
Year.	Maintenance of Way and Works.			Maintenance of Signals and Electrical Appliances.			Maintenance of Locomotives, Carriages, and Wagons			
	Amount.	Per Cent. of Revenue.	Per Mile of Railway.	Amount.	Per Cent. of Revenue.	Per Mile of Railway.	Amount.	Per Cent. of Revenue.	Per Train-mile.	
1946-1947	£ 2,466,020	19.23	£ 698.99	£ 376,458	2.94	£ 106.71	£ 3,241,139	25.28	d. 59.07	
1947-1948	£ 2,528,407	18.11	£ 716.47	£ 426,841	3.06	£ 120.95	£ 3,298,700	23.62	d. 57.74	
Year.	Locomotive Transportation.			Traffic Transportation.			General Charges.		Expenditure per Train-mile.	
	Amount.	Per Cent. of Revenue.	Per Train-mile.	Amount.	Per Cent. of Revenue.	Per Train-mile.	Amount.	Per Cent. of Revenue.	Total Expenditure.	Expenditure per Train-mile.
1946-1947	£ 2,996,016	23.36	d. 54.60	£ 4,138,817	32.27	d. 75.43	£ 426,329	3.32	£ 13,644,779	d. 248.67
1947-1948	£ 3,786,756	27.12	d. 66.28	£ 4,550,376	32.58	d. 79.64	£ 499,011	3.57	£ 15,090,091	d. 264.12
1946-1947	..	108.40	..	108.40	..	..	..	..	..	108.40
1947-1948	..	108.06	..	108.06	..	..	..	..	..	108.06

STATEMENT No. 21

COMPARATIVE STATEMENT OF THE AVERAGE NUMBERS OF EMPLOYEES FOR YEARS
1947-48 and 1946-47

Branch.							1947-48.	1946-47.
Traffic .. .. .	..	..	..	..	..	..	8,196	8,218
Locomotive Running (including depot staff)	..	..	..	..	..	..	3,572	3,622
Workshops .. .. .	..	..	..	..	..	..	6,012	6,173
Maintenance .. .. .	..	..	..	..	..	..	4,578	4,574
Signal and Electrical .. .. .	..	..	..	..	..	..	693	686
Stores .. .. .	..	..	..	..	..	..	451	505
Road Services .. .. .	..	..	..	..	..	..	1,477	1,279
Refreshment .. .. .	..	..	..	..	..	..	542	597
Publicity and Advertising .. .. .	..	..	..	..	..	..	45	46
Head Office, Land Office, and Chief Accountant's Office .. .. .	..	..	..	..	..	..	384	377
Totals .. .. .	..	..	..	..	..	..	25,950	26,077

STATEMENT No. 22

STATEMENT OF ACCIDENTS FOR THE YEAR ENDED 31ST MARCH, 1948

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	..	1	2	32	..	28	1	2	..	1	2	93	..	9
South Island Main Line and branches	6	63	..	2	1	3	2	4	3	2	..	2	3	67	1	1
Nelson .. .. .	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..
Totals	6	77	..	3	3	35	2	32	4	4	..	3	5	161	1	10

Section.	Employees proceeding to or from Duty within the Railway Boundary.		Level-crossing Accidents.				Tres-passers : Other Persons.		Miscellaneous.				Total.	
			Pedestrians.		Occupants of Motor-vehicles.				Employees.		Other Persons.			
		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
North Island Main Line and branches	..	1	2	..	4	24	6	..	..	104	..	6	17	315
South Island Main Line and branches	7	12	..	..	..	99	..	1	23	256
Nelson	1
Totals	1	2	..	11	36	6	..	..	203	..	7	40	572

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, 1948

Description.	Class.	North Island Main Line and Branches.	South Island Main Line and Branches.	Nelson.	Total.
CARRIAGES—					
First-class .. ..	..	95	57	..	152
Second-class .. ..	..	689	539	3	1,231
Composite .. ..	..	67	8	7	82
Sleeping .. ..	..	13	2	..	15
Combination day-sleeping .. ..	..	2	1	..	3
Ambulance .. ..	..	9	..	..	9
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	970	580	1	1,551
Horse-boxes	G	63	76	1	140
Cattle	H	611	212	8	831
Cattle	Hc	1	50	..	51
Sheep	J	1,659	1,393	19	3,071
Sheep	Jc	250	40	..	290
Covered goods	K	244	152	6	402
High sides	L	3,013	3,543	108	6,664
High sides	La	6,208	5,092	..	11,300
High sides	Lb	5	321	13	339
High sides	Lc	1	..	..	1
Low sides	M	445	884	14	1,343
Low sides (steel)	Ma	114	..	..	114
Low sides	Mb	4	8	..	12
Low sides	Mc	110	60	..	170
Timber	N	98	119	8	225
Platform, coal	P	204	..	..	204
Petrol inspection	Pw	..	2	..	2
Movable hopper	Q	..	1,179	..	1,179
Frozen meat	W	327	112	..	439
Frozen meat	Wa	231	27	19	277
Covered goods	X	106	16	..	122
Cool, ventilated	Xa	478	559	..	1,037
Cool, ventilated	Xb	1	29	..	30
Cool, ventilated	Xc	1	63	..	64
Work train	Y	54	24	..	78
Work train	Yb	308	188	..	496
Special-purpose wagons, bogie ..	Ea	99	67	..	166
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	234	114	4	352
Gas storeholder, bogie	Ua	10	4	..	14

STATEMENT No. 23—*continued*STATEMENT OF CARRIAGE, RAIL CAR, MULTIPLE UNIT, BRAKE VAN AND WAGON STOCK,
AND TARPAULINS, FOR THE YEAR ENDED 31ST MARCH, 1948—*continued*

Description.	Class.	North Island Main Line and Branches.	South Island Main Line and Branches.	Nelson.	Total.
<i>WAGONS—continued</i>					
Platform, bogie	U _B	259	295	..	554
Fuel oil, bogie	U _C	13	1	..	17
Well, bogie	U _D	2	..	..	2
Horse-boxes, bogie	U _G	63	68	..	131
Frozen meat, bogie	V	47	62	..	109
Chilled beef, bogie	V	6	..	..	6
Frozen meat, bogie	V _B	157	85	..	242
Chilled beef, bogie	V _B	99	10	..	109
Covered goods, bogie	Z	108	90	..	198
Covered goods, bogie	Z _P	71	69	..	140
Totals .. ..	..	17,002	15,743	201	32,946
TARPAULINS .. ..	..	16,009	14,327	225	30,561

STATEMENT No. 24

LOCOMOTIVE STOCK FOR YEAR ENDED 31ST MARCH, 1948

Class.	Type.	North Island Main Line and Branches.	South Island Main Line and Branches.	Nelson.	Total.
A ..	Tender (4-cylinder balanced compound)	2	5	..	7
A ..	Tender (2-cylinder simple)	12	39	..	51
AA ..	Tender	10	..	..	10
AB ..	Tender	87	62	..	149
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 .. ..	..	9	..	9
K ..	Tender (coal fuel)	20	..	..	20
K ..	Tender (oil fuel)	10	..	..	10
KA ..	Tender (coal fuel)	9	..	..	9
KA ..	Tender (oil fuel)	24	..	..	24
KB ..	Tender .. ..	..	6	..	6
Q ..	Tender .. ..	..	5	..	5
U ..	Tender .. ..	..	9	..	9
UB ..	Tender .. ..	..	7	..	7
UC ..	Tender .. ..	..	7	..	7
W ..	Tank .. ..	..	2	..	2
WA ..	Tank	2	3	..	5
WAB ..	Tank	22	..	..	22
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)	14	..	..	14
X ..	Tender (2-cylinder simple)	2	..	..	2
Totals .. ..	..	378	260	4	642

STATEMENT No. 25

ALL SECTIONS

LOCOMOTIVE RUNNING COSTS, YEAR ENDED 31ST MARCH, 1948

Section.	Cost per Locomotive-mile.					Depreciation.	Water.	Deferred Maintenance.	Miscellaneous Expenses.
	Repairs.	Running.			Total.				
		Wages, Material, and Over-head.	Stores.	Fuel.						Wages.
	d.	d.	d.	d.	d.	£	£	£	£
N.I.M.L. and branches (coal)	15·30	1·01	33·35	14·56	64·22	94,295	20,142	..	314,744
N.I.M.L. and branches (oil) ..	6·22	0·94	66·63	10·41	84·20	12,262	1,597	..	20,106
S.I.M.L. and branches ..	16·70	0·91	10·38	14·46	42·45	46,079	11,770	..	306,795
Nelson	21·85	0·64	21·43	12·52	56·44	47	94	..	1,045
Total, steam ..	15·42	0·97	26·26	14·32	56·97	152,683	33,603	..	542,690
Electric locos., Eo 2-6 ..	16·75	0·11	12·94	4·88	34·68	1,216	..	..	1,782
Electric locos., Ec 7-12 ..	17·25	0·46	9·90	7·09	34·70	806	..	..	1,535
Electric locos., Ed 101-110 ..	14·34	0·29	7·72	6·47	28·82	8,553	..	..	5,723
Total, electric ..	15·36	0·28	9·19	6·26	31·09	10,575	..	..	3,040
Multiple units, D.M. ..	11·37	0·16	4·12	4·82	20·47	9,771	..	..	2,963
Diesel rail cars	13·80	0·79	2·27	3·04	19·90	15,204	..	..	2,796
Tractors	9·84	1·00	6·89	8·38	26·11	6,164	..	..	..

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.				
	d.	d.	d.	d.	£	d.		
N.I.M.L. and branches (coal) ..	2·29	0·49	..	7·66	3,068,114	74·66	83,539	239
N.I.M.L. and branches (oil) ..	3·69	0·47	..	6·04	314,118	94·40	4,763	..
S.I.M.L. and branches ..	1·73	0·44	..	7·72	1,399,794	52·34	57,713	228
Nelson	0·24	0·46	..	5·12	12,715	62·26	491	123
Total, steam ..	2·16	0·46	..	7·60	4,794,741	67·19	146,506	233
Electric locos., Eo 2-6 ..	1·73	..	..	2·54	27,330	38·95	979	196
Electric locos., Ec 7-12 ..	1·33	..	..	2·54	23,343	38·57	1,403	234
Electric locos., Ed 101-110 ..	4·11	..	..	2·76	74,125	35·69	2,940	294
Total, electric ..	3·13	..	..	2·67	124,798	36·88	5,322	253
Multiple units, D.M. ..	6·76	..	..	2·06	42,279	29·29	2,409	268
Diesel rail cars	4·15	..	..	0·76	92,793	25·31	3,940	188
Tractors	7·83	..	..	..	26,699	33·95	8,881	240

STATEMENT No. 25—continued

PERFORMANCES OF LOCOMOTIVES FOR THE YEAR ENDED 31ST MARCH, 1948

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	237,247	83,559	320,806	22,915	214,367	14,772	19,256	1,352
AA ..	10	198,081	63,737	261,818	26,181	183,044	14,104	11,941	1,215
AB ..	87	2,658,975	584,016	3,242,991	37,276	2,258,776	137,080	148,700	12,605
BB ..	30	228,439	441,555	669,994	22,333	494,878	36,108	43,805	3,111
C ..	12	2,557	235,318	237,875	19,823	183,940	12,976	11,130	1,120
F ..	2	108	1,220	1,328	664	945	147	407	11
H ..	6	7,670	19,797	27,467	4,578	41,601	4,659	12,318	381
J ..	30	1,213,330	148,832	1,362,162	45,405	1,099,075	46,278	63,550	4,725
K ..	20	884,249	90,142	974,391	48,719	848,339	43,478	99,445	4,087
K (oil-burner)	10	187,316	14,463	201,779	20,177	1,614,146	8,212	7,804	755
KA ..	9	573,216	54,651	627,867	69,763	552,235	28,849	91,749	2,722
KA (oil-burner)	24	558,563	38,186	596,749	24,864	4,161,146	25,967	12,907	2,382
WA ..	2	38	16,306	16,344	8,172	6,902	850	262	79
WAB ..	22	555,596	99,644	655,240	29,784	406,349	31,296	39,564	2,775
WF ..	6	17,749	60,332	78,081	13,013	53,415	3,399	1,629	326
WG ..	10	6,063	155,869	161,932	16,193	112,151	7,570	3,515	676
Ww ..	57	272,630	630,773	903,403	15,849	599,174	48,795	64,076	4,193
X ..	16	275,017	34,609	309,626	19,351	242,369	27,771	17,091	2,123
Hunslett	3	..	10,279	10,279	3,426	3,820	252	145	41
Total	370	7,876,844	2,783,288	10,660,132	28,811	7,301,380 5,775,395*	492,563	649,294	44,679

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 ..	39,824	19,796	80,228	14·41	1·01	29·79	14·81	60·02	3,397	242
AA ..	34,449	15,966	63,571	10·95	1·11	31·58	14·63	58·27	2,263	226
AB ..	422,832	172,100	756,237	11·00	0·93	31·29	12·73	55·97	23,340	268
BB ..	92,724	59,761	199,401	15·69	1·11	33·21	21·42	71·43	7,494	249
C ..	34,358	24,928	71,536	11·23	1·14	34·66	25·15	72·18	3,161	263
F ..	154	132	704	73·55	1·99	27·83	23·86	127·23	38	19
H ..	7,715	5,985	26,399	107·63	3·33	67·41	52·30	230·67	1,174	196
J ..	204,137	63,911	336,323	11·20	0·83	35·97	11·26	59·26	8,013	267
K ..	160,326	47,878	311,736	24·49	1·01	39·49	11·79	76·78	5,905	} 241
K (oil- burner)	59,868	9,685	78,112	9·28	0·90	71·21	11·52	92·91	1,342	
KA ..	106,000	31,163	231,634	35·07	1·04	40·52	11·91	88·54	4,143	} 229
KA (oil- burner)	161,815	24,937	202,041	5·19	0·96	65·08	10·03	81·26	3,421	
WA ..	1,215	1,497	3,053	3·85	1·16	17·84	21·98	44·83	322	161
WAB ..	75,987	34,623	152,949	14·49	1·02	27·83	12·68	56·02	5,606	255
WF ..	10,320	6,843	19,118	5·01	1·00	31·72	21·03	58·76	1,284	214
WG ..	20,968	16,477	41,636	5·21	1·00	31·08	24·42	61·71	2,072	207
Ww ..	112,720	79,032	260,021	17·02	1·11	29·95	21·00	69·08	12,516	220
X ..	45,975	17,507	82,696	13·24	1·65	35·64	13·57	64·10	2,532	158
Hunslett	695	810	1,691	3·39	0·96	16·23	18·90	39·48	279	93
Total	1,592,082	633,031	2,919,086	14·62	1·01	35·84	14·25	65·72	88,302	239

* Gallons of fuel oil.

STATEMENT No. 25—*continued*PERFORMANCES OF LOCOMOTIVES FOR YEAR ENDED 31ST MARCH, 1918—*continued*

Type.	Number of Locomotives.	Locomotive-mileage.			Average Mileage per Locomotive.	Quantity of Stores.		Cost of Repairs : Wages, and Material. Overhead.	Cost of Running: Stores.
		Details.		Total.		Running.			
		Train.	Shunting, Assisting, Light, and Miscellaneous.			Coal.	Oil.		
SOUTH ISLAND MAIN LINE AND BRANCHES									
A ..	44	903,101	216,714	1,119,815	25,450	Cwt. 689,079	Quarts. 48,681	£ 86,696	£ 4,364
AB ..	54	1,771,883	354,250	2,126,133	39,373	1,249,596	86,204	110,334	7,720
B ..	7	22,053	90,316	112,369	16,052	72,029	4,977	10,708	438
BA ..	10	32,073	159,585	191,658	19,165	140,981	11,394	27,483	934
C ..	12	18,112	248,487	266,599	22,216	169,870	11,077	18,991	1,005
F ..	18	727	179,183	179,910	9,995	63,865	5,377	21,059	590
G ..	6	159,010	22,779	181,789	30,298	122,437	7,881	12,720	663
J ..	10	357,552	35,117	392,669	39,266	311,629	16,427	28,450	1,569
JA ..	9	299,725	24,349	324,074	36,008	213,733	9,137	3,545	957
KB ..	6	215,576	22,916	238,492	39,748	189,836	11,889	14,276	1,093
Q ..	10	41,627	56,811	98,438	9,843	73,159	5,396	3,919	457
U ..	9	135,375	43,944	179,319	19,924	121,984	9,470	8,908	814
UB ..	7	113,172	39,001	152,173	21,739	92,280	5,270	15,751	481
UC ..	7	135,170	60,524	195,694	27,956	91,955	5,697	8,991	551
W ..	2	10,294	18,823	29,117	14,558	17,420	1,392	1,587	116
WA ..	3	20,945	24,721	45,666	15,222	28,850	2,100	3,466	180
WAB ..	8	83,333	9,865	93,198	11,650	69,747	5,440	23,299	399
WB ..	4	15,532	37,478	53,010	13,252	27,695	2,249	4,519	215
WE ..	3	23,407	12,049	35,456	11,818	28,155	1,932	1,961	154
WF ..	22	65,564	289,499	355,063	16,139	229,940	18,553	33,394	1,599
WW ..	3	30,857	16,607	47,464	15,821	25,500	1,687	6,583	167
Total	254	4,455,083	1,963,018	6,418,106	25,268	4,029,740	272,233	446,640	24,466

Type.	Cost of Running - continued.		Total Costs.	Cost per Locomotive-mile.					Days in Steam.	Average Number of Days in Steam per Locomotive.
				Repairs.	Running.					
	Fuel.	Wages.		Wages, Material, and Overhead.	Stores.	Fuel.	Wages.	Total.		
	£	£	£	d.	d.	d.	d.	d.		
A ..	47,357	62,029	200,446	18-58	0-94	10-15	13-29	42-96	9,661	
AB ..	86,132	101,474	305,660	12-45	0-87	9-72	11-46	34-50	15,058	
B ..	4,968	10,700	26,814	22-87	0-94	10-61	22-85	57-27	1,604	
BA ..	9,705	18,662	56,784	35-56	1-21	12-56	24-15	73-48	2,308	
C ..	11,693	26,788	58,477	17-10	0-90	10-53	24-13	52-64	3,237	
F ..	4,388	19,286	45,323	28-09	0-79	5-85	25-73	60-46	3,480	
G ..	8,418	9,096	30,897	16-79	0-88	11-11	12-01	40-79	1,235	
J ..	21,486	18,503	70,008	17-39	0-96	13-13	11-31	42-79	2,438	
JA ..	14,766	14,006	33,274	2-63	0-71	10-94	10-36	24-64	1,921	
KB ..	13,063	11,958	40,390	14-37	1-10	13-15	12-03	40-65	1,426	
Q ..	5,028	7,745	17,149	9-55	1-12	12-26	18-88	41-81	1,378	
U ..	8,387	11,091	29,200	11-92	1-09	11-23	14-84	39-08	2,092	
UB ..	6,315	8,992	31,539	24-84	0-76	9-96	14-18	49-74	1,527	
UC ..	6,349	10,764	26,655	11-03	0-68	7-78	13-20	32-69	1,621	
W ..	1,193	2,648	5,544	13-08	0-96	9-83	21-83	45-70	429	
WA ..	1,988	4,015	9,649	18-21	0-95	10-45	21-10	50-71	704	
WAB ..	4,688	4,797	33,183	60-00	1-03	12-07	12-35	85-45	697	
WB ..	1,904	4,704	11,342	20-46	0-97	8-62	21-30	51-35	884	
WE ..	1,940	3,078	7,133	13-27	1-04	13-14	20-83	48-28	568	
WF ..	15,814	33,429	84,236	22-57	1-08	10-69	22-60	56-94	4,832	
WW ..	1,759	2,938	11,447	33-29	0-84	8-89	14-86	57-88	613	
Total	277,341	386,703	1,135,150	16-70	0-91	10-38	14-46	42-45	57,713	

Approximate cost of Paper.—Preparation, not given; printing (1,183 copies) £195.

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