

SESSION II.

1923.

NEW ZEALAND

RAILWAYS STATEMENT

BY THE MINISTER OF RAILWAYS, HON. J. G. COATES.

MR. SPEAKER :—

It has not been possible for me, during the short time I have held the portfolio of Railways, to review personally the many important matters connected with the administration of the State railways, as, apart from the heavy pressure of work due to the session, many of the problems are so extensive and far-reaching in their application that much careful study must be devoted to them before any material changes or improvements can be decided upon.

One does not need, however, to delve very deeply into the fundamental principles governing railway policy to realize the important part the railways have already played in the past towards bringing this Dominion to its present high state of productiveness, and to appreciate the value of the service to primary and secondary industries, and numerous other benefits that have been conferred upon our citizens. The general public have become so accustomed to generous concessions on the railways that the value of the services rendered is not so universally appreciated as it should be. It is well, therefore, that I should give a short *résumé* of the benefits conferred under the present policy, many of which, it is needless to say, would not be available if the railways were run on purely commercial lines.

ORGANIZATION.

From time to time suggestions are made in regard to having a greater degree of decentralization in the Department. The requirements of parliamentary control of expenditure, and the necessity for ensuring that there shall be so far as practicable a uniform policy observed by all responsible officers of the Department, impose certain limits upon decentralization which cannot be overcome. Within those limits, however, I desire to give the District Officers every possible opportunity to exercise initiative and self-reliance.

DEVELOPMENTAL.

The railways in New Zealand have never been regarded, or run, as a profit-making concern. Even if practicable, there is little doubt that such a policy would not meet with the approval of the people; nor, in my opinion, would it bring about any material improvement in the condition of affairs as a whole. If in the construction and working of the railways we were to be guided solely by considerations of financial return, much greater profits could be earned. But in my view this would not be utilizing the service in the true interests of the Dominion.

If further evidence were required to substantiate that conclusion, I need only draw attention to the statement in the General Manager's report with regard to nineteen branch lines—many of which have been in operation for a considerable period—which have failed to earn actual working-expenses, to say nothing of returning interest on capital. It is also shown that the mileage of the lines referred

to in the table indicates that at least 21·43 per cent. of the total mileage of the railway system is being worked at a loss under the existing policy. But would any one suggest that these lines should be scrapped, or that higher rates should be charged to cover interest and working-expenses? They have opened up the country, increased production and consequently the wealth of the Dominion, and although the working results may not be satisfactory from a railway-finance point of view, there can be no doubt that the value of the service to the Dominion as a whole more than outweighs the lack of profit. As indicated in this report, I am hopeful that the action being taken by way of installing experimental motor-trains will result in improvement in the services on the branch lines referred to.

The extent to which the railways can be used for development purposes depends upon available finance. The concessions which can be granted after the policy rate of interest has been earned are necessarily governed by the general condition of the country's finance. When the country is prosperous and finances are buoyant much may be done in this direction. When times of depression and financial stringency have to be faced, concessions have necessarily to be withdrawn until circumstances permit of their being reinstated.

The war and post-war periods occasioned much anxious thought to those concerned with the control of the finances of the Dominion. During the war it was necessary to increase the railway charges in order to assist in providing the revenue required to meet increased expenditure, and in the post-war period the financial position of the country rendered it imperative that drastic economies should be effected in all Government Departments. But though much was achieved by the Department in necessary economies, it should not be concluded that all immediately unprofitable facilities and concessions have been eliminated; and in this respect it may not be superfluous to mention some of the directions in which the Department is extending benefits at the expense of its own financial returns.

Handsome concessions are being granted in the matter of fares to encourage people to live in the suburbs. At the present rates workers' weekly and weekly twelve-trip tickets and season tickets are unremunerative, while the concession to school-children results in an annual loss to the Department of some £25,000. In this latter connection it is noted that in some districts where train-loads of children are daily conveyed to school at concession rates parents travel by motor-bus. Many concessions may be quoted in the parcels and goods branches. For instance, the charges on New-Zealand-grown fresh fruit are obviously below a reasonably remunerative rate. Half a hundredweight of fruit may be carried any distance for 8d. Lime for farm lands is conveyed for distances up to 100 miles free of charge; empty fruit-cases, made from New Zealand timber, under certain conditions are carried free for distances up to 100 miles, and a similar concession applies to timber consigned for the purpose of making fruit-cases. Native brown coal is also carried at an extremely low rate. Native timbers are carried at one-third less than the rate charged for imported timbers. Returned-empty butter-boxes, cheese, egg, fresh-meat, fruit, nut, and vegetable packages are carried free, and others at very low rates. Stock, implements, dogs, horses, cattle, produce, &c., consigned to shows, horse-parades, dog trials, &c., are returned free of charge. Many commodities of New Zealand manufacture are granted preferential rates on the railways in order to protect and foster the industries of the Dominion. I think more might yet be done in this direction.

All these are cases in which immediate financial return is sacrificed to secure general advantage to the community, and, though it may not be possible to state specifically the extent of such sacrifice in the financial returns of the Department, its reality is beyond dispute.

Another important phase of the Department's operations is its policy of purchasing its requirements in the Dominion wherever possible. During the year under review, £1,865,212 was expended in purchasing stores and other material, of which amount £1,245,477 was circulated in the Dominion. Generally speaking, a very large proportion of the total expenditure of the Department in wages, stores, &c., is circulated within New Zealand.

TARIFF.

The tariff is probably one of the most important questions now calling for attention. It will be remembered that during the war period passenger-fares and parcels and goods charges were increased by certain percentages, and naturally it will be felt that relief should first be given in this respect.

From the consideration it has been possible for me to give to the subject, I feel, however, that a comprehensive revision of the tariff would be a much more desirable course of action to take, and this will be one of the first matters of importance that I intend to go into at the termination of the session. I have already given some thought to it with the idea of appointing a small committee to assist and advise me with regard to the many complex details that will arise. Just exactly what the personnel should be I have not yet been able to definitely decide—that is, whether the users should have representation, or whether the committee should consist entirely of experts, with power to afford persons interested every opportunity to make suggestions.

In conjunction with the revision of the tariff must be considered the question of the wages and working-conditions of the staff. Representations are continually being made by the various organizations for improved wages and conditions, and there can be little doubt that the question of deciding just what constitute equitable rates of wages and liberal conditions of employment, having regard to existing conditions, must be very carefully and thoroughly examined when the operations of the Department are being revised.

I am entirely in accord with the view that the State should extend to its employees the best possible consideration with regard to wages and working-conditions, but obviously there is a point beyond which we cannot go. Excellent conditions are, in my opinion, extended to the whole staff, in the way of a large annual subsidy to the Superannuation Fund, in leave of absence, sick and accident pay, free railway passes, privilege tickets, the payment of overtime, and to the Second Division in a forty-four-hour week with special rates for night-work and overtime, and other concessions. In addition the Department's housing policy will result in a great improvement in accommodation for the staff, and extend the benefits of cheap rents.

There is the point, however, that if the Department is to hold its own with the very real motor competition, which is increasing, concessions both to the users of the railways and to the staff will have to be subjected to very close investigation. It is clear that any consequent increase in freight rates at this juncture, to enable the Department to earn interest charges, would tend to divert more traffic to the roads.

MOTOR COMPETITION.

The subject of competition from road-motors with the railway is one that calls for some comment. It is well known that motor-owners are not charged with any contribution to the construction and maintenance of the roads; also that the railways carry road-metal for the repair of these roads at a rate which involves a loss of £50,000 per annum. Already some of the local bodies have found it necessary to take more or less drastic action in regard to motor traffic. There is ample scope for useful work for road-motors without their coming into competition with the railways. They undoubtedly have a legitimate field, which I think is supplementary to, rather than competitive with, the railways. They should work in close touch with the railways and act as feeders thereto, thereby enabling rapid and regular transport to be provided in districts where the construction of a railway would not be justified. In pursuance of this idea the Department itself has had under consideration proposals to obtain some motor-vehicles for use in conjunction with the railways. These would be obtained and worked at first as an experiment in selected districts, and further operations in this direction would be guided by the experience thus gained. In addition, contracts might, I think, be made with those now engaged in the motor carrying trade to work in co-operation instead of in competition with the Department. In view of the damage done to the roads by the heavy motor-vehicles used for carrying goods, it seems inevitable that something will have to be done by the local bodies and others interested in the upkeep of the roads in the direction of determining under what conditions these motors can be permitted to use the roads.

TRAIN SERVICES.

I have given some attention to the matter of improving the train services in the direction of providing limited through express trains.

In regard to the through express trains, I think that something may be done to give more consideration to long-distance passengers, and so encourage people to extend their journeys.

ELECTRIFICATION OF SUBURBAN LINES.

The Government recognizes the advantages to the public and to the railway system which the utilization of electric power on these busy lines would undoubtedly give. Its aim is to keep development in this direction one of the first items in its railway policy. Already the Government has sought and obtained valuable material locally and from other countries to aid it in the schemes which are in preparation. During the year these reports will be reviewed and considered by departmental experts with the Department's proposals. It should be possible then to decide whether it would be desirable from an economical standpoint to electrify several of the services mentioned. Later, when all investigations have been made and a proper basis arrived at, I propose making a statement indicating the action the Government, guided by experts in electricity, considers it advisable to take.

The quickly growing population of our cities and the tendency to overcrowding, coupled with the need for still further opening up unoccupied residential areas in the suburbs, are matters with which the Government is deeply concerned. There is a constant clamour for faster and more frequent services on the existing suburban lines. In dealing with these demands I must consider what an extension of the time-tables would mean. If that extension would cause the population of the areas to which the existing services now run, and of those which they would tap in the near future, to increase, the Department must view with favour the question of extensions to existing lines and the establishing of suburban services to localities which have so far not been settled residentially. I think that such a policy should not be based on the immediate financial return, but with the ultimate object in view of the settlement so encouraged warranting the economical electrification of the train services.

Where there is prospect of proceeding ahead with these objects in view, there will be no hesitancy on the part of the Government in putting progressive proposals into operation.

MOTOR-TRAINS.

I am of the opinion that if a suitable rail motor-vehicle can be devised it should go far to solve the traffic problem on some of our suburban lines and non-paying branch lines. Newspapers have reported a certain amount of success in some of the Australian States with motor-trains. I have arranged for the Department to purchase two or three first-class motors for conversion into suitable railway motor-trains for trial on some of our branch lines. The experiments will be very closely watched, and the service will be extended if satisfactory.

LEVEL CROSSINGS.

The matter of level crossings has been fully dealt with in the report of the General Manager. The only way in which absolute public safety can be assured is by the provision of bridges or subways, but the expense entailed places such a proposal beyond the realm of practical possibility. In the meantime the safety of motorists using the level crossings must depend principally on the care exercised by themselves. Instructions have been given that in cases of flagrant breaches of the by-laws legal proceedings are to be taken. The Department is installing warning-devices at some of the more dangerous crossings, but it has to be remembered that the expenditure for this purpose must be limited when there are so many other works of urgency demanding attention.

ADVERTISING.

I am fully convinced of the possibilities of judicious advertising, both in the Dominion and abroad, the scenic and health resorts to which access can be gained by railway. I think the establishment of an Advertising Branch in the Department has been a step in the right direction, and that its activities will have very beneficial results not only to the railways themselves, but also to the Dominion generally.

PLATFORM TICKETS.

The matter of admitting the public to platforms at principal stations at the times of departure of the express trains has been engaging my attention. Unrestricted admission at such times would not only cause very great inconvenience to the work at the stations, with consequent delays to trains, but would be fraught with danger. To permit persons to go on to the platforms to assist passengers or for other good reasons a limited number of platform tickets will be issued.

RAILWAYS IMPROVEMENT.

Many works of considerable magnitude come under this heading. I intend, however, to make a careful study of the whole of the requirements and then formulate a definite programme, having regard to the amount of finance available.

HOUSING.

A perusal of the General Manager's report will indicate the excellent progress that is being made in solving the Department's housing problem, and experts greatly praise the sawmill and house-factory at Frankton. Its estimated output is 300 houses per annum, but experience so far indicates that the estimate will be exceeded. The Department requires 1,200 houses to meet its own demands—sufficient to keep the factory engaged for nearly four years. Besides house-building, all kinds of timber construction-work will be carried out, such as the building of railway-wagons, station buildings, stock-yards, &c. The effect of the acute shortage of houses on the Railway Department can be appreciated from the fact that the cost in the additional transfer expenses of its staff is approximately £10,000 per annum. The labour-saving methods adopted in house-construction result in a very material reduction in capital cost, enabling the Department, after allowing for maintenance, interest, and depreciation, to assess a weekly rental based on one day's pay. With the factory at Frankton Junction fully equipped and running smoothly, urgent requirements should soon be overtaken. The houses being erected by the Department are comfortable and convenient to the occupants, and I join with the General Manager in expressing the hope that those who are in occupation will take an interest in and improve their surroundings. I would desire to see every railway settlement a garden suburb.

GENERAL.

On the one hand, the Department is expected to ensure the maximum degree of safety to its staff and its customers, punctuality is regarded as essential, and concessions and facilities are continually being pressed for. On the other hand, the Department is seriously hampered by the want of those facilities which are imperatively necessary. As with many other things, the provision of these facilities had to be postponed owing to the exigencies of the war period, but I am satisfied that the commencement of the works enumerated by the General Manager cannot, with justice to the Department and the public, be longer postponed.

I am very desirous of bringing the Department into intimate touch with the users of the railways, and I intend to make the fullest possible use of the two Commercial Agents appointed to attain that object. I may say that these two officers have already done excellent work throughout the Dominion, coming into contact with the public, clearing up many matters in dispute, and generally creating a better understanding between the Department and its clients. I am convinced that their appointment was a step in the right direction, and that users of the railways may place before the Agents with every confidence any matters that may require to be investigated and adjusted. Unfortunately, pressure of business has hitherto prevented the General Manager from moving about the Dominion as much as might have been desired to come personally into contact with the Department's customers, but the arrangements in train will enable this to be done.

RESULTS OF WORKING.

The following is a summary of the results of working for the year ended 31st March, 1923, as compared with 1922:—

PARTICULARS.	Year ended 31st March.	
	1922.	1923.
Total miles open for traffic	3,030	3,037
Average miles open for year	3,026	3,036
Capital cost of opened and unopened lines	£44,689,748	£46,851,071
Capital cost of open lines	£39,309,097	£40,275,161
Capital cost per mile of open lines	£12,973	£13,261
Gross earnings	£6,643,591	£6,727,802
Working-expenses	£6,237,727	£5,502,497
NET PROFIT ON WORKING	£405,864	£1,225,305
PERCENTAGE OF PROFIT TO CAPITAL INVESTED	1·07	3·04
PERCENTAGE OF WORKING-EXPENSES TO EARNINGS	93·89	81·79
Earnings per average mile open	£2,199	£2,219
Working-expenses per average mile open	£2,063	£1,813
NET EARNINGS PER AVERAGE MILE OPEN	£136	£406
Earnings per train-mile	d. 182·69	d. 193·18
Working-expenses per train-mile	171·37	157·81
NET EARNINGS PER TRAIN-MILE	11·32	35·37
Passengers, ordinary	14,262,440	14,256,610
Season tickets	472,865	485,681
Goods tonnage	5,931,112	6,234,807
Live-stock tonnage	390,239	383,781
Train-mileage	8,717,265	8,346,731
Locomotives	637	639
Passenger-cars	1,496	1,498
Wagons and brake-vans	23,974	26,106

In view of the unsettled condition that still continues in various directions and the decline in the export of some of our staple products it would not be prudent to take other than a conservative view in making a forecast for the Railway revenue for the coming year. I, however, anticipate the revenue will reach £7,000,000 and the expenditure £6,050,000.

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

New Zealand Government Railways, Head Office, Wellington, 20th July, 1923.

SIR,—

I have the honour to report on the working of the railways for the financial year ended 31st March, 1923.

During the year the Patumahoe-Waiuku Section, 7 miles 70 chains, was opened, making the total mileage open for traffic on the 31st March, 1923, 3,037 miles.

The capital invested in the lines open for traffic, including the steamers and plant on Lake Wakatipu, at the close of the financial year was £40,275,161, as against £39,309,097 the preceding year, an increase of £966,064. This amount includes £156,374 construction charges on lines taken over from the Public Works Department, £751,928 for rolling-stock and new works charged against Capital Account under "Additions to open lines," and £57,301 expended under the Railway Improvement Authorization Act, 1914.

The gross receipts for the year amounted to £6,727,802, as against £6,643,591 for the previous year, an increase of £84,211.

The net revenue, £1,225,305, is equal to a return of 3·04 per cent. on the capital invested in the lines open for traffic, and 2·62 per cent. on the capital invested on the opened and unopened lines.

The train-mileage for the year, 8,346,731, was 370,534 miles less than the preceding year. A reduction of 260,468 miles was made on the North Island main line and branches, and 84,861 miles on the South Island main line and branches.

In the Ohakune district slips and subsidences occurred in May, July, August, and November, 1922, and January, 1923, while the earthquakes in the Canterbury District in December last caused considerable damage to the railway in the Cheviot district. Beyond this, nothing calling for special comment occurred, and the train services were unusually free from delays arising out of floods and slips.

The following figures, which include delays from every cause, and give the record of the late arrival at destination of the principal trains during the year, show that—notwithstanding such difficulties as were experienced—the trains have, as a whole, run well up to time :—

				Average Late Arrival.	
				Min.	Min.
Long-distance passenger-trains	..	..	..	2·57	against 3·14 last year.
Suburban trains	..	..	..	0·61	" 0·80 "
Long-distance mixed trains	..	..	..	3·66	" 5·00 "

The number of ordinary passengers carried during the year was 14,256,610, a decrease of 5,830 when compared with last year. 512,943 passengers were carried at holiday excursion fares, 99,416 children and teachers and 73,855 adults at the school, factories, and friendly-societies rates.

Season tickets issued during the year numbered 485,681, an increase of 12,816. Workers' twelve-trip tickets issued numbered 127,012, an increase of 5,891, and weekly workmen's tickets issued on suburban lines numbered 281,220, an increase of 6,535.

The goods and live-stock tonnage was 6,618,588 tons, an increase of 297,237 tons over the preceding year. The increases were—

Cattle	..	..	..	..	14,026 head.
Other goods (including minerals)	..	..	..	..	348,694 tons.

The decreases were—

Sheep and pigs	..	..	..	..	267,752 head.
Timber	..	..	..	..	44,999 tons.

The increase in general goods was 255,814 tons, and in minerals 92,880 tons, mainly represented by traffic under the heads dairy-produce, grain and general merchandise, and native coal.

The movement of sheep was retarded by an unfavourable season combined with a fluctuating market and the necessity for replenishing flocks which had been heavily depleted in past years. The falling-off was confined to the North Island main line and branches, where the reduction compared with previous year's traffic was 406,255 head.

The decline in timber tonnage reflects the depression in the building trade and fluctuations in importations of poles for electric-power lines.

The coal railed from Westport mines was 586,684 tons, an increase of 88,188 tons on the previous year's traffic. The output from co-operative parties increased by 12,000 tons.

The output from mines in Greymouth district was 275,856 tons—a decrease of 15,255 tons on the previous year. In 1915 the coal railed from Greymouth mines was 514,795, or 46·61 per cent. greater than last year (275,856 tons).

The mines in the Wairio district, Southland, served by the Ohai Railway increased their output by 32,000 tons. Nightcaps and other mines in the same neighbourhood fell off by 15,500 tons.

The average number of men employed for the year was 15,728, against 15,662 for the previous year.

Twenty-seven members of the Second Division were promoted to the First Division, 302 members resigned, 116 retired on superannuation, 46 died, 122 were dismissed, and 715 engaged.

The sum of £25,645 was paid under the Workers' Compensation Act during the year to members who sustained injuries while in the execution of their duties.

Twenty-six new engines were added to the stock. Five tender engines, Class AB, and one heavy tank engine, Class WAB., were built in the Government railway workshops; four Class AB engines built under contract by Messrs. A. and G. Price (Limited), of Thames, and sixteen Class AB built by the North British Locomotive Company (Limited), of Glasgow, under contract let in 1920.

Ten bogie cars, twelve bogie brake-vans, five bogie and 243 four-wheeled wagons were built in the Department's workshops.

The rolling-stock on order at the close of the year comprised forty-two engines, 130 cars, four bogie brake-vans, and 166 bogie and 514 four-wheeled wagons.

Four thousand two hundred and eighteen car, van, and wagon axles were replaced with modern axles, thus increasing the carrying-capacity of the vehicles by 2 tons each.

The permanent-way, buildings, structures, and appliances have been efficiently maintained, and a considerable number of improvements have been made in the accommodation at various stations.

Forty-eight and one-quarter miles of track were relaid with heavier material, 172,746 new sleepers, and 161,553 cubic yards of ballast were placed in the track during the year.

The Auckland-Mercer grade easements and the station rearrangements in connection therewith have been completed.

Fixed signals were provided at two stations, making the total number of stations so equipped 304, while 101 stations are interlocked.

The railway telegraph and telephone systems have been extended, and now comprise 285 Morse sets, 1,737 telephones, 333 electric bells, 7,630 miles of wire, and 2,679 miles of poles.

Up to the 31st March, 1923, the sum of £83,120 was spent under the vote "Additions to open lines" in the rearrangement of stations and the providing of telegraph and telephone facilities and signalling-appliances between Rolleston and Arthur's Pass; and £131,694 on similar works in the Greymouth district, to provide for the requirements of the traffic on the opening of the Otira - Arthur's Pass Tunnel.

REVENUE.

The gross revenue for the year amounted to £6,727,802, of which the North Island system yielded £4,009,677, a decrease of £11,722, and the South Island system £2,708,774, an increase of £94,602 on the previous year's figures; the increase from the whole system, including the Lake, was thus £84,211 on the earnings of the previous year and £27,802 above the estimate. The particulars are as follow:—

	1923.	1922.
	£	£
Passengers, ordinary	2,216,514	2,212,633
Season tickets	204,106	205,594
Parcels, luggage, and mails	393,322	339,482
Goods	3,671,008	3,646,594
Miscellaneous, rents, &c.	242,852	239,288
	<u>£6,727,802</u>	<u>£6,643,591</u>

The gross receipts per train-mile for all lines were 193·18d., against 182·69d. for the preceding year, an increase of 10·49d. per train-mile.

The North Island main line and branches produced 193·2d. per train-mile, against 183·71d. for the previous year, an increase of 9·49d.

The South Island main line and branches gave a return of 192·4d., as against 179·22d. last year, an increase of 13·18d.

The earnings from the Lake Wakatipu steamers amounted to £9,350, an increase of £1,331.

The net revenue, £1,225,305, was equal to a return of 3·04 per cent. on the capital invested in the lines open for traffic (£40,275,161) and 2·62 on the capital invested in the opened and unopened lines (£46,851,071).

EXPENDITURE.

The working expenditure for the year under review, including £14,100 the cost of working the Lake Wakatipu traffic, amounted to £5,502,497, a decrease of £735,230 on the expenditure for the previous year, and £661,503 below the estimate.

The ratio of expenditure to earnings was 81·79, as compared with 93·89 for the preceding year, a decrease of 12·1.

	Expenditure.		Per Cent. of Revenue.	
	1922-23.	1921-22.	1922-23.	1921-22.
	£	£	£	£
Traffic	1,527,033	1,703,049	22·73	25·66
Locomotive	2,657,153	3,134,164	39·55	47·23
Maintenance	1,040,892	1,111,884	15·49	16·76
Signals and electrical	67,425	72,343	1·01	1·09
Management	195,894	202,948	2·91	3·06
	<u>£5,488,397</u>	<u>£6,224,388</u>	<u>81·69</u>	<u>93·80</u>
Lake Wakatipu steamers	14,100	13,339	0·10	0·09
	<u>£5,502,497</u>	<u>£6,237,727</u>	<u>81·79</u>	<u>93·89</u>

Of the gross decrease (£735,230), the sum of £377,427, equal to 51·33 per cent., represents the decrease in wages and salaries. Stores decreased £332,258, equal to 45·19 per cent.; and miscellaneous services decreased £25,545, equal to 3·48 per cent.

The sum of £238,942 was expended in the Maintenance Branch and charged to capital under the head "Additions to open lines." These comprise additions to station-buildings, extension of sidings, bridge-work and subways, additions to workshops, tablet, telegraph and telephone facilities, signalling and interlocking, and purchase of land.

In the Locomotive Branch £923,027 was expended in the provision of additional rolling-stock, tarpaulins, Westinghouse brake, steam-heating, electric lights for engines, and workshops machinery.

The rolling-stock in respect to which the charges were incurred comprised twenty-six locomotives, six cars, eleven bogie brake-vans, five bogie and 2,127 four-wheeled wagons completed on 31st March, 1923, and forty-two locomotives, 120 carriages, three brake-vans, 166 bogie and 501 four-wheeled wagons incomplete but in hand on that date.

WAGES EXPENDITURE.

		Year ended 31st March, 1922. £	Year ended 31st March, 1923 £	Decrease. £
For time worked between 6 a.m. and 10 p.m.	.. ..	3,946,768	3,651,798	294,970
For time worked between 10 p.m. and 6 a.m.	.. ..	189,327	151,175	38,152
For departmental holidays and Sundays	.. ..	69,208	74,915	+ 5,707
For night allowance paid to members of Second Division	.. ..	55,775	50,872	4,903
Totals	.. ..	<u>£4,261,078</u>	<u>£3,928,760</u>	<u>£332,318</u>

The following figures indicate the advance in wages and salaries, exclusive of additions to open lines and railway improvement authorization works, since the 1st April, 1914:—

Year.	Gross Amount.	Increase			
		Over 1914.		Over 1919.	
		Amount.	Per Cent.	Amount.	Per Cent.
		£		£	
1914	1,966,868	..	..	..	..
1919	2,277,142	310,274	15·8	..	..
1922	3,826,369	1,859,501	94·5	1,549,227	68·03
1923	3,448,942	1,482,074	75·4	1,171,800	51·46

It will be seen that the increase in the wages-bill for 1923 compared with 1914 is £1,482,074, representing a sum sufficient to pay 3·68 per cent. interest on the capital cost of the working railways—namely, £40,275,161, while the increase of £1,171,800—representing the difference between the wages expenditure for 1919 and 1923 respectively—is sufficient to pay 2·91 per cent. on the capital cost.

The reduction of £332,318 in the wages expenditure for 1923 as compared with that for the previous year represents the result of the operation of the Public Expenditure Adjustment Act, together with the economies effected in the train-services.

I desire to emphasize that the sum of £1,171,800 mentioned above as being the increased wages expenditure for 1923 as compared with 1919 represents the cost (after deducting the sum of £332,318, which was the amount of the reductions in wages expenditure consequent on the operation of the Public Expenditure Adjustment Act and the agreements made thereunder) of giving effect to the recommendations of the Wages Boards, which in 1919 and 1920 dealt with the wages and conditions of the Railway staff. The gravity of the position from the financial point of view will, however, be made clearer by my stating that the increase in the total receipts for 1923 as compared with 1920 amounted to £975,315, and the increase in the wages expenditure consequent upon the findings of the Boards absorbed the whole of the increased earnings and £196,485 in addition. The complexity of the problem of making both ends meet becomes apparent when these facts are considered together with the high prices which have been ruling for all necessary stores and material. (See page xviii.)

STORES.

The amount expended in purchasing general stores and other materials required for departmental use during the year was £1,865,212. Of this amount the Department, in pursuance of its policy of giving preference to New-Zealand-made goods, expended in the Dominion the sum of £1,245,477, which represents a very substantial benefit accruing to traders in New Zealand from the operations of the Department. When it has been necessary to obtain imported goods preference has invariably been given to British manufacturers, and in respect of such goods the sum of £619,734 has been paid through the High Commissioner in London.

The range of stores dealt with from year to year is both wide and varied, necessitating close supervision and unremitting care and attention. During the year the utmost care has been exercised in respect to all purchases made for the purpose of replenishing essential lines for everyday use and special purposes, and in all transactions the necessity for strict economy in expenditure was kept prominently in view. Older stocks purchased at war prices were steadily reduced during the year, and new stocks limited by more frequent ordering in smaller quantities, constant care being taken to provide against shortages, while fluctuations in market values and trade conditions were carefully watched and full advantage taken thereof when opportunity offered.

During the year the Railway Stores Branch has performed a great deal of work for other State Departments in connection with the Stores Control Board. Each District Railway Storekeeper is a purchasing officer for other Government Departments, and is also a member of the Supplies and Tenders Committee in his district. This work has materially increased the responsibility and added to the official duties of the Storekeepers, but it is beyond question that State Departments generally have benefited considerably.

In view of the instability of the markets the practice previously in operation of inviting contracts for general stores has, except in the case of a few specific lines, such as oils, spirits, uniform clothing, and varnish, not yet been reverted to. The method instituted during the war period of purchasing such stores in the open market or direct from manufacturers or their representatives has, up to the present, given more satisfactory results.

AUTOMATIC SIGNALLING.

The automatic signalling over the single-line section between Lower and Upper Hutt was completed and brought into operation during the year. The system is now in operation for twenty-one miles of line between Wellington and Upper Hutt, and is working satisfactorily. The system comprises sixty-nine signals; the movements during the year numbered 694,000, and the total failures from all causes represent one for every 9,592 movements. Most of these failures occurred while the working of the installation was in its initial stages, and, as the minor defects which only become apparent during actual working have now been remedied, the proportion of failures will in future be practically negligible.

The system has proved its reliability, and has been of material assistance in facilitating movements of traffic, especially during race meetings, when trains have had to follow each other at short intervals. Since the installation of the signals it has been possible to despatch race trains within three-minute intervals, and great public convenience has resulted.

The installation of the automatic power signalling on the Midland Railway between Rolleston and Stillwater is in hand, and considerable progress has been made therewith.

ADVERTISING BRANCH.

The decision of the Department to establish its own Advertising Branch has been fully justified. The business continues to expand steadily, and the revenue accruing from the branch is considerably in excess of the amounts received when the advertising rights were let by contract. In addition to this the display and appearance of advertisements on stations and the departmental hoardings have been greatly improved, and increased satisfaction accorded to advertisers on railway premises.

Special steps have been taken to advertise the scenic and health resorts of the Dominion both in New Zealand and abroad. The Department has on display at railway-stations in New Zealand a series of pictorial posters giving views of Rotorua, the Waitomo Caves, Mount Cook, and Lake Wakatipu. The supply of these posters was arranged in conjunction with the Tourist Department.

There were also published a series of pictorial poster stamps illustrating scenic, sporting, agricultural, and pastoral views. These are made up in booklets, and are on sale to the public at railway-stations. Recently posters were exhibited drawing attention to this means of advertising New Zealand, and as a result there has been a marked increase in requisitions from stations for further supplies of the booklet, thus indicating that the public is co-operating well with the Department in this matter. These stamps are affixed to overseas letters by the public using them, and every mail brings letters of inquiry from abroad sent as a result of receiving a letter bearing one of these stamps. Many hundreds of such letters have been received, and they come from many different countries, thus showing that the distribution is very widespread.

Supplies of these stamps have also been forwarded to the High Commissioner in London and to the New Zealand Government Agents in Melbourne and Sydney, and some of the shipping companies have also purchased large quantities for distribution.

A map showing New Zealand in its corresponding latitude on the Mediterranean Sea was designed and published for the dual purpose of illustrating the size of the Dominion as compared with European countries and also to give an indication of the relatively equable climate of this country. These maps have been supplied to the High Commissioner and to the New Zealand Agents in Australia, and have also been distributed very largely with letters in reply to inquiries from overseas and with other correspondence.

There was also compiled and published a booklet setting out the prospects of New Zealand as a field for business. Copies of this have been supplied to the High Commissioner and the New Zealand Agents in Australia for distribution, and large numbers have also been circulated by post in the ordinary course of our dealings with overseas business firms.

Recently arrangements have been come to with the representatives of the Canadian Government railways and shipping service and of the Canadian Pacific Railway Company for a reciprocal interchange of advertising-matter. These arrangements provide that the Railway Department in New Zealand will display posters and distribute literature for these two corporations, and they will in return do the like for the Department.

To take full advantage of these means of publicity I recently gave instructions for the preparation of a booklet of the folder type, for the purpose of advertising the New Zealand railways, and when ready this will be widely distributed by these means. All the important shipping companies and tourist agencies with New Zealand interests have also promised to assist in the distribution, practically throughout the world, of this booklet, and any other literature which the Department may supply from time to time.

By arrangement with the Tourist Department the Department is also showing in railway-carriages a series of views illustrating and advertising New Zealand tourist resorts.

An exhibit of the work done by the Advertising Branch was displayed at the Christchurch Exhibition in November and December, and as a result a considerable amount of new business was obtained.

After payment of all working-expenses and making due allowance for depreciation, a profit of £9,600 was obtained on the year's working.

The expansion of the business necessitated additions to the equipment, the enlargement of the studio, offices, and shop, and additions to both the indoor staff and salesmen.

REFRESHMENT BRANCH.

The work of this branch was satisfactorily carried out during the year, and its operations have been extended as opportunity offered, resulting in a higher standard of service to the public.

LIGHTING CARRIAGES.

It was decided during the year to substitute electric for gas lighting on the Auckland-Wellington Main Trunk express trains, and an order for the necessary material has been placed with a British manufacturer for early delivery.

HOUSING.

Since the inception of the Architectural Branch, which has charge of the housing operations of the Department, the following important works have been carried out:—

Cottages have been built as under: Wadestown, 4; Kaiwarra, 44; Petone, 1; Foxton, 3; Marton Junction, 20; Taihape, 10; Ohakune, 15; Taumarunui, 17; Te Kuiti, 15; Frankton Junction, 33; Auckland, 3; Topuni, 1; Mamaku, 6; Lyttelton, 10: total, 182.

Other works.—Kaiwarra: Formation of roads; drainage system for cottages. Marton Junction: Hostel for men. Frankton Junction: Office for Architectural Branch; office for Stores Branch; house-building factory; factory, timber-drying kilns; factory, stacking-yards and trolly-roads; sawmill buildings; sawmill stacking-yards and trolly-roads; factory and sawmill, fire-prevention service; factory and sawmill, drainage system; electric substation and battery-charging buildings; blacksmiths' shop; timber-drying racks; latrines for factory and sawmill; sawmill log-deck; sawmill sorting-table; sawmill loading-bank; factory, installation of shaving-exhaust system; factory, racks for storage of piping; sawmill, overhead covering for live rolls and sorting-table; Otira: Refreshment and dining room; storeroom; girls' hostel; men's quarters; fluming to carry creek water. Portable huts: Sixteen constructed.

The machinery at the house-factory, which is of the very latest description and all designed with a view to labour-saving, has been gradually put into operation and tried out, with excellent results. The output has gradually gone up until it has now reached 30,000 ft. of manufactured material for house-building per day. It is expected to further improve on this to 40,000 ft. per day, which will be the equivalent of two houses all ready to put together. The rate of 30,000 ft. per day is in excess of the estimated output of 400 houses per annum by the factory.

Two weeks ago a start was made on the manufacture of materials for fifty houses. Already more than one-third of the factory work on these houses has been completed, proving beyond a doubt the capacity of the factory to do what is required of it.

Settlements at the following places have been planned, surveyed, and laid out, including the construction of roads, drainage schemes, and recreation reserves, viz.: Frankton Junction, Te Kuiti, Taihape, Taumarunui, Ohakune, Marton Junction, Foxton, Kaiwarra, Wadestown, Maungaturoto.

The work of erecting fifty factory-cut houses at Frankton Junction is also in hand, in addition to nine at Maungaturoto and four at Helensville. Refreshment-rooms, stores, and hostel are also in hand for Maungaturoto.

Lands for the laying-out of other settlements have been inspected, and in some cases plans have been prepared.

During the year twenty-two houses have been completed, one of which was constructed on the cut-to-fit principle, the timbers all being cut to template at the Department's factory at Frankton Junction.

Refreshment-room, girls' hostel, men's quarters, and stores have been erected at Otira.

A system of house-drainage has been carried out at Ohakune, and a complete sewerage system has been installed at Frankton Junction to serve the houses erected by the Department. Additional works of an extensive character have been carried out at the Department's sawmill at Frankton Junction, and an office has been erected for the Stores Branch at that centre. The house-factory

and sawmill have now been completed, and arrangements have been made to commence operations in the factory, which has a capacity of three hundred houses per annum. These will be cut to-fit, and will be sent out from the factory completed and ready for assembling on the sites.

Houses are being provided at the various places in order of their urgency, and it is expected that when the programme is complete very considerable economies will be effected in respect of transfer expenses. I venture to express the hope that the increased comfort and convenience afforded to the staff will be reflected in a genuine and practical desire on the part of the occupants of the houses to care for the buildings and improve their surroundings.

The requirements immediately in view are one thousand two hundred houses, and the provision of these will keep the factory fully employed for at least four years. When not required for house-building purposes the factory will be utilized in connection with car and wagon construction, for which the equipment is suitable.

A large stock of timber has already been accumulated and seasoned for use, and, subject to financial considerations, the factory operations can proceed continuously. Further supplies of timber will be railed from the Department's bushes at Pokako and Erua in the form of logs, which will be dealt with by the sawmill at Frankton Junction.

RAILWAYS IMPROVEMENT.

The expenditure during the year on works authorized under the Railways Improvements Authorization Act, 1914, and charged to the capital cost, was £57,301, making a total expenditure up to the 31st March, 1923, on the various schemes authorized by that Act £899,759. Of the total amount the sum of £296,286 has been spent in connection with the Auckland new station; £238,934 on the grade-easements between Penrose and Mercer, and Mercer-Frankton-Te Kuiti; £8,006 on duplication works in Auckland District; £61,110 on new engine-depot, Auckland, and new workshops, Newmarket; £12,708 on grade-easements between Marton and Palmerston North; £198,593 on signals, interlocking, and safety appliances; £16,252 on improvements at Christchurch; £53,113 on improvements in Wellington yard, automatic signals, Petone shops, and Haywards Station; £1,871 at Hastings; and £12,886 on plant required in connection with the general scheme of works. Arrangements have also been made to let a contract for the construction of the sea-wall in connection with the Wellington Station reclamation.

In order that the Department may be in a position to satisfactorily fulfil its obligations to the public it is imperative that a commencement should now be made on the works connected with the Palmerston deviation and new station; the Christchurch Station and marshalling-yard; improvements at Lyttelton Station; the Auckland deviation (as a preliminary to the erection of a new station); and (as soon as the extent of the reclamation permits) the erection of the station and the rearrangement of the yard at Wellington. All these works are of first importance. Other works that must also be taken in hand are new stations at Hawera, Hastings, Addington, and Greymouth.

Great difficulty is being experienced at present in dealing with the traffic at the various terminal stations, and further postponement of the work will have serious and very far-reaching consequences to the operations of the Department and the business of the country. It is probably realized by few to what extent the whole working of a railway system is influenced by terminal facilities. In connection with the working of one of the large railroads in America it has recently been pointed out that approximately one-fourth of all transportation expenditure is incurred in yard operation. There is no reason to believe that the position is any different in New Zealand, and it will be obvious, therefore, that the hampering of yard movement—i.e., shunting operations—by the lack of proper facilities may well be a source of great expense. Nor does the matter rest there, for congestion in the shunting-yards means additional risk of injury to the staff and rolling-stock, and delays to traffic, with the consequent dissatisfaction to those using the railways for the transport of goods.

In the South Island the completion of the Otira Tunnel will result in the diversion of traffic which is now sea-borne between the west and east coasts resulting in additional demands being made on the facilities at Christchurch and Lyttelton. The cramped accommodation at present provided at these stations is a source of considerable expense and causes serious delays to the business.

LEVEL CROSSINGS.

During the year there has been a number of accidents at level crossings through motor vehicles colliding with trains, and I desire again to emphasize the duty which motorists owe not only to themselves but also to the travelling public who use the trains. In this connection I cannot do better than quote from a recent judgment of the Supreme Court in a case in which action was taken against this Department for damages arising out of a collision between a motor-lorry and a train at a level crossing. The learned Judge said (*inter alia*)—

“*Prima facie*, however, and in the absence of special circumstances of justification, a man who enters on a level crossing in front of an approaching train and is there run down by it must himself have been guilty of failure to use due care for his own safety. To look and listen is in all ordinary cases an effective precaution against such an accident, and it is the duty of all persons before entering on a railway-crossing to look and listen accordingly, and, by reducing speed or otherwise, to place themselves in such a situation that they can look and listen effectively.”

It can scarcely be doubted that if the precautions mentioned by the learned Judge were observed by drivers of motor-vehicles accidents at level crossings would be almost entirely avoided. I think attention may also be profitably drawn to the summing-up of His Honour in the same case. After

dealing with the difference in the conditions at level crossings in England and New Zealand respectively, and showing that the danger in this country is much less than in England, His Honour went on to say,—

“I suppose it may be said that there are really only two kinds of level crossings in this country that are dangerous. One kind is the crossing you cannot see. A crossing of that description is a trap for passengers on the road, and the Railway Department cannot guard against this. The Railway Department, does, however, guard against the risk of accidents taking place by putting up warning-posts indicating first by a diagonal cross in a conspicuous place that the railway-line is being approached, and also, just on the crossing, there is a warning asking the driver [of the road vehicle] to stop and look out for the engine. . . . That is one kind of crossing. There is also another kind that is dangerous, and that is the crossing where the view is obstructed and where you have to cross it without being able to see the train at a safe distance, so that the train may be upon you before you are aware of its approach.”

There are very few of the first kind of level crossings in New Zealand, and, as mentioned by His Honour, notice of their situation is given by boards placed in a conspicuous position, and also, in practically every case where a real danger exists, bells or other warning appliances are installed. There are rather more of the second kind of crossing, and the difficulty at most of them has been caused by the erection of buildings and other obstructions to the view long after the railway was built. But the mere fact that the view at the crossing is somewhat obstructed does not necessarily render that crossing dangerous. The test is whether a driver of a vehicle approaching the crossing has a view of an approaching train at such a distance therefrom as to enable him to stop before entering on to the line in front of such train. Applying this test it cannot but be concluded that crossings of the second kind where there is any real danger are also comparatively rare, and at almost all of them crossing-keepers are employed, or warning appliances have been erected where this has been practicable. But it must not be forgotten that the fact that a driver of a vehicle cannot see the train earlier owing to obstructions is an argument that cuts both ways. The more difficult it is to see a train approaching the greater the need for every person using the road to keep on the alert right up to the time of entering on the crossing. When two vehicles meet at an ordinary intersection of roads one or the other has to stop till the other passes, and the position at a railway-crossing is only different in this respect—namely, that in most cases it is not practicable for the train to stop, for clearly the business of the railway could not be carried on if every train had to be so run that it could be stopped before passing over every level crossing. Even if this were physically possible it is commercially impracticable, and reason and economic considerations are clearly against any subordination of the railway traffic to road traffic at level crossings.

Another aspect of the matter of accidents is the suggestion that has been made from time to time in a general way—namely, that as (when this is the case) the road was constructed before the railway, the Railway Department is bound to furnish means of preventing accidents, and that in the absence of such means the user of the road is exonerated from blame. This argument, however, quite misses the point, and indeed, when properly enunciated, materially strengthens the Department's case. It is not the mere fact that the railway was constructed across a road that causes the accidents. The danger lies in the way in which the crossing is used. This is made quite plain when it is considered that before the advent of motor traffic on the roads accidents at level crossings were very rare indeed, and in almost every case in recent years the road-vehicle involved has been a motor. The method of working the railway has not altered—trains pass over the crossings in the same way as formerly, but the method of use of the crossings by the road-vehicles has altered considerably, and the facts show that the alteration is due to the introduction of motor-vehicles. The argument mentioned above should therefore (when properly stated) be that, as the railways used the crossings before the motors, the motor-users should provide means for avoiding accidents, and in the absence of such means the railways are exonerated from blame. Such means are in the power of every motor-driver, and consist in nothing more than the exercise of a sufficient degree of care. I mention this aspect in order to correct a wrong impression that is frequently created by the argument when stated in the form to which I have taken objection.

While giving expression to the foregoing views, however, I do not wish it to be understood that the Department is not alive to the desirability of taking measures in proper cases to reduce the risk of accident at level crossings. On the contrary, bells and other warning appliances have been installed at a large number of crossings, and other crossings are being equipped in the order of their urgency as finances permit and labour and materials become available. There are over three thousand public level crossings in New Zealand, and it is, of course, quite impossible (from a financial point of view) to provide overbridges or subways at every crossing. Level crossings must therefore continue to exist, and the Department has always been and is still willing to co-operate with local bodies in providing overbridges or subways where such provision is justified, and the Department has gone to very considerable expense in this direction. Indeed, in no case has the Department made any demur to bearing a reasonable proportion of the cost of providing such facilities for the purpose of closing public level crossings, the balance of such cost being furnished by the local bodies concerned (as representing the users of the roads).

I desire to emphasize that the entire prevention of accidents at level crossings must rest ultimately on the exercise of a proper degree of care by those using the crossings. Crossing-keepers, bells, and other appliances may assist in this direction, but the final appeal must be to the carefulness of the road-user, and in the absence of this factor all the safeguards that the Department may provide will be ineffectual to prevent accidents. Unfortunately, it has been found, both in New Zealand and

in other countries, that users of the roads (and motorists in particular) do disregard the warnings given them by the bells, &c. Quite recently I have had before me no less than four cases in which such warnings have been disregarded by motorists, and collisions with trains have resulted. In one of these the warning was conveyed by a crossing-keeper, and in the other three cases bells had been installed and were ringing as the motors were driven on to the crossing. Nor is this want of due care on the part of motorists peculiar to the use of railway level crossings. On the contrary, it is scarcely possible to read the newspapers from day to day without finding reports of motor accidents in no way connected with the railway. For instance, in the City of Christchurch alone, in December of last year twenty-one collisions occurred between tram-cars and motor and other vehicles. The chairman of the Tramway Board, in commenting on the position, pointed out that many of the collisions were due to reckless driving on the part of the motorists. It is as well that these facts should be borne in mind when the question of allotting the blame arises in respect of an accident at a railway-crossing.

Cases such as I have mentioned where warnings are disregarded can be met only by the infliction on offenders of such penalties as will bring home to them the fact that, even if they are willing to jeopardize their own safety, they cannot be permitted to take liberties with that of other persons—namely, the users of the railway—who, in the circumstances, have no control over the actions of the offenders.

ROAD COMPETITION.

The question of road competition has been emphasized in New Zealand as elsewhere by the increased use of motor transport, though any diminution of earnings due to this cause has been mainly in regard to short-distance traffic.

The fact that motor-vehicles have practically free use of the highways has been to a great extent responsible for the growth of this form of competition. In the case of railways the cost of construction of the running-track is charged up to a Capital Account, upon which the Department is expected to pay interest at the rate of $3\frac{3}{4}$ per cent., and the cost of the maintenance of the track, which averages £342 per mile per annum, is debited to working-expenses, whereas the owners of motor-vehicles are under no initial expense in the matter of a running-track and contribute little or nothing to the upkeep of the highways which their vehicles damage so seriously.

This disability is not the only one that the railways suffer in competition with motor-vehicles. For many years the railways have carried at unremunerative rates road-metal for local bodies, and this metal has been used mainly in the construction and upkeep of the roads which are now being so freely used and so badly damaged by motor-vehicles. The irony of the situation is to be found in the fact that in respect of the country roads at least their upkeep depends almost entirely on a regular supply of road-metal, a large proportion of which is carried by rail at a direct loss to the Railway Department of some £50,000 per annum.

SUPERANNUATION FUND.

The report and balance-sheet of the Railways Superannuation Fund for the 31st March, 1923, give the following figures :—

Annual liability	£	163,387	Members' contributions	£	128,937
			Fines and donations		577
			Interest		26,175
			Deficit (to be paid out of Government subsidy)		7,698
		<u>£163,387</u>			<u>£163,387</u>

On the 31st March, 1923, the liability of the fund to contributors in respect of amounts paid by them was	£	917,154
The total accumulated fund was		584,219
Deficit		£332,935

The total subsidies paid to the various Government Superannuation Funds are as follows :—

Name of Fund.	Years in Existence.	Gross Subsidy.		Last Annual Payment.
		Date.	Amount.	
Railway	20	To 31st March, 1923 ..	£ 550,000	£ 75,000
Public Service ..	15	To 31st December, 1923 ..	846,500	86,000
Teachers	17	To 31st January, 1923 ..	335,583	68,000

The Railways Fund has now been established for twenty years. Its revenue is derived from contributions of members, fines and donations, interest on funds invested, and annual subsidy from the Government. The gross income from all sources from the inception of the fund till the 31st March, 1923, was £2,291,352; contributions, fines and donations, £1,500,664; interest, £240,688; Government subsidy, £550,000. Disbursements: Life allowance, £1,247,342; widows and children, £144,568; refunds of contributions, £302,656; compensation, £4,206; administrative charges, £8,361; balance, representing accumulated fund, £584,219.

It will be observed that the accumulated fund is only £34,219 in excess of the aggregate amount of the total State subsidy, £550,000. The liability of the fund to its contributors in respect of contributions received amounts to £917,154, so that the accumulated fund is £332,935 short of the amount of members' contributions. At the 31st March, 1923, the amount of liability in respect of beneficiaries already on the fund was £163,387, while the annual contributions from members amounted to £128,937, leaving a deficit of £34,450. This deficit is (as shown above) met by absorbing fines and donations, £577; interest on investments, £26,175; and £7,698 of the annual Government subsidy.

It will therefore be seen that the fund is not in a position to bear any additional liabilities, and every demand having for its object the increasing of the benefits already provided for by Act of Parliament must be subjected to most careful scrutiny, the stability of the fund being of paramount importance to every contributor and beneficiary.

MOTOR TRAINS.

The Department has conducted experiments with two types of motor carriages, but neither proved suitable for the work required of it. Experiments in other countries have been carefully watched, and evidence is now available which indicates that a vehicle which may prove satisfactory for our work has been evolved in Australia. The Department is in communication with the Australian Railway authorities regarding the matter, and it is proposed, if the information received is sufficiently encouraging, to obtain one or more of the motor-trucks and try them out on the New Zealand lines.

GENERAL.

Allowing for interest at the policy rate of $3\frac{3}{4}$ per cent. the years operations resulted in a deficit of £284,385. This represents a material improvement on the results for the year ended 31st March, 1922, which showed a deficiency of £1,021,156.

The improved position is the direct result of the close adherence to the policy of rigid economy brought into operation in July, 1921, from which satisfactory results have been obtained, as evidenced by the reduction of £735,230 in the working-costs for the year.

Without taking interest charges into consideration the working expenditure for the year on the Whangarei Section exceeded the total revenue by £18,622, on the Nelson Section by £6,952, and the Lake Wakatipu service by £4,749; while the net returns from the Kaihu, Gisborne, South Island main line and branches, Westland and Picton Sections fell short of the amounts required to pay interest charges on the capital invested.

Allowing for interest at the policy rate of $3\frac{3}{4}$ per cent. the loss on the Whangarei Section was £52,311; Kaihu, £3,496; Gisborne, £21,696; South Island main lines, £350,495; Westland, £67,936; Nelson, £23,633; Picton, £24,109; Lake Wakatipu steamers, £6,410. The North Island main line and branches and the Westport Section yielded a profit of £270,515 over the policy rate: the difference between this sum and the losses on the other Sections, together with interest on stores and materials on hand, represents the total deficit of £284,385 for the year.

The following is a statement showing the results of operating a number of the branch lines in the North and South Islands respectively:—

Branch.					Revenue.	Loss on Working.	Loss Including Interest.
					£	£	£
Waiuku	..	..	..	..	..	743	6,931
Waitara	..	..	..	..	..	2,398	3,334
Toko	..	..	..	..	..	4,399	31,051
Foxton	..	..	..	..	119	..	1,168
Greytown	..	..	..	..	..	2,200	2,577
Cheviot	..	..	..	..	5	..	13,086
Oxford-Eyreton	..	..	..	..	..	4,442	10,123
Little River	..	..	..	..	..	18,890	22,985
Whitecliffs	..	..	..	..	..	3,267	4,203
Methven	..	..	..	..	1,486	..	1,322
Mount Somers	..	..	..	..	..	1,442	3,756
Waimate	..	..	..	..	..	4,611	6,509
Kurow	..	..	..	..	..	11,399	16,456
Ngapara	..	..	..	..	..	2,135	8,388
Waihemo	..	..	..	..	..	1,431	2,679
Otago Central	..	..	..	..	6,223	..	47,584
Lawrence	..	..	..	..	..	5,805	17,219
Tapanui	..	..	..	..	..	4,936	9,590
Waikaka	..	..	..	..	..	1,082	3,643
Switzers	..	..	..	..	..	2,135	4,137
Glenham	..	..	..	..	..	4,531	7,612
Seaward Bush	..	..	..	..	1,463	..	5,479
Forest Hill	..	..	..	..	..	2,234	3,105
Mararoa	..	..	..	..	..	610	1,635
Totals	..	..	..	..	£9,296	£78,690	£234,572

It will be seen that nineteen of the lines failed to produce by £78,690, the amount required to meet actual working-expenses, while on the whole group of twenty-four branch lines enumerated the loss, including interest, amounted to £234,572, or 82·3 per cent. of the total deficiency on operating the whole of the railway system.

The total length of the branch lines enumerated above is 651 miles, and the figures show, therefore, that at least 21·43 per cent. of the total mileage of the railway system is being worked at a loss. I desire to point out also that the above list is not exhaustive, and no inference is to be drawn therefrom that all lines not enumerated therein are necessarily returning a profit on working. The lines mentioned are simply those in respect of which the particulars necessary to furnish the foregoing information are on record.

These figures, which give the result of close investigation into the operations of each line referred to, should go far to disillusion those who have been strongly contending that increased expenditure should be incurred in providing additional train services on the branches, on the ground that the particular branch lines under discussion were among the best-paying lines in the Dominion. The nineteen unprofitable branch lines in the South Island are responsible for a deficit of £189,511, and have been an incubus on the South Island main-line system.

These figures demonstrate the fact that a more drastic cut in the train services would have been justified; at the same time they indicate that a considerable margin in the services has been allowed to provide for the public convenience as distinguished from what would have been sufficient to meet the reasonable business requirements of the traffic.

In last year's report I gave a *résumé* of the financial results obtained in the operations of the railways from 1896. I need not recapitulate what was then stated, but in order to remove the misapprehension which appears to still exist on the subject, I would point out that after payment of working-expenses the railways were required to provide out of earnings sums aggregating £25,703,908 to meet the interest charges on the capital invested, calculated at the policy rate fixed by the Government, and covering the period 1897 to the 31st March, 1923. The net amount of revenue actually remaining after all working-expenses had been paid is £27,087,491, a surplus of £1,383,583, which was paid into the Consolidated Fund, in excess of the policy requirement. In addition to this the sum of £2,000,000 was given back to the users of the railways in the shape of concessions in fares and freights in conformity with the policy laid down for the Department.

Reviewing the position for the nine years since the outbreak of the war to the 31st March, 1923, the interest charges at the policy rate of 3½ per cent. total £12,276,567. The net earnings during the same period were £12,571,792, being £295,225 in excess of the amount required to pay interest at the policy rate after meeting all working-expenses.

The year's operations have been materially affected by the fact that many services were performed at less than actual cost. As illustrative of this it may be mentioned that 66,285 tons of lime for manuring farm lands were carried for a freight of £5,087 for an average distance of sixty-eight miles, representing 4,506,543 ton-miles at an average freight of 1s. 7d. per ton for the distance carried or 0·26d. per ton per mile; 187,678 tons of road-metal for local bodies were carried an average distance of thirty-nine miles, representing 7,261,868 ton-miles, for an average freight of 2s. 9d. per ton for the average distance carried or 0·81d. per ton-mile.

During the year 89,119 tons of butter were carried an average distance of 49 miles at a charge of slightly less than ½d. per pound, and 62,058 tons of cheese were carried for the same average distance at ¼d. per pound. When the prices now being obtained for these commodities is considered the figures quoted above should finally dispose of any suggestion that the rates on dairy-produce are unduly high.

In many other cases the exceptionally low rates granted to assist in establishing industries—which are now in a flourishing condition—still remain in force although the need for assistance per medium of low railway rates is no longer apparent.

The loss to the Department on the actual cost of hauling road-metal—used mainly for the upkeep of roads to enable motor-lorries to compete with the railways—exceeds £50,000 per annum.

The loss on other unremunerative services approximates £130,000.

During the year the rates on benzine and gasoline were materially reduced, and a reduction of 25 per cent. was made on prime cattle to meat-works for killing, and on frozen beef for export. A reduction of 21·6 per cent. was also made on frozen mutton, lamb, and pork for export.

The following table, taken from official records, indicates the results of working in South Africa, and the Australian States respectively, covering the period 1914 to 1922, and in New Zealand 1914-23:—

						£
New South Wales	..	..	..	..	Deficit	1,499,831
Victoria	..	..	..	..	„	3,090,329
South Australia	..	..	..	..	„	1,487,960
Western Australia	..	..	..	..	„	1,885,228
Queensland	..	..	..	..	„	8,382,780
South Africa	..	..	..	..	„	4,189,374
			Total deficit	..	..	1,392,731
			Railway deficit for year ending 1922	..	..	295,225
New Zealand	..	..	..	..	Surplus	295,225

In submitting the foregoing statement I do not desire to make any comparison as between the operations in New Zealand and elsewhere. Each Railway administration has to deal with conditions

and circumstances peculiar to its system; consequently no comparison could be made as between the railways of one country and those of another without a full practical knowledge of the local circumstances and conditions and the extent to which the administration is controlled by a general policy. The purpose of the table is merely to indicate in a general way that the operations of all have been more or less affected in common by the war and post-war conditions which have prevailed from 1914 to date, and that, when the results in the various countries are considered together, it cannot but be concluded that those achieved in New Zealand are certainly not less satisfactory than those obtained elsewhere.

The railways are the centre of many—and often conflicting—interests. No problem of economic life is at the present time of more vital concern to the community than that involved in the question of transportation. It is a recognized principle in all businesses that definite knowledge of the influences likely to operate in favour of, or against, the enterprise is essential. Without such a knowledge successful achievement is unlikely. The administration of any large concern such as the Railway Department may be very seriously handicapped by the misdirected efforts of well-intentioned but uninformed persons, and by endeavours to make personal or local interests in which such people are concerned of paramount importance. Unfortunately, the public seem prone to give quite undue weight to the statements of such persons, and to look with suspicion upon those made by the persons charged with the administration of the railways. The management of the Railway Department in New Zealand is, as I have frequently pointed out, in the position of a trustee for the general public, and must make the public interest paramount in the consideration of all requests involving concessions or increased expenditure. Demands for reductions in rates and increased train services and facilities are strongly pressed by various sections of the public; the one involves reduction of the revenue—the other an increase in expenditure. One section of the public demands a speeding-up of trains; another section opposes this and demands an increase in the stopping-places of the expresses—this is but one example of the sharp conflict between the general and the purely local interests, and when the matter is considered in this light—as, indeed, the Department must consider it—there is no room for doubt as to the proper decision to be made thereon.

It is not an uncommon assertion that the railways should be worked on business lines. What is meant by this is not always obvious. Sometimes the suggestion appears to be no more than that the railways should be worked economically, while at other times it seems to be more in the direction of what may be called the literal meaning of the words. If the first is meant I claim that, notwithstanding the strong opposition that is always manifested to every attempt to curtail train services in the interests of economy, the results of the year's operations furnish the most convincing evidence of economical working. If the latter is meant, then I say that an institution such as the railways in New Zealand cannot be so worked.

Businesses as such are conducted for profit, and for that alone, and profit cannot be the sole determining factor in the settlement of the railway policy. There are public necessities which must be met, but when this has been done and services are asked for additional to those required as a matter of absolute necessity, then the policy of the Department must be to require a reasonable financial return for such services.

Every service has to be paid for, and if the revenue received from the persons to whom it is rendered is insufficient to meet the expense of providing it the loss has to be met by the general taxpayer. Common justice as well as the dictates of sound business principles requires that services should be kept strictly within the limits of actual necessity, and if by working the railways on business lines is meant that as far as possible and subject to the necessities of the case the users of the railways should pay for the services rendered them at a rate sufficient to meet the expenditure, and that applicants for additional services should be required to justify their requests on financial grounds or on grounds of absolute necessity, then I beg to record my agreement with the principle.

Without doubt, the Department could, under a policy having for its only object the obtaining of the best financial results, earn profits which would give a much higher rate of interest on the capital outlay than is at present obtained. This would, however, entail the abandonment of the long-settled policy that the railways should be used as a means to promote settlement, increase the productiveness of the country, and foster local industry. Hitherto the benefits accruing to the Dominion from this latter policy have been considered to far outweigh any financial advantages that might be obtained by a departure therefrom.

Since the foregoing note regarding level crossings was written I have had an opportunity of perusing a report recently made to the New Zealand Automobile Union and to the Wellington Automobile Club by Mr. C. M. Banks, president of both the union and the club. This report has been published in the newspapers, and, as it constitutes a very thoughtful and valuable contribution from a motorist's point of view to the discussions regarding accidents, I attach a copy thereof as an appendix to my report. It will be seen that Mr. Banks arrives at the same final conclusion as that to which I have given expression herein.

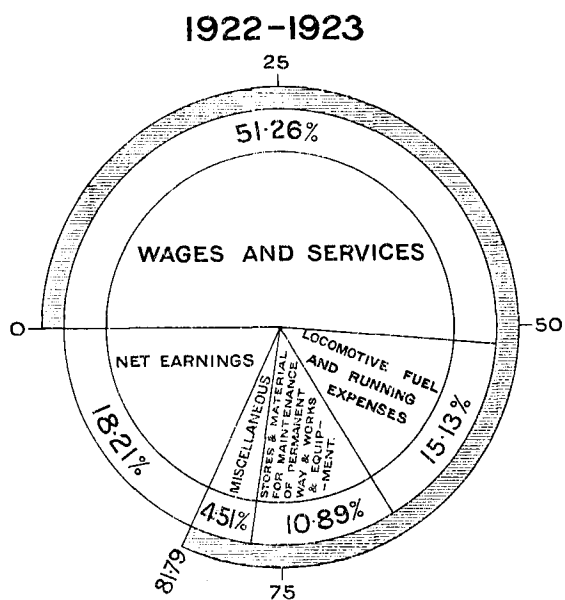
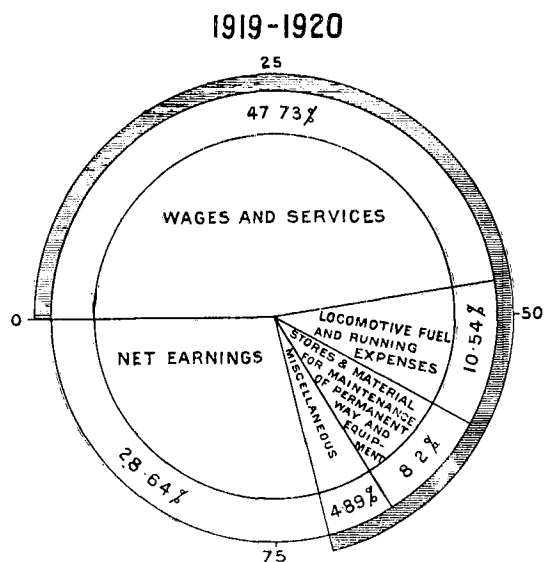
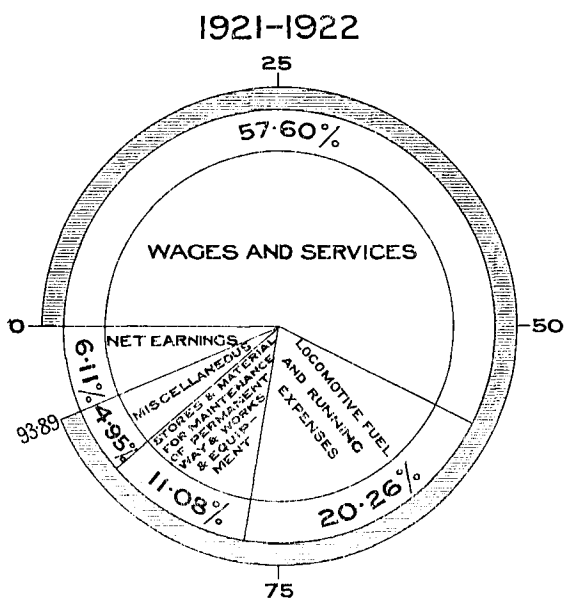
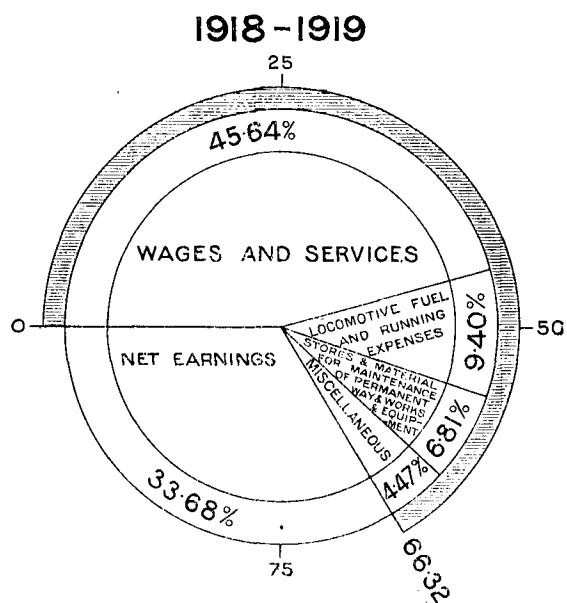
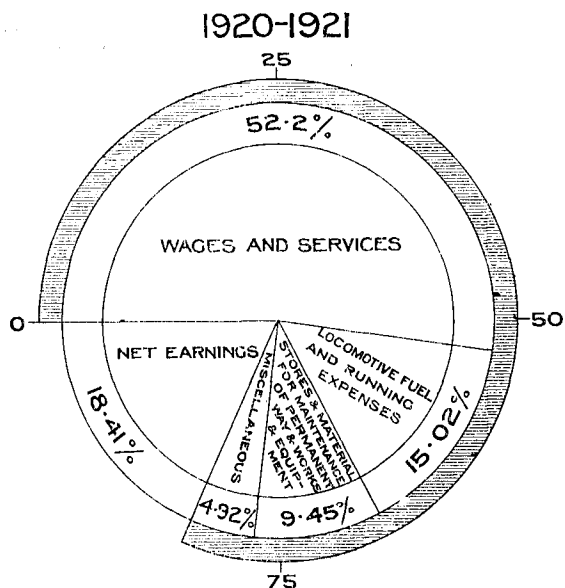
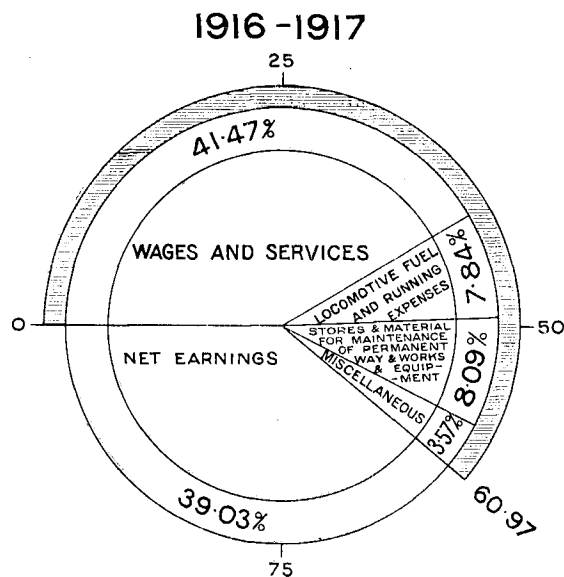
I have, &c.,

R. W. McVILLY,

General Manager.

The Hon. the Minister of Railways.

EXPENDITURE—HOW IT WAS SPENT.



APPENDIX.

RAILWAY-CROSSINGS.

REPORT TO THE NEW ZEALAND AUTOMOBILE UNION AND TO THE WELLINGTON AUTOMOBILE CLUB
BY THE PRESIDENT, MR. C. M. BANKS.

From time to time the danger of level crossings has been brought up at meetings of the union and of the Wellington Automobile Club, and quite recently the matter was again discussed in consequence of the increasing number of accidents, many of which have been fatal. I have therefore given special attention to the subject, to ascertain, if possible, whether anything could be done to overcome this real danger not only to road-vehicles, but to passengers in our trains. This last point is not, perhaps, fully realized, but before long, as a result of the increasing heavy motor traffic, it may be brought home to us by an awful disaster. To illustrate this danger I would refer to the recent accident at the Porirua crossing, where the Auckland express train was struck by a motor-lorry, and although it contained only a light load it damaged the engine to such an extent that it could not proceed; and I ask you to imagine what might have happened had the lorry been heavily laden with timber. It seems probable that it would not only have wrecked the engine, but also have derailed some of the carriages. While drawing attention to this aspect of the matter, which seems to have been overlooked, I am confining my report to the danger to motorists.

You probably noticed in the Press recently a report of an address read before the Wellington Philosophical Society on the same subject by Mr. Wyles, Assistant Signal and Electrical Engineer of the Railway Department, and this, if read in conjunction with my report, will give a fairly good indication of the difficulties to be faced.

In the first place, all blame and responsibility seem by common consent to be thrown on the Railway Department, but I think this is unreasonable and unjustified. On the one hand the public is agitating for reduced fares and freights, is dissatisfied with the small profits earned, and on the other hand considers that the Railway Department should bear very heavy additional capital outlay and maintenance charges to provide safeguards, and it is doubtful whether any one who realizes the cost would seriously consider many of the recommendations which are from time to time made.

I have come to the conclusion that the only satisfactory remedy is the construction of bridges or subways, but unfortunately the cost is prohibitive. I understand that there are over three thousand railway-crossings in the Dominion, and assuming that the average cost in New Zealand for the erection of bridges would not be higher than in one of the States of America, the total cost would exceed £3,000,000, or one-tenth of the total capital cost of the railways.

The only other method of attempting to prevent accidents is the adoption of some form of audible or visible signal, or the use of gates. There is, first, the ordinary notice-board or cross, which we are all familiar with; secondly, a bell, which costs about £220 to install (total, £660,000) and about £50 a year for maintenance (total, £150,000) exclusive of depreciation; thirdly, the wig-wag, which costs a little more than the bell both to install and maintain; fourthly, crossing-keepers or flagmen, who, for eight hours, would cost about £220 per annum (total, £660,000), or, for a double shift, which would be necessary at most crossings, £1,320,000 per annum; fifthly, gates with attendants, which would cost about £470 each per annum (total, £1,410,000).

Of course, all crossings might not require to be dealt with, but the majority would, and in view of these figures it seems hardly likely that any one would consider the expenditure justified, especially if the fact is borne in mind that none of these warning-devices entirely prevent accidents, as many occur at crossings protected by flagmen, bells, and gates, and cars have actually been driven into the sides of trains. Only a few months ago a motor-lorry was driven into the side of a goods-train which was standing at a Te Awamutu crossing and derailed some of the trucks. More recently a motor ran into the side of the Wellington-Auckland express train, damaged platforms, and tore footboards off carriages.

Furthermore, it is my personal opinion that the installation of bells at the principal crossings only might increase the danger to motorists, who might meet with an accident should the bell fail to operate, and through not taking other precautions. After due consideration I am forced to the conclusion that we should concentrate our efforts to get all obstructions, such as hills, trees, hedges, fences, and even buildings, which prevent a clear view of the line removed where possible; and in support of my opinion I would mention that it is now recognized in France, Belgium, and some other countries that no warning-device is worth the heavy expense. Crossing-keepers are being dispensed with, and the onus of avoiding accidents is thrown on the users of the highways. This is the legal position and custom here, and I fear must continue for years, although the erection of bridges at some busy crossings may be desirable and justified.

In the interests of public safety, it seems to me that a heavy penalty will have to be imposed upon persons who fail to take due precautions before crossing a railway, and instead of agitating for devices involving a heavy expenditure both in capital and maintenance charges, I would recommend that the Railway Department be advised to prosecute all persons who do not take reasonable care; and in my opinion, a few substantial fines, or the license to drive suspended or cancelled, would confine accidents at railway-crossings almost entirely to those who had decided to adopt this means to commit suicide.

C. M. BANKS,

President, New Zealand Automobile Union.

Wellington Automobile Club. Wellington, 18th July, 1923.

TRAFFIC.

Mr. H. Buxton, Chief Traffic Manager, reports that the following are the leading features of the traffic in the various districts in comparison with the previous year :—

Whangarei Section.

Revenue, £73,963 ; increase, £3,763. Passengers increased 3,585 ; season tickets decreased 238. Live-stock increased 13,850. Timber decreased 12,313 tons, and other goods increased 24,151 tons.

Kaihu Section.

Revenue, £8,866 ; decrease, £1,042. Passengers increased 34. Timber decreased 2,657 tons, and other goods 1,509 tons.

Gisborne Section.

Revenue, £38,301 ; decrease, £5,960. Passengers decreased 8,334, and season tickets 31. Live-stock decreased 9,456 (sheep). Timber decreased 3,961 tons, and all other goods increased 286 tons.

North Island Main Line and Branches.

Revenue, £3,888,547 ; decrease, £8,483.

The principal items of traffic were : Passengers, 8,553,046 ; increase, 88,589. Season tickets, 337,116 ; increase, 19,988. Parcels, &c., revenue, £228,470 ; increase, £30,272. Live-stock, 3,403,943 ; decrease, 392,780. Goods tonnage, 2,405,523 ; increase, 59,208. Timber decreased 12,161 tons, and general goods increased 71,369 tons.

The revenue per mile of railway decreased from £3,439 11s. 4d. to £3,411 0s. 2d., but increased per train-mile from 15s. 3½d. to 16s. 1½d.

The variations of traffic in the individual districts were approximately as follows :—

Auckland.—Revenue, £1,626,117 ; increase, £64,336. Passengers increased 176,680, and season tickets 14,826. Parcels, luggage, &c., increased £10,293. Cattle and calves increased 12,416, and sheep and pigs 62,641. Timber decreased 9,314 tons, but other goods increased 65,591 tons.

Ohakune.—Revenue, £487,130 ; decrease, £7,530. Passengers decreased 9,735, and season tickets 172. Parcels, luggage, &c., increased £5,439. Cattle and calves decreased 1,676, and sheep and pigs 142,318. Timber decreased 1,116 tons. Other goods increased 4,873 tons.

Wanganui.—Revenue, £637,851 ; decrease, £41,718. Passengers decreased 81,622, and season tickets increased 7. Parcels, luggage, &c., increased £5,443. Cattle and calves increased 5,683, but sheep and pigs decreased 170,389. Timber decreased 2,447 tons, and all other goods 2,788 tons.

Wellington.—Revenue, £1,161,020 ; decrease, £23,571. Passengers increased 7,266, and season tickets 5,327. Parcels, luggage, &c., increased £9,097. Cattle and calves decreased 12,948, and sheep and pigs 156,189. Timber increased 716 tons, and all other goods 3,693 tons.

Picton Section.

Revenue, £40,366 ; decrease, £2,985. Passengers decreased 19,652, and season tickets increased 43. Live-stock increased 12,495. Goods increased 1,491 tons.

Nelson Section.

Revenue, £23,824 ; decrease, £4,371. Passengers decreased 13,170. Live-stock increased 13,789. Goods decreased 4,637 tons.

Westport Section.

Revenue, £125,243 ; increase, £9,790. Passengers decreased 779, and season tickets increased 437. Timber increased 2,460 tons, and other goods 88,994 tons.

Westland Section.

Revenue, £184,756 ; decrease, £4,394. Passengers decreased 1,833, and season tickets 300. Parcels, &c., revenue decreased £809. Live-stock increased 16,439. Timber decreased 3,965 tons, and all other goods 15,560 tons.

South Island Main Line and Branches.

Revenue, £2,334,586 ; increase, £96,563.

The principal items of traffic were : Passengers, 4,751,507 ; decrease, 58,432. Season tickets, 128,190 ; decrease, 6,580. Parcels, &c., revenue, £143,805 ; increase, £22,400. Live-stock, 3,821,576 ; increase, 92,347. Timber, 155,424 tons ; decrease, 11,080 tons. All other goods, 2,292,420 tons ; increases, 181,473.

The revenue per mile of railway increased from £1,569 13s. 11d. to £1,633 14s. 5d., and per train-mile from 14s. 11½d. to 16s. 0½d.

The variations of traffic in the individual districts were approximately as under :—

Christchurch.—Revenue, £1,006,411 ; increase, £25,560. Passengers decreased 10,979, and season tickets 4,901. Parcels, luggage, &c., revenue increased £8,226. Cattle and calves decreased 619, but sheep and pigs increased 47,274. Timber decreased 12,537 tons ; other goods increased 59,824 tons.

Dunedin.—Revenue, £800,577 ; increase, £26,506. Passengers decreased 27,942, and season tickets 2,252. Parcels, luggage, and mails revenue increased £8,660. Cattle and calves decreased 886, but sheep and pigs increased 78,823. Timber decreased 720 tons ; other goods increased 33,678 tons.

Invercargill.—Revenue, £527,598; increase, £44,497. Passengers decreased 19,511, but season tickets increased 573. Parcels, luggage, &c., revenue increased £5,514. Cattle and calves increased 2,761, but sheep and pigs decreased 34,906. Timber increased 2,174 tons, and other goods 97,951 tons.

Lake Wakatipu Steamers.

Revenue, £9,350; increase, £1,331. Passengers increased 4,161. Live-stock decreased 319. Goods increased 1,314 tons.

Average Late Arrival of Trains, Year ended 31st March, 1923.

Year ended	Period ended													Average for Year, in Minutes.	
	April.	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.	Jan.	Feb.	Mar. 3.	Mar. 31.		
<i>Express and Mail Trains.</i>															
March 31, 1923	..	4-01	3-62	2-91	1-62	2-50	2-48	1-94	2-31	1-45	3-82	2-31	2-01	3-46	2-57
March 31, 1922	..	4-54	2-83	3-11	2-10	2-74	2-11	1-89	2-45	2-06	7-73	3-58	2-80	2-89	3-14
<i>Long-distance Mixed Trains.</i>															
March 31, 1923	..	6-96	4-92	2-65	2-77	2-00	2-67	2-49	3-22	3-26	4-21	4-00	4-21	4-33	3-66
March 31, 1922	..	8-62	7-49	5-01	4-54	3-43	3-49	3-48	3-74	3-52	4-77	5-90	5-35	5-66	5-00
<i>Suburban Trains.</i>															
March 31, 1923	..	0-82	0-73	0-70	0-62	0-42	0-37	0-60	0-58	0-46	0-62	0-66	0-59	0-78	0-61
March 31, 1922	..	1-09	1-31	1-18	1-08	0-71	0-56	0-57	0-67	0-54	0-82	0-67	0-64	0-67	0-80

MAINTENANCE.

Mr. F. W. MacLean, M.Inst.C.E., Chief Engineer, reports as follows:—

The track, structures, buildings, and appliances have been maintained in efficient order and repair.

The continued necessity for the utmost economy has prevented any material progress in overtaking arrears of work which could not be undertaken during the period of the war and succeeding years. To deal with these arrears, to keep pace with the requirements of heavier locomotives and rolling-stock generally, and to provide for the convenience of the public and for economical working of the traffic a largely increased expenditure must be faced, specially with regard to relaying and bridge-work.

Permanent-way.—A slightly increased quantity of relaying compared with that of the previous year has been carried out. That more was not done was due partly to late arrival of materials, as well as the necessity for keeping down expenditure already referred to. The relaying during the year has been as follows:—

	Miles.
Main line and branches, 56 lb. steel relaid with new 100 lb. material	.. $\frac{1}{2}$
Main line and branches, 52 lb., 53 lb., 55 lb., 56 lb., 65 lb., and 70 lb. rails relaid with 70 lb. material	.. 26 $\frac{1}{4}$
Branch lines, 40 lb., 45 lb., 52 lb., 53 lb., relaid with 55 lb. material	.. 17 $\frac{1}{4}$
Branch lines relaid with second-hand 53 lb. and 56 lb. material removed from main line	.. 4 $\frac{1}{4}$
Total relaid for the year	.. 48 $\frac{1}{4}$

Sleepers.—The number of new sleepers placed in the track during the year was 172,746.

Ballasting.—161,553 cubic yards of ballast were placed in track.

Slips, Floods, &c.—Slips and floods during the year have not been very serious and have not caused much delay to the traffic. In the Auckland District a deviation has been made to avoid a troublesome slip between Wayby and Wellsford. In the Ohakune district slips and subsidences, some of them fairly extensive, occurred in May, July, August, and November, 1922, and January, 1923. In the Taranaki District the sea-wall at New Plymouth was damaged by heavy seas in April, 1922. 5,400 cubic yards of stone were used in repairing the damage. In the Canterbury District the severe earthquakes in December, 1922, caused considerable damage to the railway in the Cheviot district. In the Dunedin District 624 wagon-loads of rock have been deposited at the foreshore at Oamaru. The work done is proving satisfactory, and has withstood some heavy seas. Slips have occurred on the Otago Central in the neighbourhood of Deep Stream and between Clyde and Cromwell. In the Invercargill District protective works have had to be carried out in the Orepuki and Kingston Branches. In the Westland District rock protective works totalling 1,884 cubic yards of rock have been carried out in various localities.

Bridges.—These have been maintained in good condition. A considerable amount of work in repairs, renewals, and strengthening has been carried out.

Water-services.—These have been maintained in good order. Considerable repairs and improvements have been effected.

Wharves.—The wharves belonging to the Department have been maintained in good order. The wharf at Rangiriri has been renewed.

Buildings.—These have been maintained in good order. Extensive repairs, renewals, and additions have been carried out. The Marton refreshment-room depot, which was destroyed by fire, has been reinstated. The rebuilding and lengthening of the engine-shed at Clinton, destroyed by fire in the previous year, has been completed. A dwellinghouse at Albury destroyed by fire has been rebuilt.

Station-yards.—Increased siding and general accommodation have been carried out at a considerable number of stations.

Railways Improvements.—The Auckland-Mercer grade easements and station rearrangements in connection therewith have been completed. The total expenditure under the Railways Improvement Authorization Account during the year was £26,357.

Additions to Open Lines.—The expenditure under this heading during the year was £116,926, the principal works being station rearrangements at Topuni, Matamata, Whangarei (in hand), Rolleston, Aylesbury, Kirwee, Darfield, Racecourse Hill, Sheffield, Annat, Springfield, Kowai Bush, Arthur's Pass, Clyde, Longwood, Otira, Jackson, Inchbonnie, Rotomanu, Moana, Kaimata; siding alterations at Okoroire (in hand), Raetihi, Taringamotu, Okoia, Waitotara, Lambton, Thorndon, Carterton, Waltham Yard, Ealing, Staircase, Avoca, Craigieburn, Cass, Cora Lynn, Mount Somers, Oamaru, Burnside, Middlemarch, Riverton; stockyards provided at Rakautao, Okoroire (in hand), Okoia, Bushey, Gorge Road, and Kokiri; loading-banks erected at Mamaranui, Hayward's, Awatoto, Avoca, Aitchison's, Kurow, and Riverton; overhead bridge at Taumangi; new station building at Waharoa; 20-ton weighbridge installed at Taihape; latrines and urinals erected at Te Hauke; veranda at station at Plimmerton erected; goods-shed at Titiri and Sutton erected; 70 ft. engine-pit at Invercargill provided; veranda erected on wharf, Queenstown.

Miscellaneous.—Additions and improvements amounting to £3,024, and charged to working-expenses, were carried out. The works include porches provided to two cottages at Maungaturoto; additional accommodation for parcels at Frankton Junction; shelter for coalmen at Taihape erected; sheep-drafting race provided at Te Kuiti; engine turntables extended 5 ft. at New Plymouth, Hawera, and Otaki; improvements to stock-yards, Cromwell; stock-loading facilities at North Taieri; dwelling shifted from Switzers and erected at Kingston; oil-store erected at Queenstown.

Expenditure.—The expenditure for the year was as follows:—

	£
Maintenance (charged to working-expenses)	1,040,013
New works (charged to capital)	143,283
Other Government Departments, public bodies and private parties ..	41,640
Total expenditure	£1,224,936

The Maintenance expenditure charged to working-expenses amounted to £342 per mile, compared with £367 per mile in 1921-22, £350 per mile in 1920-21, £280 per mile in 1919-20, £252 per mile in 1918-19, £240 per mile in 1917-18, £243 per mile in 1916-17, £251 per mile in 1915-16, and £254 per mile in 1914-15.

Mileage.—The mileage open for traffic on the 31st March, 1923, was 3,036 miles 59 chains. During the year 7 miles 70 chains additional lines were opened for traffic, and 1 mile 10 chains taken up.

Land and Leases.—Number of leases registered during the year, 448; aggregate rental of same, £4,655 2s. 8d. Total number of leases current on 31st March, 1923, 6,004; aggregate rental of same, £46,482 12s. 6d. Private-siding agreements registered during year, 84; aggregate rental of same, £3,168. Total number of agreements current on 31st March, 1923, 470; aggregate rental of same, £16,585. Miscellaneous agreements entered into, 6. Total number of proclamations issued, taking or giving up land, 27. Total amount of compensation paid during year for land taken, £17,363.

Staff.—Maintenance Branch—Working staff, 3,514; office staff, 139: total, 3,653.

SIGNAL AND ELECTRICAL.

Mr. H. J. Wynne, A.M.I.C.E., Signal Engineer, reports as follows:—

Fixed Signals at Officered Stations.—Home signals have been provided at Opua and Onehunga Wharf. The total number of officered stations (including tablet stations) is 477, of which 304 are equipped with fixed signals, 101 are interlocked, and 73 unequipped. Twenty signal-repeaters have been installed during the year, making a total of 386 now in use.

Interlocking of Points and Signals.—Koputaroa Station has been equipped with interlocking and point motors electrically operated at low voltage and mechanically operated signals, the apparatus being worked from the station office. The Kauri Timber Company's tramway crossing near Thames South has been electrically interlocked with the tablet system, and is controlled from Thames South. Alterations have been made to signalling and interlocking at Westfield, Aramoho, and Christchurch. Interlocking with tablet system has been installed at the following: Service siding at 4 m. 21 ch. near Whangarei; Crichton and Company's private siding near Pokako; Waipuku Station; Whakaranga Station; The Gorge Station; Limestone Siding; Maharahara Station; Tahoraiti Station; Tamaki Siding; Piripiri Station; Whenuahou Station; Pukehou Station; top Opapa grade siding; Poukawa Station; Poukawa crossing loop siding; Longlands Station; Awatoto ballast-pit siding; Ngawapurua Station; Konini Station; Newman Station; Kopuaranga Station; Solway Station; Clareville Station; Dalefield Station; Matarawa Station; Fernside Station; Featherston ballast-pit

siding; Otago Harbour Board's private siding; Black Jack's Point, near Dunedin. Special switch-locks have been installed at Opuā, Onehunga Wharf, and Ashburton. The electric pneumatic system at Dunedin has worked satisfactorily during the year. The north signal-cabin at Upper Hutt has been enlarged to accommodate the tablet instruments. The automatic power signalling on the single line between Lower Hutt and Upper Hutt has been completed and brought into operation. It is now working satisfactorily in conjunction with the automatic signalling on the double line between Lambton and Lower Hutt. The installation of automatic power signalling on the Midland Railway between Rolleston and Stillwater is now in hand, and satisfactory progress has been made. The installation of electrical and mechanical detection on a number of stations on the Thames and Rotorua Branch has been completed. Total stations now interlocked, 101; tramway crossings, 7; siding and flag stations interlocked with tablet, 213; stations where Wood's locks are installed, 302.

Block Working and Electric Tablet.—The installation of tablet system between Arthur's Pass and Otira has been put in hand. The total mileage equipped is 1,645 miles out of a total of 3,006 miles of single line open for traffic. This is a reduction of 12 miles, due to the installation of automatic single-line signalling between Lower Hutt and Upper Hutt. The tablet instruments at Upper Hutt were shifted from the station to the north signal-cabin. The number of tablet instruments now in use is 882, at 369 stations. The total number of automatic tablet-exchangers in use is 340.

Lock and Block.—The electric lock-and-block system has worked satisfactorily during the year. The total mileage now equipped is 35 miles of double line. The number of lock-and-block instruments now in use is 68, at 30 stations.

Telegraph and Telephone Facilities.—Forty-four miles of poles and 344 miles of wire have been erected during the year. Twenty-six new connections to railway telephone circuits have been provided. Six new connections and six extensions with public exchanges have been made. Thirteen electric bells and pushes have been installed. The new Morse wire from Christchurch to Dunedin has been completed and is now in good working-order. The Waipara-Parnassus telephone-line has been completed on railway poles throughout and converted to metallic circuit. The Hornby-Little River telephone-line has been converted to metallic circuit. The aerial cabling of all railway wires from Dunedin Station to Anderson's Bay crossing is completed. Totals now in use: Morse sets, 285; telephones, 1,737; electric bells, 333; miles of wire, 7,630; miles of poles, 2,679.

Electric Light and Power.—Electric-light installations have been made as follows: Morrinsville, station-yard, goods-shed, engine-shed, and signals; Mamaku, railway sawmill; Te Awamutu, station building and yard; Wallaceville, station building; Heretaunga, station building; Silverstream, station building; Haywards, station building; Pitcaithly's, station building; Mellings, station building; Belmont, station building; Wellington, new offices for Advertising Branch and refreshment-room services; Kaiwarra, lighting of streets in Railway Settlement; Fairlie, station building and yard; Belfast, station-yard; Arthur's Pass, refreshment-rooms; Frankton (Lake Wakatipu), wharf and goods-shed. Additions and alterations have been made as follows: Auckland, two additional yard-lights; Newmarket, nine additional lights in Railway Workshops; Raetihi, two lights added; Taihape, one light in yard and two on roads; Ngaio, one light added in yard; Christchurch, additional lights in refreshment-rooms; Lyttelton, additional lights in yard and stables; Wingatui, three lights added; Invercargill, additional lights in locomotive depot; Winton, light erected at stock-yards. The installation of the electrical equipment in the house factory and sawmill at Frankton Junction is now complete and ready for working. The following work has been done in connection with the electrification of machinery in locomotive workshops: Newmarket, one 27 h.p. motor installed for pump; Petone, one $\frac{1}{2}$ h.p. motor for sewing-machine; Addington, one 10 h.p. motor for pump.

Level Crossing Automatic Alarm-bells.—Additional material has now been received for installing auto-flag visual warning-signals (Wig-Wag), and the work at a number of crossings is in hand. The present number of crossings fitted with warning-bells is 58.

Expenditure.—Particulars of expenditure for the Signal Branch for the year ended 31st March, 1923, are as follows:—

New works—				£	s.	d.
Signalling and interlocking	..	..	..	21,744	6	10
Electric tablet working	..	..	..	93	12	2
Telegraph and telephone facilities	..	..	..	6,430	17	6
Electric light	..	..	..	2,121	1	1
Electric motors, &c.	..	..	..	5,993	0	5
Level-crossing alarms	..	..	..	261	16	0
Automatic signalling	..	..	..	86,251	0	4
				£122,895	14	4
Maintenance—				£	s.	d.
Signalling and interlocking	..	..	..	28,728	15	2
Signals at level crossings	..	..	..	1,884	16	3
Telegraph and telephones	..	..	..	9,896	1	7
Lines, &c., maintained by Post and Telegraph Department	..	..	..	1,596	19	3
Electric block and tablet working	..	..	..	13,889	13	11
Electric light	..	..	..	7,280	14	4
Electric power	..	..	..	4,920	5	6
Electric motors, cranes, fire-alarms, &c.	..	..	..	2,286	12	5
				£70,483	18	5

LOCOMOTIVE.

Mr. E. E. Gillon, Chief Mechanical Engineer, reports as follows :—

The plant, locomotives, tenders, carriages, brake-vans, wagons, machinery, and tools have been maintained in good working-order during the year.

Locomotives.—On the 1st April, 1922, there were 637 engines in service, and on the 31st March, 1923, there were 663 engines. Twenty-three old engines were condemned and written off stock. One tank engine was sold and written off stock. Twenty-six new engines were added to stock, six of which were built in the Government railway workshops, five being Pacific-type simple superheated tender engines, Class AB, and one heavy tank engine, 4-6-4 type, Class WAB : four Pacific-type simple superheated tender engines, Class AB, were built by Messrs A. and G. Price (Limited), of Thames : the balance, sixteen, was portion of the contract with the North British Locomotive Company (Limited), of Glasgow.

In the Government railway workshops to date 200 engines have been built, and twenty-four old locomotives have been rebuilt. During the year 705 locomotives passed through the workshops, the details of work done being as follows :—

Particulars.	Number and Type.					Total.
	Four-cylinder Balanced-compound Tender Engines.	Tender Engines.	Tank Engines.	Fell Engines.	Single Fairlies.	
Number passed through shops ..	61	300	327	7	10	705
Built new .. .. .	..	5	1	..	..	6
Erected new .. .. .	..	16	..	..	..	16
Re-erected .. .. .	..	1	..	..	..	1
Thoroughly overhauled	24	62	83	4	2	175
Heavy repairs	7	51	57	..	1	116
Light repairs	30	165	186	3	7	391
Painted	21	53	67	5	2	148
Paint touched up	18	179	110	..	8	315

Included in the above are two engines repaired for the Public Works Department and two engines repaired for private lines.

At the close of the year there were on order in the railway workshops twenty-one engines, consisting of twelve simple superheated tender engines, Pacific type, Class AB, and nine heavy tank engines, 4-6-4 type—four Class WAB and five Class Ws. There were also on order from Messrs. A. and G. Price (Limited), Thames, sixteen Pacific-type engines, Class AB, and from the North British Locomotive Company (Limited), Glasgow, five Pacific-type engines, Class AB : the latter order was increased by three. Altogether there were on order on the 31st March, 1923, forty-two engines.

The tractive power of locomotives was increased by 342,233 lb., equal to 3.66 per cent.

Boilers.—The work on renewals and repairs has been kept well up to date. The following statement shows details of boiler-work done :—

Description.	Number passed through Shops.	Built new.	Heavy Re- pairs.	Light Re- pairs.	New Tubes (Sets).	Super- heater Tubes (Sets).	Tubes pieced and Second- hand (Sets).	New Firebox.	New Firebox Tube- plate.	New Smoke- box Tube- plate.	Number of Boilers patched
Boilers ..	393	17	159	217	106	24	31	16	15	13	141

Included in the above are three boilers repaired for the Public Works Department and five for a private line.

Forty-three new boilers were in hand at the close of the year, consisting of eleven Class AB, one Class B, eleven Class F, four Class FA, six Class U, one Class W, one Class WA, four Class WAB, and four Class Ws.

Carriages.—The stock on the 1st April, 1922, was 1,496, and on the 31st March, 1923, the number was 1,498. Ten new cars were built, six being additional stock, and four to replace stock condemned and written off. One car was sold and seven cars written off stock.

The following table shows details of car-work done during the year :—

Particulars.	Number and Type of Carriage.			Total.
	Bogie.	Six-wheel.	Four-wheel.	
Number passed through shops	2,377	118	25	2,520
Built new	10	..	..	10
Erected new	4	..	..	4
Re-erected .. ..	..	1	..	1
Thoroughly overhauled	390	5	..	395
Heavy repairs	890	26	5	921
Light repairs	1,082	86	20	1,188
Converted	1	..	..	1
Painted	665	4	1	670
Paint touched up	1,020	8	1	1,029

Included in the above are eight cars repaired for a private line.

One hundred and thirty cars were under construction at the close of the year in the railway workshops.

Brake-vans.—The number of brake-vans on the line on the 1st April, 1922, was 450, and the number on the 13th March, 1923, was 461. Twelve bogie brake-vans were built, eleven being additional stock, and one to replace a four-wheel van destroyed by fire.

The following table shows the work done on brake-vans during the year :—

Description.	Number passed through Shops.	Built new.	Rebuilt	Re-erected.	Thoroughly overhauled.	Heavy Repairs.	Light Repairs.	Painted.	Paint touched up.
Brake-vans ..	1,030	12	3	1	131	267	616	188	288

Included in the above are thirteen brake-vans repaired for a private line.

Four bogie brake-vans were under construction at the close of the year.

Wagons.—The wagon stock on the 1st April, 1922, was 23,524, and the number on the 31st March, 1923, was 25,645. 248 wagons, comprising 5 bogie and 243 four-wheel, were built in Government railway workshops; also 1,887 four-wheel wagons imported from Messrs. Cammell, Laird, and Co. (Limited), of Sheffield, were erected and placed in service. One four-wheel wagon was converted from a four-wheel car. Fourteen second-hand four-wheel wagons were sold, and one four-wheel wagon was destroyed through accident.

The carrying-capacity of wagon stock was increased by 25,276 tons, equal to 12 per cent., or an equivalent of 4,212 ordinary wagons.

The following table gives particulars of work done on wagons during the year :—

Description.	Number passed through Shops.	Built new.	Erected new.	Re-erected.	Rebuilt.	Thoroughly overhauled.	Heavy Repairs.	Light Repairs.	Painted.	Paint touched up.
Wagons	28,105	248	1,887	20	42	897	12,236	12,775	5,515	15,153

Included in the above are thirty-six wagons repaired for a private line.

At the close of the year there were under construction in the railway workshops 680 wagons, consisting of 166 bogie and 514 four-wheel wagons.

Tarpaulins.—The tarpaulin stock on the 1st April, 1922, was 20,582, and on the 31st March, 1923, the number was 20,582. 1,182 new tarpaulins were made in the railway workshops, 1,150 to replace missing sheets, 20 for the Public Works Department, and 12 for a private line. 969 worn-out tarpaulins were condemned and written off, and replaced with a similar number of new tarpaulins.

The following table gives details of the work on tarpaulins for the year :—

Description.	Number passed through Shops.	Manufactured new.	Condemned and replaced with New Tarpaulins.	Repaired.
Tarpaulins	25,706	1,182	969	23,555

Stationary Engines and Cranes.—The repairs and renewals during the year were as follows :—

Description.	Number passed through Shops.	Converted.	Thoroughly over-hauled.	Heavy Repairs.	Light Repairs.	Painted.	Paint touched up.	Boiler-repairs.						
								Built new.	Heavy Repairs.	Light Repairs.	New Tubes (Sets).	Superheater Tubes (Sets).	Boilers patched.	Pieced and Second-hand Tubes (Sets).
Hand-cranes ..	30	..	..	11	19	3	10	..	..	..	..	..	..	..
Steam-cranes ..	32	1	4	7	20	3	7	..	1	7	1	..	3	..
Stationary engines	32	..	..	..	2	1	..	..	7	25	2	1	5	6
Pile-drivers, &c.	6	..	1	2	3	3	..	1	..	2	..	..	..	..

General.—In addition to the engines, cars, brake-vans, and wagons repaired at the workshops, 37,487 engines, 53,227 cars, 10,671 brake-vans, and 84,413 wagons were repaired at out-depots in order to keep vehicles out of service the shortest possible time.

Axles.—During the year 4,218 car, van, and wagon axles were replaced with modern steel axles. This number does not include axles for new rolling-stock.

Westinghouse Brake.—The work of equipping the engines and rolling-stock on the Westland Section with the Westinghouse brake is now in hand. Efficient arrangements are in force for the examination and upkeep of the Westinghouse brake.

Train Running and Mileage.—There has been a decrease of 370,534 miles in train-mileage as compared with 1921-22.

The engine-mileage has decreased by 357,171 miles as compared with the previous year.

The following table shows particulars of the expenditure per train-mile :—

Year.	Train-mileage.	Engine-mileage.	Cost, in Pence, per Train-mile.		
			Locomotive Branch.	Car and Wagon Branch.	Total
1922-23	8,346,731	11,472,352	61·00	15·40	76·40
1921-22	8,717,265	11,829,523	70·69	15·60	86·29

STORES.

Mr. E. J. Guinness, Comptroller of Stores, reports as follows :—

The value of the stores, material, and plant (purchased under Railway vote) on hand at the 31st March, 1923, at the various stores, depots, and sawmills amounted to £1,007,588 19s. 11d., as against £1,545,508 1s. 7d. on the 31st March, 1922.

The value of stores on hand on account of additions to open lines amounted to £132,728 11s. 11d., as against £542,770 1s. 2d. on the 31st March, 1922. The latter included an amount of £396,429 8s. 11d. for new locomotives and wagons

The value of the stores on hand on account of Railway Improvement Authorization is £12,382 9s. 11d. as against £11,920 16s. 4d. on the 31st March, 1922.

The whole stock is in good order, has been systematically and carefully inspected, and is value for the amount stated.

INDEX OF RETURNS

ACCOMPANYING ANNUAL REPORT OF THE GENERAL MANAGER OF NEW ZEALAND
GOVERNMENT RAILWAYS, 1922-1923.

- No. 1. General Revenue Account.
2. General Expenditure Account.
3. Details of Classified Expenditure.
4. Classified Expenditure and Revenue, and Proportion of each Class to Mileage and Revenue.
5. Comparative Statement of Passenger and Goods Traffic.
6. Cost of Construction, Net Revenue, and Rate of Interest on Capital.
7. Expenditure under Vote " Additions to Open Lines " charged to Capital Account.
8. Classified Maintenance Expenditure.
- 8A. Classified Signal and Electrical Expenditure.
9. Statement of Season Tickets issued.
10. Number of Employees.
11. Return of Passenger Bookings at Excursion Fares.
12. Revenue of Stations.
13. Carriage and Wagon Stock and Tarpaulins.
14. Locomotive Stock.
15. Comparative Statement of Mileage, Capital Cost, Earnings, and Expenditure on Colonial Railways.
16. Comparative Statement of Mileage, Capital Cost, Earnings, Expenditure, and Traffic, New Zealand Government Railways.
17. Renewals of Rails.
18. Renewals and Removals of Sleepers.
19. Number of Stations and Private Sidings.
20. Mileage of Railways open for Traffic and under Maintenance.
21. Weights of Rails in various Lines.
22. Sleepers laid and removed each Year.
23. Accidents.
24. Locomotive Returns.

GENERAL REVENUE ACCOUNT FOR THE YEAR ENDED 31ST MARCH, 1923.

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D.—2.

RETURN NO. 3.

CLASSIFIED EXPENDITURE FOR THE YEAR ENDED 31ST MARCH, 1923.

Section.	Maintenance of Way and Works.						Signal and Electrical.	Locomotive Power.						Carriages.	Wagons.	Traffic.	Head Office.	Departmental Offices.	Lake Wakatipu Steamers.	Totals.
	Permanent-way.	Structures.	Buildings.	Miscellaneous.	General Charges.	Total.		Working Locomotives.	Fuel and Water.	Oil, Tallow, &c.	Renewals and Repairs.	General Charges.	Total.							
WAGES AND SERVICES.																				
Whangarei ..	£ s. d. 16,872 10 8	£ s. d. 4,575 11 1	£ s. d. 1,380 13 4	£ s. d. 72 1 6	£ s. d. ..	£ s. d. 22,900 16 7	£ s. d. 478 15 9	£ s. d. 7,555 15 4	£ s. d. 552 1 6	£ s. d. ..	£ s. d. 3,053 15 3	£ s. d. ..	£ s. d. 11,161 12 1	£ s. d. 560 7 10	£ s. d. 2,618 13 11	£ s. d. 12,633 7 4	£ s. d. 563 3 9	£ s. d. 1,845 5 6	£ s. d. ..	£ s. d. 52,762 2 9
Kaihu ..	2,290 3 8	312 0 1	259 6 10	..	..	2,861 10 7	..	729 14 4	8 2 4	..	593 17 2	..	1,331 13 10	166 5 2	329 6 11	1,829 19 7	66 16 2	45 3 7	..	6,630 15 10
Gisborne ..	7,167 5 8	1,234 3 1	339 13 9	14 16 10	..	8,755 19 4	86 10 0	3,397 1 8	353 16 0	..	2,295 9 4	..	6,046 7 0	386 5 0	918 19 8	6,306 16 7	290 17 6	196 3 5	..	22,987 18 6
North Island Main Lines and Branches	237,748 13 11	64,570 19 9	40,183 18 10	798 0 1	..	343,301 12 7	25,532 12 7	303,936 13 1	28,825 9 6	..	152,527 13 10	..	485,289 16 5	66,846 18 11	96,202 11 7	684,269 13 1	29,659 11 0	75,885 2 4	..	1,806,987 18 6
South Island Main Lines and Branches	208,044 14 5	38,040 9 5	36,275 5 6	555 4 11	..	282,915 14 3	14,343 2 2	195,892 10 7	16,746 7 4	..	98,144 13 11	..	310,783 11 10	36,322 7 9	67,203 16 2	545,196 15 3	17,844 18 3	48,592 8 6	..	1,323,202 14 2
Westland ..	27,465 12 8	7,662 17 9	3,523 18 7	129 18 9	..	38,782 7 9	726 3 3	19,122 3 8	1,066 10 0	..	7,924 15 4	..	28,113 0 0	2,433 13 1	5,895 18 5	38,559 3 10	1,425 8 9	6,367 4 6	..	122,303 8 7
Westport ..	5,721 14 2	333 14 6	833 13 9	16 4 7	..	6,905 7 0	388 11 3	8,642 2 5	392 11 1	..	3,418 16 8	..	12,453 10 2	760 10 3	7,072 7 1	21,890 0 9	968 11 9	3,764 3 7	..	54,203 1 10
Nelson ..	6,794 13 10	1,814 10 4	654 17 11	36 3 11	..	9,300 6 0	97 17 11	3,334 7 1	319 12 11	..	1,667 15 8	..	5,321 15 8	502 8 10	711 15 4	7,058 3 1	181 12 2	122 17 4	..	23,296 16 4
Picton ..	7,731 15 5	1,570 4 9	660 16 2	..	..	9,962 16 4	129 18 11	4,187 3 5	68 9 4	..	2,177 14 2	..	6,433 6 11	388 9 7	1,089 5 11	9,371 8 9	307 15 2	207 11 6	..	27,890 13 1
Lake Wakatipu ..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	8,676 15 6	8,676 15 6
Total ..	519,837 4 5	120,114 10 9	84,112 4 8	1,622 10 7	..	725,686 10 5	41,783 11 10	546,797 11 7	48,333 0 0	..	271,804 11 4	..	866,935 2 11	108,367 6 5	182,042 15 0	1,327,115 8 3	51,308 14 6	137,026 0 3	8,676 15 6	3,448,942 5 1
STORES.																				
Whangarei ..	22,428 15 0	1,795 3 10	853 3 10	..	..	25,077 2 8	196 16 8	..	6,573 14 9	398 14 4	1,619 2 6	..	8,591 11 7	348 5 8	1,213 0 5	1,032 11 1	64 4 0	17 13 7	..	36,541 5 8
Kaihu ..	70 3 8	Cr. 2 17 8	97 7 8	..	..	164 13 8	..	..	837 7 11	34 6 8	299 17 10	..	1,171 12 5	27 4 11	161 1 1	172 15 11	7 15 4	2 1 0	..	1,707 4 4
Gisborne ..	249 4 0	196 17 11	212 17 5	3 16 0	..	662 15 4	11 8 3	..	7,193 13 11	153 0 4	735 3 4	..	8,081 17 7	223 15 10	303 0 8	474 11 1	34 4 3	8 19 4	..	9,800 12 4
North Island Main Lines and Branches	73,803 3 3	14,883 10 11	18,233 18 6	775 16 9	..	107,696 9 5	9,677 10 3	..	589,628 16 3	17,438 0 8	97,663 6 1	..	704,730 3 0	40,143 2 11	59,534 15 6	56,161 19 7	3,423 11 3	926 8 2	..	982,294 0 1
South Island Main Lines and Branches	90,175 13 9	7,576 0 8	17,290 1 10	256 16 1	..	115,298 12 4	8,376 13 0	..	362,485 12 1	10,067 15 3	51,693 9 4	..	424,246 16 8	14,430 9 4	45,022 2 10	36,423 17 10	2,088 0 5	558 12 2	..	646,445 4 7
Westland ..	13,705 2 11	3,072 17 9	644 17 10	42 19 0	..	17,465 17 6	99 17 6	..	7,912 7 8	922 13 7	3,344 13 4	..	12,179 14 7	1,106 11 10	3,623 1 2	3,021 11 8	165 5 4	45 9 4	..	37,707 8 11
Westport ..	1,620 12 9	Cr. 44 13 11	471 19 5	16 1 1	..	2,063 19 4	55 6 6	..	4,934 14 10	455 16 4	1,229 12 0	..	6,620 3 2	230 5 2	3,670 8 10	1,788 4 10	113 6 1	30 15 5	..	14,572 9 4
Nelson ..	391 3 9	369 5 6	306 2 9	41 15 0	..	1,108 7 0	4 18 10	..	3,570 13 1	174 19 8	794 16 5	..	4,540 9 2	428 19 7	290 1 4	435 16 1	21 3 11	5 15 4	..	6,835 11 3
Picton ..	695 12 7	320 5 8	351 1 1	..	..	1,366 19 4	56 18 11	..	5,128 16 5	141 12 1	1,217 1 1	..	6,487 9 7	178 1 3	799 5 3	641 10 1	36 2 6	9 14 8	..	9,576 1 7
Lake Wakatipu ..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	4,875 2 6	4,875 2 6
Total ..	203,139 11 8	28,166 10 8	38,461 10 4	1,137 3 11	..	270,904 16 7	18,479 9 11	..	988,265 16 11	29,786 18 11	158,597 1 11	..	1,176,649 17 9	57,116 16 6	114,616 17 1	100,152 18 2	5,953 13 1	1,605 9 0	4,875 2 6	1,750,355 0 7
MISCELLANEOUS.																				
Whangarei ..	67 2 1	50 12 0	23 13 8	..	155 2 2	296 9 11	99 19 0	..	4 15 0	..	935 18 8	31 4 1	971 17 9	91 15 6	781 4 10	1,040 17 2	..	..	..	3,282 4 2
Kaihu ..	8 15 11	13 1 11	0 8 5	..	2 2 5	24 8 8	0 3 8	..	0 8 7	..	80 8 10	3 0 3	83 17 8	6 12 6	24 0 5	115 6 11	..	..	..	254 9 10
Gisborne ..	18 15 1	172 3 5	79 15 0	2 7 1	23 12 7	296 13 2	17 11 10	..	9 8 4	..	437 7 2	24 3 10	470 19 4	1 5 3	102 14 4	268 6 10	..	..	..	1,157 10 9
North Island Main Lines and Branches	3,270 7 8	9,240 6 8	7,801 16 4	128 3 10	4,479 18 3	24,920 12 9	4,519 5 3	..	155 1 5	..	37,951 8 4	3,684 6 5	41,790 16 2	14,923 2 7	23,418 6 7	47,985 16 6	..	..	..	157,557 19 10
South Island Main Lines and Branches	2,815 9 6	5,256 7 9	7,241 1 9	108 15 0	2,324 19 9	17,746 13 9	2,221 15 6	..	197 8 7	..	28,740 12 0	2,742 6 0	31,680 6 7	10,586 13 4	20,178 3 0	41,159 14 7	..	..	..	123,573 6 9
Westland ..	502 4 2	Cr. 110 17 5	Cr. 551 7 2	20 12 2	206 15 2	67 6 11	159 9 8	..	11 19 3	..	1,556 10 6	153 3 2	1,721 12 11	480 17 3	1,190 2 5	3,980 13 4	..	..	..	7,600 2 6
Westport ..	78 9 3	Cr. 9 8 6	134 16 0	4 1 2	72 7 4	280 5 3	100 2 5	..	1 1 8	..	649 17 2	124 2 4	775 1 2	169 3 5	1,428 0 3	4,600 17 7	..	..	..	7,353 10 1
Nelson ..	100 15 7	39 14 11	3 15 5	..	5 14 0	149 19 11	17 8 10	..	..	..	172 13 11	8 17 4	181 11 3	8 11 10	8 10 5	276 18 5	..	..	..	643 0 8
Picton ..	115 4 6	269 6 6	119 15 0	..	13 18 10	518 4 10	25 12 2	..	..	..	245 19 9	24 8 7	270 8 4	22 2 10	56 10 4	336 7 4	..	..	..	1,229 5 10
Lake Wakatipu ..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	547 19 1	547 19 1
Total ..	6,977 3 9	14,921 7 3	14,853 14 5	263 19 3	7,284 10 6	44,300 15 2	7,161 8 4	..	380 2 10	..	70,770 16 4	6,795 12 0	77,946 11 2	26,290 4 6	47,187 12 7	99,764 18 8	..	..	547 19 1	303,199 9 6
Grand total ..	729,953 19 10	163,202 8 8	137,427 9 5	3,023 13 9	7,284 10 6	1,040,892 2 2	67,424 10 1	546,797 11 7	1,036,978 19 9	29,786 18 11	501,172 9 7	6,795 12 0	2,121,531 11 10	191,774 7 5	343,847 4 8	1,527,033 5 1	57,262 7 7	138,631 9 3	14,099 17 1	5,502,496 15 2

CLASSIFIED STATEMENT SHOWING REVENUE AND EXPENDITURE, AND PROPORTION OF EACH CLASS OF EXPENDITURE TO MILEAGE AND REVENUE, FOR THE YEAR ENDED 31ST MARCH, 1923.

L. HAMANN, Chief Accountant.

RETURN No. 5.

COMPARATIVE STATEMENT OF PASSENGER AND GOODS TRAFFIC FOR THE YEAR ENDED 31ST MARCH, 1923.

Section.	Length Open for Traffic.	Passengers.				Live-stock.				Goods.		Gross Total Tonnage.					
		First Class.		Second Class.		Total.		Season Tickets.		Cattle.	Sheep and Pigs.		Total.	Equivalent Tonnage.	Timber.	Total.	
		Single.	Return.	Single.	Return.	Number.	Number.	Number.	Number.								
1922-23.	Miles.																
Whangarei ..	80	23,904	7,190	89,245	92,746	213,085	2,234	1,147	53,858	1	5	2,501	142,250	170,518	Tons.	173,019	
Kaihu ..	20	1,277	1,460	15,760	17,500	35,997	4	55	197	1	1	25	4,337	10,768		10,793	
Gisborne ..	49	7,991	3,430	44,041	33,856	89,318	368	1,636	129,301	1	1	5,672	44,486	56,759		62,431	
North Island Main Lines and Branches	1,140	442,810	764,582	2,215,082	5,130,572	8,553,046	337,116	209,617	3,194,326	3	3	191,293	2,068,167	2,405,523		2,596,816	
South Island Main Lines and Branches	1,429	258,321	563,602	1,026,984	2,902,600	4,751,507	128,190	75,519	3,746,057	3	3	172,726	2,292,420	2,447,844		2,620,570	
Westland ..	157	20,513	21,528	100,066	209,576	351,683	13,975	4,019	57,912	1	1	3,534	313,502	424,641		428,175	
Westport ..	36	358	856	31,319	59,664	92,197	2,446	129	2,991	1	1	158	599,710	606,808		606,966	
Nelson ..	61	1,634	2,104	28,303	37,864	69,905	921	611	32,221	1	1	1,474	32,069	36,274		37,748	
Pictou ..	56	10,750	4,540	28,991	32,774	77,055	418	953	140,293	1	1	5,900	68,267	74,649		74,649	
Lake Wakatipu steamers	..	3,259	5,916	5,302	8,340	22,817	9	244	10,607	10,607	10,607	498	6,386	6,923		7,421	
Totals ..	3,028	770,817	1,375,208	3,585,093	8,525,492	14,256,610	485,681	293,930	7,367,763	7,661,693	383,781	5,571,594	6,234,807	6,618,588			
1921-22.																	
Whangarei ..	80	25,074	8,000	87,544	88,882	209,500	2,472	1,929	39,226	41,155	2,154	118,099	158,680	160,834		160,834	
Kaihu ..	20	1,635	1,852	14,180	18,296	35,963	15	38	93	131	16	9,088	14,934	14,950		14,950	
Gisborne ..	49	8,959	3,942	46,725	38,026	97,652	399	1,123	139,270	140,393	5,911	16,234	60,434	66,345		66,345	
North Island Main Lines and Branches	1,133	464,454	769,014	2,266,313	4,964,676	8,464,457	317,128	196,142	3,600,581	3,796,723	203,460	349,517	1,996,798	2,346,315		2,549,775	
South Island Main Lines and Branches	1,429	265,255	576,142	1,034,398	2,934,144	4,809,939	134,770	74,363	3,654,866	3,729,229	168,728	166,504	2,277,451	2,446,179		2,446,179	
Westland ..	157	20,577	22,396	99,673	210,870	353,516	14,275	4,287	41,205	45,492	2,947	115,104	329,062	444,166		447,113	
Westport ..	36	429	1,372	29,763	61,412	92,976	2,009	209	3,123	3,332	188	4,638	510,716	515,354		515,542	
Nelson ..	61	3,917	2,962	38,146	38,050	83,075	1,414	502	18,541	19,043	894	5,200	35,711	40,911		41,805	
Pictou ..	56	12,615	5,778	33,668	44,646	96,707	375	1,139	127,612	128,751	5,449	742	66,516	67,258		72,707	
Lake Wakatipu steamers	..	3,209	6,270	4,878	4,298	18,655	8	172	10,998	11,170	492	604	5,005	5,609		6,101	
Totals ..	3,021	806,124	1,397,728	3,655,288	8,403,300	14,262,440	472,865	279,904	7,635,515	7,915,419	390,239	708,212	5,222,900	5,931,112		6,321,351	

RETURN No.5—continued.

COMPARATIVE STATEMENT OF PASSENGER AND GOODS TRAFFIC FOR THE YEAR ENDED 31ST MARCH, 1923—continued.

Section.	Revenue.						Mileage.					
	Ordinary Passengers.	Season Tickets.	Parcels, Luggage, and Mails.	Total Coaching.	Goods.	Miscellaneous.	Rents and Commission.	Total Goods.	Grand Total Revenue.	Train.	Shunting, &c.	Total.
1922-23.												
Thangarei ..	£ s. d. 19,515 19 8	£ s. d. 1,293 0 2	£ s. d. 3,310 19 9	£ s. d. 24,119 19 7	£ s. d. 46,150 8 3	£ s. d. 1,827 5 6	£ s. d. 1,865 15 8	£ s. d. 49,843 9 5	£ s. d. 73,963 9 0	Number. 115,903	Number. 36,206	Number. 152,109
Waikato ..	2,781 10 9	144 12 1	939 14 10	3,865 17 8	4,330 4 6	461 12 11	207 19 4	4,999 16 9	8,865 14 5	15,112	5,032	20,144
Waikato ..	10,766 4 2	301 6 4	2,502 18 4	13,570 8 10	22,812 11 4	543 5 3	1,375 2 2	24,730 18 9	38,301 7 7	65,742	16,970	82,712
Island Main Lines	1,401,475 7 0	136,722 17 5	228,470 4 9	1,766,668 9 2	2,001,158 5 3	50,134 19 6	70,585 4 9	2,121,878 9 6	3,888,546 18 8	4,830,569	1,600,177	6,430,746
Branches												
Island Main Lines	719,007 6 5	58,929 10 1	143,805 7 11	921,742 4 5	1,327,211 15 4	46,027 11 2	39,604 12 11	1,412,843 19 5	2,334,586 3 10	2,912,177	1,082,883	3,995,060
Branches												
and ..	38,481 18 4	4,200 11 3	8,126 18 5	50,809 8 0	116,317 4 11	12,280 17 1	5,348 4 1	133,946 6 1	184,755 14 1	216,463	127,322	343,785
Port ..	7,371 6 9	1,122 10 2	1,318 12 2	9,812 9 1	107,856 10 0	5,962 18 1	1,610 19 8	115,430 7 9	125,242 16 10	86,943	64,036	150,979
..	5,939 19 2	795 9 5	1,649 11 3	8,384 19 10	14,227 16 10	201 0 0	1,009 13 9	15,438 10 7	23,823 10 5	57,777	17,230	75,007
..	7,042 8 10	407 2 7	2,126 4 6	9,575 15 11	27,091 3 6	2,481 13 10	1,217 10 10	30,790 8 2	40,366 4 1	46,045	26,323	72,368
..	4,131 19 9	188 10 0	1,071 14 2	5,392 3 11	3,852 5 2	11 19 4	93 19 6	3,958 4 0	9,350 7 11	..	..	..
Wakatipu steamers												
Totals ..	2,216,514 0 10	204,105 9 6	393,322 6 1	2,813,941 16 5	3,671,008 5 1	119,933 2 8	122,919 2 8	3,913,860 10 5	6,727,802 6 10	8,346,731	2,976,179	11,322,910
1921-22.												
Thangarei ..	19,984 15 6	1,379 17 1	3,173 7 5	24,538 0 0	42,685 4 5	1,200 5 7	1,776 9 1	45,661 19 1	70,199 19 1	114,597	37,374	151,971
Waikato ..	2,921 9 0	124 14 2	769 8 9	3,815 11 11	5,102 8 3	787 12 7	202 5 3	6,092 6 1	9,907 18 0	15,006	6,555	21,561
Waikato ..	11,680 3 5	316 12 9	2,266 15 7	14,263 11 9	27,808 15 1	890 10 9	1,298 1 6	29,997 7 4	44,260 19 1	69,139	17,653	86,792
Island Main Lines	1,411,518 19 9	137,291 10 3	198,198 2 2	1,747,008 12 2	2,034,285 13 11	49,632 7 10	66,103 11 7	2,150,021 13 4	3,897,030 5 6	5,091,037	1,579,733	6,670,770
Branches												
Island Main Lines	697,366 8 0	59,422 3 11	121,405 3 10	878,193 15 9	1,272,225 0 8	49,706 13 5	37,897 14 11	1,359,829 9 0	2,238,023 4 9	2,997,038	1,053,589	4,050,627
Branches												
and ..	40,570 18 1	4,357 15 10	7,318 4 3	52,246 19 2	119,966 4 6	12,054 8 4	4,882 11 4	136,903 4 2	189,150 3 4	231,553	142,890	374,443
Port ..	7,525 3 0	1,056 14 5	1,251 12 10	9,833 10 3	98,320 11 8	6,381 0 0	917 16 5	105,619 8 1	115,452 18 4	83,628	62,548	146,176
..	8,770 12 3	1,040 8 0	1,752 8 9	11,563 9 0	15,368 8 7	363 8 7	899 6 4	16,631 3 6	28,194 12 6	67,130	19,091	86,221
..	8,717 15 2	419 11 5	2,316 0 2	11,453 6 9	27,666 7 4	3,106 5 1	1,125 8 0	31,898 0 5	43,351 7 2	48,137	28,266	76,403
..	3,577 2 8	184 5 0	1,030 6 6	4,791 14 2	3,165 12 0	Cr. 16 6 9	78 6 11	3,227 12 2	8,419 6 4	..	..	..
Wakatipu steamers												
Totals ..	2,212,633 6 10	205,593 13 10	339,481 10 3	2,757,708 10 11	3,646,584 6 5	124,106 5 5	115,181 11 4	3,885,882 3 2	6,643,590 14 1	8,717,265	2,947,699	11,664,964

L. HAMANN, Chief Accountant.

RETURN No. 6.

ESTIMATED AMOUNT OF EXPENDITURE ON CONSTRUCTION OF RAILWAYS, ROLLING-STOCK, ETC., TO 31ST MARCH, 1923; NET REVENUE, AND RATE OF INTEREST EARNED ON CAPITAL EXPENDED ON OPENED LINES FOR YEAR ENDED SAME DATE.

Section of Railway.	Cost of Construction.		Net Revenue.	Rate of Interest earned.
	Opened Lines.	Unopened Lines.		
	£	£	£	£ s. d.
Whangarei	898,357	..	— 18,622	..
Kaibu	100,508	534,958	.. 273	0 5 5
Tauranga .. .. .	..	87,650	..	..
Gisborne	694,683	938,344	..	..
North Island Main Lines and Branches ..	18,601,788	623,763	4,355	0 12 6
South Island Main Lines and Branches ..	15,782,936	2,175,729	941,707	5 1 4
Westland	2,268,816	197,748	241,365	1 10 7
Westport	606,381	1,483,099	17,145	0 15 1
Nelson	444,816	95,955	49,114	8 2 0
Picton	687,499	75,996	..	..
Lake Wakatipu steamer service	44,271	18,082	— 6,952	..
<i>In suspense—</i>			1,670	0 4 10
Surveys, North Island .. .. .	..	41,172	..	..
Miscellaneous, North Island .. .. .	..	5,169	..	..
Surveys, South Island .. .. .	..	5,763	..	..
Miscellaneous, South Island .. .. .	..	5,168	..	..
P.W.D. stock of permanent-way .. .. .	..	224,122	..	..
W.R.D. stock of A.O.L. and R.I.A. stores ..	145,111	..	..	..
Balance of cost of raising loan of £1,000,000 for Railways Authorization Improvement Act 1914 Account ..	..	63,192	..	..
	£40,275,161	£6,575,910	£1,225,306	£3 0 10
Total cost of opened and unopened lines at 31st March, 1923	£46,851,071	..	..	£2 12 4

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 cost proportionately to the time during which the line, taken over by the Working Railways Department, within the financial year was earning Revenue, thus:—

North Island Main Lines and Branches: Patumahoe to Waiuku, opened for traffic 10th May, 1922.

L. HAMANN, Chief Accountant.

RETURN No. 7.

EXPENDITURE UNDER VOTE FOR ADDITIONS TO OPEN LINES, CHARGED TO CAPITAL ACCOUNT, FOR
THE YEAR ENDED 31ST MARCH, 1923.

	Amount.	Total.
	£ s. d.	£ s. d.
Material on hand, 31st March, 1922	542,770 1 2	
Expenditure charged to Vote 42 by Treasury	751,927 14 3	
	1,294,697 15 5	
Less material on hand at 31st March, 1923	132,728 11 11	1,161,969 3 6
Expenditure on works, &c.—		
Way and Works Branch	238,942 10 7	
Locomotive Branch	923,026 12 11	1,161,969 3 6

WAY AND WORKS BRANCH: PARTICULARS OF WORKS, ETC.

Railway.	Work, &c.	Amount.	Total.
		£ s. d.	£ s. d.
Whangarei	Sidings, loading-banks, stockyards, crossings, &c. ..	6,743 11 9	
	Additional dwellings	293 19 10	7,037 11 7
Kaihu	Additions to station buildings, extension of station-yards, and other facilities	202 15 9	202 15 9
Gisborne	Sidings, loading-banks, stockyards, crossings, &c. ..	99 13 3	99 13 3
North Island Main Lines and Branches	Sidings, loading-banks, stockyards, crossings, &c. ..	6,089 19 6	
	Additions to station buildings, extension of station-yards, and other facilities	9,457 2 4	
	Additional works, water-services, &c., for Locomotive Branch	821 10 8	
	Purchase of land	10,552 11 2	
	Additional dwellings	25,112 13 8	
	Bridge-work and subways	563 18 0	
	Cranes, weighbridges, turntables, &c.	636 18 6	
	Additions to workshops	23,385 9 1	
	Tablet installation	3,725 18 3	
	Telegraph and telephone facilities	860 17 4	81,206 18 6
South Island Main Lines and Branches	Sidings, loading-banks, stockyards, crossings, &c. ..	9,021 3 11	
	Additions to station buildings, extension of station-yards, and other facilities	34,704 13 9	
	Additional works, water-services, &c., for Locomotive Branch	270 6 5	
	Additional dwellings	433 8 5	
	Cranes, weighbridges, turntables, &c.	3,555 11 11	
	Additions to workshops	124 0 7	
	Signals and interlocking	34,375 17 8	
	Tablet installation	1,227 18 3	
	Telegraph and telephone facilities	4,634 16 4	88,347 17 3
Westland	Sidings, loading-banks, stockyards, crossings, &c. ..	568 19 7	
	Additions to station buildings, extension of station-yards, and other facilities	36,851 5 4	61,798 0 6
	Signals and interlocking	24,377 15 7	71 8 3
Westport	Additions to station buildings, extension of station-yards, &c.	71 8 3	71 8 3
Picton	Purchase of land	178 5 6	178 5 6
			£238,942 10 7

RETURN NO. 7—continued.

LOCOMOTIVE BRANCH: PARTICULARS OF ROLLING-STOCK, ETC.

Description of Stock ordered.	Order.	Number Incom- plete on 31st Mar., 1922.	Number Completed on 31st March, 1923.	Number Incomplete on 31st March, 1923.	Expenditure, Year ended, 31st March, 1923.
Wagons, bogie, 1915-16 programme	D-10	..	..	..	Cr. £ 79 10 4
Carriages, Classes A and AA, 1916-17 programme ..	I-10	30	6	24	21,492 14 6
Brake-vans, Class F, 1916-17 programme ..	J-10	7	7	..	2,886 11 6
Wagons, bogie, 1916-17 programme ..	K-10	30	5	25	3,793 5 0
Wagons, four-wheel, 1916-17 programme ..	L-10	229	202	27	Cr. 10,298 6 11
Fitting Westland and Westport rolling-stock with Westinghouse brake	S-10	..	..	..	13,238 12 9
Carriages, Class AA, 1917-18 programme ..	V-10	..	..	..	68 18 4
Locomotives, Class AB, third lot ..	X-10	7	5	2	21,258 7 10
Wagons, four-wheel, 1919-20 programme ..	Z-10	8	4	4	567 2 3
Locomotives, Class AB (A. and G. Price (Limited))	A-11	20	4	16	45,926 8 7
Locomotives, Class WAB and WS, second lot ..	D-11	10	1	9	31,853 5 5
Brake-vans, Class F, 1920-21 programme ..	E-11	..	..	..	1 2 4
Wagons, bogie, 1920-21 ..	F-11	..	..	..	Cr. 251 11 3
Replacement of cars written off or sold (difference in value)	H-11	..	..	..	7,528 1 7
Replacement of wagons written off or sold (dif- ference in value)	I-11	..	..	..	115 9 11
Equipment for Royal train ..	J-11	..	..	..	Cr. 1 0 0
Additional seating for cars ..	N-11	..	..	..	1,885 14 3
Locomotives, Class AB (British contract) ..	P-11	21*	16	5	290,888 0 11
Wagons, four-wheel (British contract) ..	Q-11	1,887	1,887	..	484,443 8 6
Tarpaulins, 1920-21 programme ..	R-11	..	..	..	Cr. 6,446 2 1
Brake-vans, Class F, 1921-22 programme ..	S-11	3	3	..	3,348 7 1
Wagons, four-wheel, 1921-22 programme ..	T-11	..	..	..	174 18 1
Steam-heating locomotives and cars ..	U-11	..	..	..	8,457 10 5
Additional superheater gear for locomotives ..	V-11	..	..	..	934 2 10
Replacement of brake-vans written off or sold (difference in value)	W-11	..	..	..	230 13 8
Electric headlights for locomotives ..	X-11	..	..	..	239 7 3
Carriages, classes A and AA, 1922-23 programme ..	Y-11	96	..	96	7,845 5 6
Brake-vans, Class F, 1922-23 programme ..	Z-11	4	1	3	1,325 5 0
Wagons, bogie, 1922-23 programme ..	A-12	141	..	141	5,986 8 6
Wagons, four-wheel, 1922-23 programme ..	B-12	504	34	470	18,244 16 0
Locomotives, Class AB, fourth lot ..	C-12	10	..	10	932 5 11
Alteration of brake-vans, Westland Section ..	D-12	..	..	..	500 11 0
Obsolete locomotives written off ..	..	..	..	..	Cr. 31,270 0 0
Sales of locomotives ..	..	..	..	..	Cr. 6,300 0 0
Workshops machinery ..	..	..	..	..	3,506 8 7
Total .. ..	..	..	..	..	£923,026 12 11
Total locomotives .. ..	..	68	26	42	..
„ carriages .. ..	..	126	6	120	..
„ brake-vans .. ..	..	14	11	3	..
„ wagons, bogie .. ..	..	171	5	166	..
„ wagons, four-wheel ..	..	2,628	2,127	501	..

* Order increased by three.

EXPENDITURE UNDER THE RAILWAYS IMPROVEMENT AUTHORIZATION ACT, 1914, CHARGED TO CAPITAL ACCOUNT, FOR THE YEAR ENDED 31ST MARCH, 1923.

	£	s.	d.	£	s.	d.
Material on hand at 31st March, 1922 ..	11,920	16	4			
Expenditure charged by Treasury ..	53,635	18	3			
Proportionate cost of raising loan ..	4,126	13	3			
	69,683	7	10			
Less material on hand at 31st March, 1923 ..	12,382	9	11			
				£57,300	17	11
New station and station-yards, goods-sheds, and terminal facilities at Auckland, Wellington, Christchurch, and Lyttelton ..				7,320	18	1
Duplication of line, Horotiu - Frankton Junction ..				268	14	0
Grade easements—Penrose—Mercer, Palmerston North—Marton ..				18,527	11	9
Signalling, interlocking, and safety appliances ..				31,183	14	1
				£57,300	17	11

L. HAMANN, Chief Accountant.

RETURN NO. 8.
STATEMENT SHOWING CLASSIFICATION OF EXPENDITURE ON WAY AND WORKS FOR THE YEAR ENDED 31ST MARCH, 1923.

Classification of Work.	SECTIONS.										Totals.									
	Whangarei.		Kaihu.		Gisborne.		North Island Main Lines and Branches.		South Island Main Lines and Branches.			Westland.		Westport.		Nelson.		Picton.		
	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.		£	s. d.	£	s. d.	£	s. d.	£	s. d.	
Track surfacing ..	9,376	19 6	2,077	7 1	5,990	15 1	181,880	18 10	174,688	7 4	20,907	16 10	4,597	2 4	5,370	11 10	6,660	18 0	411,550	16 10
Track renewals ..	27,061	0 11	2,118	11 3	274	8 3	90,536	2 0	104,665	4 3	16,272	14 11	2,501	17 7	535	5 1	872	15 9	242,938	0 5
Ballasting ..	2,127	18 2	1 8	4	..	..	28,657	1 10	7,999	4 3	957	9 3	70	8 4	54	6 2	28	12 1	39,896	8 5
Banks, cuttings, ditches, &c.	802	9 2	71	16 7	1,170	1 5	13,748	2 2	13,683	1 10	3,534	18 9	251	7 11	1,326	10 1	980	6 8	35,568	14 7
Bridges, culverts, drains ..	4,059	13 7	165	6 4	213	4 9	54,322	1 9	23,721	18 7	5,776	18 3	539	3 5	1,064	15 9	869	1 6	90,732	3 11
Fences, gates, cattlestops ..	1,332	11 2	49	18 0	819	13 3	16,331	12 6	13,243	15 2	2,942	10 11	371	14 4	987	17 6	238	6 0	36,317	18 11
Roads, approaches, &c.	103	4 4	54	0 6	78	3 1	6,687	4 1	2,044	15 3	365	0 6	50	6 8	77	19 4	69	10 7	9,530	4 3
Water-services, cranes, &c.	412	19 8	34	2 8	491	15 3	11,023	18 2	11,354	13 5	1,540	8 5	352	17 3	92	18 2	156	19 2	25,460	12 2
Wharves ..	512	18 2	18	16 10	0	8 1	330	0 10	507	15 5	..	..	Cr. 1,034	9 7	..	..	825	19 8	1,161	9 5
Buildings ..	2,257	10 10	357	2 11	632	6 2	65,340	18 4	60,805	14 1	3,617	9 3	1,440	9 2	964	16 1	1,131	12 3	136,547	19 1
Buildings (architectural)	..	..	..	..	..	..	879	10 4	..	..	..	..	..	..	..	..	..	..	879	10 4
Miscellaneous ..	72	1 6	..	..	20	19 11	1,702	0 8	920	16 0	193	9 11	36	6 10	77	18 11	..	..	3,023	13 9
General charges ..	155	2 2	2	2 5	23	12 7	4,479	18 3	2,324	19 9	206	15 2	72	7 4	5	14 0	13	18 10	7,284	10 6
Totals ..	48,274	9 2	3,050	12 11	9,715	7 10	475,919	9 9	415,960	5 4	56,315	12 2	9,249	11 7	10,558	12 11	11,848	0 6	1,040,892	2 2
Rate per average mile opened ..	603	8 7	152	10 7	198	5 7	417	9 5	291	1 10	358	14 0	256	18 10	204	11 2	211	11 5	343	15 3

RETURN NO. 8A.
STATEMENT SHOWING CLASSIFICATION OF SIGNAL AND ELECTRICAL EXPENDITURE FOR THE YEAR ENDED 31ST MARCH, 1923.

Classification of Work.	SECTIONS.										Totals.
	Whangarei.	Kaihu.	Gisborne.	North Island Main Lines and Branches.	South Island Main Lines and Branches.	Westland.	Westport.	Nelson.	Pictou.		
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	
Signals and interlocking	318 3 1	..	12 13 2	17,162 12 5	9,302 15 0	650 0 4	206 4 1	56 1 8	33 10 3	27,736 0 0	
Signals at level crossings	57 15 10	..	..	1,177 2 1	649 18 4	..	..	..	..	1,884 16 3
Telegraphs and telephones	215 7 9	..	102 0 6	6,389 16 0	3,635 15 9	83 16 0	176 4 0	69 13 9	105 19 4	10,778 13 1	
Block working	151 11 1	..	..	8,943 18 4	4,390 0 4	243 1 3	158 19 7	..	..	13,887 10 7
Electric lighting	31 2 0	..	..	3,828 18 8	3,343 1 7	3 11 8	..	..	72 3 3	7,278 17 2
Electric power	..	..	..	1,778 7 1	3,127 1 4	..	..	..	..	4,905 8 5
Buildings	..	..	..	83 19 7	69 14 4	..	..	..	..	153 13 11
Miscellaneous	..	.. 3 8	..	162 12 0	140 1 1	..	..	..	..	302 13 1
General charges	1 11 8	0 3 8	0 16 5	202 1 11	283 2 11	5 1 2	2 12 6	0 10 2	0 17 2	496 17 7	
Totals	775 11 5	0 3 8	115 10 1	39,729 8 1	24,941 10 8	985 10 5	544 0 2	120 5 7	212 10 0	67,424 10 1	
Rate per average mile opened	9 13 10	0 0 2	2 7 0	34 17 0	17 9 0	6 5 5	15 2 3	2 6 8	3 15 10	22 5 5	

RETURN No. 9.

STATEMENT OF SEASON TICKETS ISSUED FOR THE YEAR ENDED 31ST MARCH, 1923.

Description of Tickets.						Number.	Amount.		
							£	s.	d.
Travellers' annual, all lines	...	...	...	...	...	14	1,300	0	0
Travellers' annual, North Island	...	...	...	...	...	109	7,396	0	0
Travellers' annual, South Island	...	...	...	...	...	31	2,045	10	0
Reporters' annual	...	...	...	...	...	98	1,226	5	0
Sectional annual, North Island	...	...	...	...	...	490	20,333	9	3
Sectional annual, South Island	...	...	...	...	...	318	12,540	17	6
Tourist, all lines	...	...	...	...	...	337	5,476	5	0
Tourist, North Island	...	...	...	...	...	1,087	11,483	0	0
Tourist, South Island	...	...	...	...	...	73	840	0	0
School	...	...	...	...	...	37,112	26,807	19	3
Twelve-trip weekly	...	...	...	...	...	127,012	23,245	18	0
Weekly workmen's	...	...	...	...	...	281,220	34,104	13	9
All other season	...	...	...	...	...	37,780	57,305	11	9
Totals	...	...	...	...	...	485,681	204,105	9	6

L. HAMANN, Chief Accountant.

RETURN No. 10.

COMPARATIVE STATEMENT OF THE NUMBER OF EMPLOYEES FOR YEARS 1921-22 AND 1922-23.

Department.	Whangarei.	Kahu.	Gisborne.	North Island Main Lines and Branches.	South Island Main Lines and Branches.	Westland.	Westport.	Nelson.	Picton.	Stores.	Refreshment Service.	Architectural Branch.	Total.
1921-22.													
General ..	5	1	3	432	125	28	5	4	3	152	190	26	974
Traffic ..	47	6	21	2,683	2,095	156	75	27	28	..	..	..	5,138
Maintenance ..	77	13	38	1,932	1,413	259	39	39	45	..	..	..	3,855
Locomotive ..	51	5	24	3,007	2,284	169	107	28	25	..	..	..	5,695
Totals ..	180	25	86	8,054	5,917	612	226	93	101	152	190	26	15,662
1922-23.													
General ..	5	1	3	470	123	27	4	4	3	153	197	48	1,038
Traffic ..	46	6	23	2,594	2,088	153	77	23	29	..	..	..	5,039
Maintenance ..	102	12	37	1,871	1,378	279	37	38	42	..	..	..	3,796
Locomotive ..	49	5	25	3,089	2,364	169	109	22	23	..	..	..	5,855
Totals ..	202	24	88	8,024	5,953	628	227	87	97	153	197	48	15,728

RETURN No. 11.
RETURN SHOWING NUMBER OF PASSENGER TICKETS ISSUED AT CHEAP EXCURSION RATES FOR YEAR ENDED 31ST MARCH, 1923.

Sections.	SCHOOLS, FACTORIES, AND FRIENDLY SOCIETIES.					HOLIDAY EXCURSIONS.				GROSS TOTAL—SCHOOL AND HOLIDAY EXCURSIONS.		
	Schools, Factories, and Friendly Societies.	Schools only.	Factories, and Friendly Societies.	Total.		Revenue.	First Class.	Second Class.	Total.	Revenue.	Number of Tickets.	Revenue.
	Number.	Number.	Number.	Number.	£ s. d.	Number.	Number.	Number.	Number.	£ s. d.	Number.	£ s. d.
Whangarei	90	4	40	134	6 13 6	1,277	350	1,277	1,627	894 14 7	1,761	901 8 1
Kaihu	700	..	494	1,194	67 15 10	571	..	571	571	55 3 6	1,765	122 19 4
Auckland	6,354	2,006	3,004	11,364	775 0 2	118,889	12,425	118,889	131,314	75,495 9 3	142,678	76,270 9 5
Ohakune	1,833	600	480	2,913	121 7 8	14,349	2,471	14,349	16,820	17,016 9 1	19,733	17,137 16 9
Gisborne	1,943	43	495	1,481	108 5 5	756	188	756	944	427 4 10	2,425	535 10 3
Wanganui	10,793	2,694	8,253	21,740	2,433 8 11	36,638	6,032	36,638	42,670	29,072 15 6	64,410	31,506 4 5
Wellington	15,094	2,618	12,557	30,269	2,385 17 1	54,777	32,049	54,777	86,826	74,018 17 9	117,095	76,404 14 10
Pictou	640	87	30	757	55 10 10	2,357	958	2,357	3,315	505 7 4	4,072	560 18 2
Nelson	1,555	317	666	2,538	130 13 9	2,895	390	2,895	3,285	440 5 1	5,823	570 18 10
Westport	520	52	360	932	59 2 11	3,373	20	3,373	3,393	414 17 2	4,325	474 0 1
Westland	4,400	682	4,673	9,755	814 4 8	13,553	1,611	13,553	15,164	4,762 17 7	24,919	5,577 2 3
Christchurch	26,711	3,995	25,752	56,458	5,410 12 6	70,209	23,168	70,209	95,377	50,379 6 5	151,835	55,789 18 11
Dunedin	7,900	1,576	10,364	19,930	1,955 5 8	45,878	33,293	45,878	79,171	46,889 9 0	99,101	48,844 14 8
Invercargill	6,093	1,026	6,687	13,806	1,904 6 4	28,160	4,306	28,160	32,466	22,643 1 7	46,272	24,547 7 11
Totals	83,716	15,700	73,855	173,271	16,228 5 3	393,682	119,261	393,682	512,943	323,015 18 8	686,214	339,244 3 11
Total, year ending—												
31st March, 1897	44,610	5,993	33,925	84,528	5,616 2 8	313,724	58,464	313,724	372,188	63,439 0 0	456,716	69,055 2 8
31st March, 1898	39,963	5,398	35,064	80,425	5,569 18 1	383,569	66,012	383,569	449,581	80,822 8 1	530,006	86,392 6 2
31st March, 1899	45,748	6,192	39,955	91,895	6,215 11 8	411,747	70,531	411,747	482,278	84,794 15 6	574,173	91,010 7 2
31st March, 1900	37,839	5,616	31,164	74,619	4,752 3 10	501,176	81,528	501,176	582,704	96,154 7 5	657,323	100,906 11 3
31st March, 1901	38,864	5,602	34,550	79,016	5,234 16 9	541,624	87,544	541,624	629,168	102,932 10 9	708,184	108,167 7 5
31st March, 1902	42,506	5,736	37,708	85,950	5,466 16 9	588,813	95,628	588,813	684,441	136,813 0 1	770,391	142,279 16 10
31st March, 1903	41,540	6,048	41,555	89,143	6,050 11 3	517,566	84,448	517,566	602,014	103,279 8 6	691,157	109,329 19 9
31st March, 1904	50,364	6,975	54,344	111,683	7,424 19 7	594,967	100,417	594,967	695,384	125,624 4 0	807,067	133,049 3 7
31st March, 1905	52,742	7,359	53,558	113,659	7,490 16 0	592,485	100,968	592,485	693,453	130,068 16 9	807,112	137,559 12 9
31st March, 1906	55,478	7,715	57,027	120,220	7,882 16 1	626,852	110,823	626,852	737,675	140,939 16 3	857,895	148,822 12 4
31st March, 1907	48,044	7,857	39,783	95,664	6,514 18 4	731,132	113,617	731,132	856,412	194,185 2 9	952,076	200,700 1 1
31st March, 1908	51,031	8,163	53,886	113,080	7,604 10 4	618,518	113,617	618,518	732,135	141,519 16 11	845,215	149,124 7 3
31st March, 1909	55,199	9,266	52,579	117,044	7,641 5 10	667,867	122,312	667,867	790,179	166,471 6 3	907,223	174,112 12 1
31st March, 1910	53,917	7,811	53,677	115,405	7,964 15 7	735,561	128,277	735,561	863,838	211,133 6 10	979,243	219,098 2 5
31st March, 1911	66,381	10,799	66,695	143,875	9,488 14 7	576,251	107,208	576,251	683,459	155,444 10 11	827,334	164,933 5 6
31st March, 1912	62,289	8,924	63,612	134,825	9,702 15 3	704,883	135,590	704,883	840,473	206,472 13 1	975,298	216,175 8 4
31st March, 1913	63,040	9,723	61,134	133,897	9,509 8 7	804,965	159,730	804,965	964,695	271,121 17 7	1,098,592	223,344 9 1
31st March, 1914	111,029	18,246	59,712	188,987	13,235 8 4	683,851	131,416	683,851	815,267	210,109 0 9	1,004,254	223,344 9 1
31st March, 1915	47,846	7,974	48,197	104,017	7,919 1 9	782,355	144,260	782,355	926,615	259,547 10 6	1,030,632	267,466 12 3
31st March, 1916	43,038	8,198	36,091	87,327	6,072 18 9	763,690	136,401	763,690	900,091	269,097 16 0	987,418	275,170 14 9
31st March, 1917	38,477	8,788	32,901	80,166	6,159 17 6½	735,468	168,098	735,468	903,566	313,006 7 3½	983,732	319,166 4 10
31st March, 1918	591	124	743	1,458	131 6 7	110,482	20,148	110,482	130,630	62,968 15 11	132,088	63,100 2 6
31st March, 1919*	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil
31st March, 1920	38,357	3,968	42,461	84,786	7,173 12 2	260,159	76,713	260,159	336,872	161,491 18 3	421,658	168,575 10 5
31st March, 1921	94,175	12,346	70,794	177,315	14,966 19 8	524,246	146,404	524,246	670,650	371,525 9 4	847,965	386,492 9 0
31st March, 1922	76,537	13,835	71,852	162,224	14,955 1 5	338,791	109,414	338,791	448,205	242,424 18 6	610,429	257,419 19 11
31st March, 1923	83,716	15,700	73,855	173,271	16,228 5 3	393,682	119,261	393,682	512,943	323,015 18 8	686,214	339,244 3 11

* The issue of school, factory, friendly-society, and holiday excursion tickets was suspended in connection with staff-saving time-table on 23rd April, 1919.

RETURN No. 12.
STATEMENT OF REVENUE FOR EACH STATION FOR THE YEAR ENDED 31st MARCH, 1923.

OUTWARD.

INWARD.

Stations.	OUTWARD.																				INWARD.					Stations.					
	NUMBER OF TICKETS.					Number of Season Tickets.	Cattle.	Sheep and Pigs.	Timber, Hundreds of Superficial Feet.	Other Goods.	Ordinary Passengers.	Season Tickets.	Parcels, &c.	Luggage, Mails, &c.	Goods.	Miscellaneous.	Rents and Commission.	Total Value forwarded.	Cattle.	Sheep and Pigs.	Timber, Hundreds of Superficial Feet.	Other Goods.									
	First-class Single.	First-class Return.	Second-class Single.	Second-class Return.	Total.																										
NORTH ISLAND MAIN LINES AND BRANCHES—																															
Auckland (Coaching) ..	65,035	28,953	256,872	248,586	599,446	19,856	Number.	Number.																	Auckland (Coaching).						
" (Goods) ..							324	8,307	24,998	274,667	251,304	13 1	22,642	6 5	21,800	6 9	9,429	9 3	Cr. 160	10 0	838	18 6	914	1 4	306,760	5 4	" (Goods).				
Newmarket ..	6,380	6,420	40,743	59,264	112,807	9,750	15	1	2,251	5,954	13,481	19 1	2,080	11 3	524	13 2	159	8 3	11,546	17 8	238	3 0	2,091	15 3	30,123	7 8	Newmarket.				
Mount Eden ..	1,451	1,310	28,809	49,527	81,097	6,403	156	395	3,377	23,735	6,262	3 3	1,196	16 6	176	2 8	40	15 1	5,385	5 11	332	3 0	371	5 0	13,764	11 5	Mount Eden.				
Avondale ..	588	303	38,585	111,710	151,186	44,168	299	63	277	47,409	7,963	18 1	6,478	4 7	422	6 2	33	2 11	9,866	12 2	81	11 4	100	18 11	24,946	14 2	Avondale.				
Henderson ..	619	519	23,927	66,905	91,970	12,123	1,243	8,321	53,745	6,559	7,718	7 0	2,668	0 1	1,180	6 1	23	9 4	8,265	13 8	46	16 0	105	18 2	20,008	10 4	Henderson.				
Helensville ..	6,962	2,115	23,015	24,617	56,709	450	5,960	42,698	23,368	11,402	10,145	16 4	382	0 7	1,770	7 10	68	3 7	15,869	19 2	121	9 8	242	11 6	28,600	8 8	Helensville.				
Wellsford ..	856	205	3,927	2,727	7,715	109	3,924	16,548	2,168	2,026	2,065	3 5	62	10 0	390	0 9	10	10 7	4,283	16 0	13	4 7	72	15 0	6,898	0 4	Wellsford.				
Maungaturoto ..	2,093	447	7,027	2,725	12,292	10,683	40,669	..	731	4,755	3 4	..	194	7 2	9	11 11	7,107	1 6	1,187	6 7	9	10 0	13,263	0 6	1,243	1,886	1,152	7,207	Maungaturoto.		
Remuera ..	2,803	4,024	6,805	7,117	20,749	3,528	330	157	55	323	890	2 2	1,587	0 0	198	14 2	7	11 4	627	18 2	36	12 10	76	10 0	3,424	8 8	1,260	1,328	15,656	2,516	Remuera.
Green Lane ..	5,442	14,018	20,137	42,617	82,214	10,756	..	..	63	51	3,687	10 8	2,844	12 7	62	17 7	13	19 2	84	15 5	18	5 2	5	16 6	6,717	17 1	2	..	10,878	2,639	Green Lane.
Ellerslie ..	2,747	10,826	19,232	57,063	89,868	12,950	23	..	103	233	4,548	10 4	2,993	17 9	2,233	13 4	13	10 8	199	19 3	20	11 11	75	0 0	10,085	3 3	57	2	4,033	3,000	Ellerslie.
Penrose ..	669	2,379	9,821	22,192	35,061	5,205	928	10,728	998	95,097	2,250	5 3	949	11 2	107	17 9	13	8 2	39,356	19 5	7	3 5	32	10 0	42,717	15 2	41,047	298,176	7,223	51,404	Penrose.
Onehunga Town ..	532	491	9,330	12,424	22,777	13,188	15	..	1,097	4,179	1,495	2 10	2,002	3 9	183	1 1	16	7 10	1,095	16 2	22	8 4	124	10 0	4,939	10 0	57	152	18,681	33,034	Onehunga Town.
" Wharf ..	..	..	..	..	..	..	..	394	6,597	33,748	..	..	..	..	26	19 5	3	13 8	6,693	13 3	860	3 10	..	..	7,584	10 2	27	330	3,799	37,052	" Wharf.
Otahuhu ..	1,830	5,746	20,595	85,770	113,941	15,114	1,830	26,711	419	40,299	9,191	6 9	3,345	11 10	297	1 11	53	0 9	32,957	16 1	181	7 1	72	16 6	46,099	0 11	14,476	94,630	6,562	57,432	Otahuhu.
Papatoetoe ..	767	2,847	12,042	47,606	63,262	5,297	461	11,821	650	4,573	6,297	19 8	1,521	2 2	1,187	3 2	33	7 7	1,351	12 5	25	19 1	57	17 2	9,475	1 3	731	6,269	12,488	11,996	Papatoetoe.
Papakura ..	2,125	3,952	28,458	68,148	102,683	7,708	1,228	18,239	405	6,462	12,336	19 10	2,008	17 0	1,006	11 2	73	14 8	2,289	10 10	52	18 10	23	8 7	17,972	0 11	1,551	12,219	8,773	17,166	Papakura.
Drury ..	366	225	6,213	7,798	14,602	182	593	11,874	1,940	4,039	2,040	16 10	121	12 2	947	0 8	15	18 0	3,497	14 8	42	13 3	25	0 0	6,690	15 7	925	3,561	2,319	5,984	Drury.
Waiuku ..	689	332	7,386	5,230	13,637	32	552	4,140	20	718	3,416	2 10	21	5 0	192	11 3	11	19 1	804	18 4	10	18 9	1	0 0	4,458	15 3	186	4,909	6,060	14,721	Waiuku.
Pukekohe ..	2,590	1,373	20,964	14,501	39,428	272	4,347	11,157	270	13,282	9,141	4 6	177	10 5	665	10 2	101	12 1	12,929	13 11	60	17 5	607	11 7	23,684	0 1	3,074	5,070	11,567	23,558	Pukekohe.
Tuakau ..	774	455	7,609	7,037	15,675	462	3,327	38,479	193	7,336	3,289	14 6	219	14 7	242	8 11	34	16 5	5,500	8 6	55	6 5	91	15 1	9,434	4 5	517	9,630	2,687	8,133	Tuakau.
Pokeno ..	292	61	4,763	3,909	9,023	193	832	5,225	146	668	1,498	17 8	81	4 11	828	2 1	9	1 0	901	3 0	33	18 4	..	..	3,352	7 0	537	3,076	748	2,971	Pokeno.
Mercer ..	614	618	7,325	5,978	14,535	101	18	865	16,081	5,144	3,020	17 7	91	12 0	330	4 11	29	6 1	4,444	12 6	14	6 1	27	7 0	7,958	6 2	79	793	903	2,727	Mercer.
Te Kauwhata ..	367	149	3,278	1,979	5,773	47	3,619	30,360	3,432	5,792	1,530	17 6	30	0 0	1,812	0 8	12	2 2	5,387	8 5	17	4 11	28	0 0	8,817	13 8	1,673	12,188	3,026	5,148	Te Kauwhata.
Huntly ..	1,587	1,094	27,836	24,975	55,492	8,727	786	5,231	426	353,821	10,703	11 0	2,066	4 5	611	13 8	86	13 5	186,028	16 3	1,736	3 1	258	3 8	201,491	5 6	847	4,085	9,726	12,785	Huntly.
Taipiri ..	389	187	5,206	2,46,																											

RETURN NO. 12—continued.
STATEMENT OF REVENUE FOR EACH STATION FOR THE YEAR ENDED 31ST MARCH, 1923—continued.

Stations.	OUTWARD.															INWARD.					Stations.			
	NUMBER OF TICKETS.					Number of Season Tickets.	Cattle.	Sheep and Pigs.	Timber, Hundreds of Superficial Feet.	Other Goods.	Ordinary Passengers.	Season Tickets.	Parcels, &c.	Luggage, Mails, &c.	Goods.	Miscellaneous.	Rents and Commission.	Total Value forwarded.	Cattle.	Sheep and Pigs.		Timber, Hundreds of Superficial Feet.	Other Goods.	
	First-class Single.	First-class Return.	Second-class Single.	Second-class Return.	Total.																			
NORTH ISLAND MAIN LINES AND BRANCHES—contd.																								
Turakina ..	308	85	4,058	1,699	6,060	76	1,260	35,472	58	3,098	1,022 4 4	58 9 6	489 7 4	18 9 4	3,256 4 0	9 14 0	5 0 0	4,859 8 6	369	9,840	1,539	1,839	Turakina.	
Greatford ..	472	264	2,630	1,247	4,613	12	760	16,677	20	2,565	991 10 5	9 7 6	179 2 3	21 10 9	3,803 9 7	21 4 6	22 17 3	5,049 2 3	280	22,165	1,253	3,005	Greatford.	
Halcombe ..	196	163	3,582	4,432	8,393	165	38	18,372	2,366	4,910	1,314 19 11	113 13 7	78 10 5	16 18 8	8,104 15 4	5 8 9	64 13 0	9,698 19 8	82	15,130	323	1,831	Halcombe.	
Feilding ..	5,887	2,133	23,972	14,187	46,179	227	7,018	101,908	1,948	11,759	15,100 10 0	178 0 3	1,343 19 5	320 10 11	21,444 10 6	111 16 9	355 8 1	38,854 15 11	3,181	92,648	27,093	19,945	Feilding.	
Palmerston North ..	23,387	7,077	100,918	51,099	182,481	733	5,698	33,277	2,873	26,109	63,518 6 10	2,090 19 10	5,957 17 7	1,998 9 6	39,259 6 7	421 18 10	1,450 18 8	114,697 17 10	3,374	61,162	76,251	58,155	Palmerston North.	
Ashhurst ..	339	259	4,864	3,759	9,221	54	266	23,398	536	1,490	1,410 17 8	44 10 0	250 6 11	24 9 7	2,669 2 9	21 2 10	69 3 3	4,489 13 0	266	3,962	930	2,169	Ashhurst.	
Longburn ..	572	719	7,446	11,724	20,461	124	5,137	60,026	153	12,829	2,160 2 3	75 4 7	862 17 1	19 4 5	21,279 5 5	17 16 8	133 2 2	24,547 12 7	1,105	81,059	1,457	6,279	Longburn.	
Foxton ..	782	280	10,694	5,212	16,968	225	54	2,713	1,005	8,274	2,540 17 8	186 13 0	373 8 11	23 15 8	6,942 11 8	1,439 10 0	284 5 7	11,791 2 6	340	3,571	8,693	15,557	Foxton.	
Shannon ..	1,164	724	9,374	10,613	21,875	141	1,562	19,186	830	5,331	5,501 15 0	102 7 9	424 6 9	82 18 4	7,599 5 3	82 9 5	49 10 10	13,842 13 4	576	9,138	5,283	14,508	Shannon.	
Levin ..	2,498	1,071	13,383	8,953	25,937	259	2,807	20,927	4,496	4,684	7,871 17 4	193 0 5	1,106 13 11	149 13 8	6,319 17 0	35 5 10	40 19 9	15,717 7 11	790	14,163	9,288	9,658	Levin.	
Otaki ..	2,110	993	9,928	5,365	18,336	240	1,529	22,320	388	4,762	5,189 8 10	194 5 4	2,227 11 7	98 9 9	5,778 4 3	45 6 0	107 17 0	13,641 2 9	541	6,862	7,863	8,785	Otaki.	
Paekakariki ..	3,204	5,750	19,615	27,984	56,536	444	725	20,868	1,417	9,219	9,037 18 10	244 3 2	1,657 16 1	35 1 2	4,510 4 7	27 19 8	1,048 19 0	16,562 2 6	367	2,972	5,088	7,327	Paekakariki.	
Johnsonville ..	1,592	5,649	11,863	50,111	69,215	12,372	509	13,225	104	456	5,651 13 0	2,545 10 6	355 1 6	28 10 1	735 19 4	9 10 10	36 15 6	9,363 0 9	8,372	62,260	6,682	6,094	Johnsonville.	
Thorndon (Coaching) ..	30,313	35,553	100,253	158,827	325,946	11,434					110,104 14 10	4,233 15 9	18,619 7 1	3,884 15 4	Cr. 140 1 4	164 13 4	593 0 0	137,460 5 0					Thorndon (Coaching).	
Lambton (Coaching) ..	28,074	81,846	86,583	234,029	430,532	22,856					53,201 8 10	9,110 13 7	2,428 1 2	2,568 10 7	Cr. 22 10 4	353 17 4	1,237 12 5	68,877 13 7					Lambton.	
Wellington (Goods) ..						331	3,483	27,639	202,895						220,745 2 10	2,764 6 10	5,543 12 7	229,053 2 3	1,714	681	135,818	178,063	Wellington (Goods).	
Wellington (Wharf) ..									457		89,600 2 11	16,581 16 5			278 6 8			278 6 8						Wellington (Wharf).
Central Booking-office ..	15,100	7,818	13,573	11,426	47,917	4,732					772 14 0	316 8 0	26 19 11	4 2 9	Cr. 0 5 6	174 7 9		106,356 1 7					Central Booking-office.	
Ngahauranga ..	183	654	3,759	12,787	17,383	1,693	53	1,455		12,197					3,190 5 11	0 9 9		4,311 0 4	14,077	337,043	14	7,003	Ngahauranga.	
Petone ..	3,386	25,191	24,695	130,667	183,939	40,805	51	2,301	202	17,537	12,311 15 0	6,836 18 6	185 13 6	122 3 1	6,762 4 1	87 19 11	110 6 4	26,417 0 5	12,038	485,089	35,152	22,004	Petone.	
Lower Hutt ..	5,592	24,967	26,447	109,228	166,204	34,568	10	276	72	58,081	13,208 7 1	7,928 0 2	1,056 11 6	199 0 9	10,231 3 8	325 4 4	219 10 7	33,167 18 1	101	875	15,789	11,780	Lower Hutt.	
Upper Hutt ..	3,121	6,367	20,656	50,050	86,194	8,464	413	7,812	6,629	4,847	9,327 17 3	2,437 7 4	1,881 7 10	57 2 1	1,303 3 9	146 19 10	42 10 7	15,196 8 8	467	4,009	2,882	19,693	Upper Hutt.	
Kaitoke ..	12	22	381	381	796			34		907	108 9 2		38 17 4	0 17 2	263 16 4	39 7 9	9 2 8	460 10 5	21		36	398	Kaitoke.	
Featherston ..	3,847	1,881	8,147	5,832	19,707	172	6,876	139,578	7,538	7,634	6,313 15 4	144 6 5	1,391 2 5	115 15 9	14,946 2 5	113 14 7	121 6 11	23,146 3 10	675	11,436	5,108	9,467	Featherston.	
Greytown ..	923	681	2,725	1,741	6,070	66	595	8,024		2,309	2,044 0 11	43 7 6	215 6 3	25 8 5	2,717 1 3	8 13 11	5 1 11	5,059 0 2	103	2,678	387	3,152	Greytown.	
Carterton ..	2,825	1,215	9,656	4,117	17,813	103	2,453	83,517	797	13,798	5,160 9 1	65 10 6	605 5 9	110 5 5	22,581 10 8	27 14 3	122 15 0	28,673 10 8	1,174	40,883	7,349	11,719	Carterton.	
Masterton ..	10,883	4,390	25,712	11,293	52,268	153	5,460	124,963	5,905	12,109	20,855 12 0	636 19 1	1,700 8 6	343 1 4	20,972 0 4	168 9 5	371 5 8	45,047 16 4	1,441	13,784	10,553	28,453	Masterton.	
Mauriceville ..	172	101	1,470	1,474	3,217	13	443	9,903	149	8,086	732 6 8	9 7 6	267 17 4	8 6 3	2,569 13 2	3 15 11	69 11 0	3,660 17 10	149	539	894	1,066	Mauriceville.	
Eketahuna ..	1,480	636	4,579	2,273	8,968	51	1,000	52,130	2,224	3,267	3,162 6 3	43 17 8	350 16 11	52 19 7	7,372 8 3	16 16 3	40 9 9	11,039 14 8	233	4,512	888	3,565	Eketahuna.	
Hukanui ..	116	65	1,332	1,284</																				

RETURN No. 12—continued.

STATEMENT OF REVENUE FOR EACH STATION FOR THE YEAR ENDED 31st MARCH, 1923—continued.

Stations.		OUTWARD.																			INWARD.					Stations.													
		NUMBER OF TICKETS.					Number of Season Tickets.	Cattle.	Sheep and Pigs.	Timber, Hundreds of Superficial Feet.	Other Goods.	Ordinary Passengers.	Season Tickets.	Parcels, &c.	Luggage, Mails, &c.	Goods.	Miscellaneous.	Bents and Commission.	Total Value forwarded.	Cattle.	Sheep and Pigs.	Timber, Hundreds of Superficial Feet.	Other Goods.																
		First-class Single.	First-class Return.	Second-class Single.	Second-class Return.	Total.																																	
SOUTH ISLAND MAIN LINES AND BRANCHES—																																							
Lyttelton	40,084	44,586	41,162	99,622	225,454	10,682	1,611	32,751	254,109	350,074	26,791	5	3	2,649	12	5	1,266	10	0	135	15	0	136,021	17	8	15,752	8	3	1,757	17	8	184,375	6	3	1,237	14,022	6,862	244,916	Lyttelton (Wharf).
Heathcote	628	3,160	2,843	25,161	31,792	2,552	..	..	1,786	15,838	1,460	2	10	789	12	5	86	7	4	10	0	6	2,794	4	8	..	..	..	..	..	..	2,794	4	8	..	..	266	58,535	Heathcote.
Woolston	397	732	2,021	7,233	10,383	2,155	4	6	31	6,374	653	11	4	356	0	11	87	16	6	5	4	11	1,429	9	9	4	2	1	92	10	0	3,209	13	8	..	..	1,136	4,810	Woolston.
Opawa	537	557	1,473	2,600	5,167	3,454	..	..	..	24	391	15	5	583	1	2	23	9	10	4	3	9	2,077	14	4	4	5	8	25	0	0	3,209	13	8	..	..	2,239	12,279	Opawa.
Christchurch (Coaching)	67,037	65,333	150,244	212,595	495,209	28,754	..	..	..	..	135,322	1	4	10,177	6	8	14,803	11	5	5,248	19	5	Cr. 93	5	5	479	0	6	912	2	0	166,849	15	11	..	..	..	..	Christchurch (C'ch'g) (Goods).
Christchurch (Goods)	..	..	..	..	..	..	152	..	3	11,833	79,946	..	..	..	..	..	75,720	13	9	3,157	19	3	3,413	9	8	82,292	2	8	..	..	..	82,292	2	8	..	..	189,024	251,329	Christchurch (C'ch'g) (Goods).
Addington	436	652	5,578	4,728	11,394	2,119	6,295	311,538	5,677	36,125	1,723	17	8	317	11	11	719	5	8	65	7	10	23,350	4	6	277	15	7	729	8	6	27,183	11	8	23,472	60,705	42,433	75,410	Addington.
Riccarton	618	233	1,793	783	3,427	395	..	..	1,771	6,147	749	3	8	86	14	9	31	11	3	19	19	8	1,532	9	7	15	11	8	25	0	0	2,460	10	7	..	..	40,911	19,667	Riccarton.
Papanui	1,953	776	6,319	4,029	13,077	1,845	29	103	219	4,503	2,017	13	4	374	5	5	138	19	6	46	0	9	2,145	19	11	23	17	7	77	17	0	4,824	13	6	87	35	7,085	5,769	Papanui.
Belfast	493	828	5,490	12,267	19,078	490	75	1,370	105	27,320	1,426	13	10	238	1	2	113	10	11	18	1	5	13,127	17	5	4	3	5	127	17	0	15,056	5	2	348	463,699	6,371	8,980	Belfast.
Kaipoi	1,501	2,190	11,680	27,883	43,254	600	962	10,849	6,156	25,010	4,992	5	9	464	3	7	499	0	4	95	7	6	9,911	5	8	62	0	7	223	17	8	16,248	1	1	399	153,617	4,984	10,692	Kaipoi.
Rangiora	2,737	3,983	18,765	29,096	54,581	610	1,043	38,023	1,480	18,769	8,069	3	9	474	13	10	673	19	9	136	9	7	8,855	12	5	87	0	10	251	9	0	18,548	9	2	521	16,366	7,728	13,142	Rangiora.
Cust	72	57	1,483	1,237	2,849	116	374	19,584	113	3,985	453	0	7	89	6	4	60	10	3	13	7	8	1,847	2	6	21	8	10	52	15	0	2,537	11	2	73	12,617	1,245	3,321	Cust.
Oxford East	235	88	1,993	2,357	4,673	51	512	57,490	90	2,822	985	13	1	54	12	6	546	18	8	18	6	11	2,653	13	1	11	9	4	30	8	9	4,301	2	4	301	15,970	1,534	4,917	Oxford East.
Sefton	108	96	1,398	1,802	3,404	64	589	6,477	..	5,965	476	14	8	46	3	10	375	19	9	12	2	3	2,378	5	9	10	17	9	75	13	10	3,375	17	10	139	4,586	443	2,062	Sefton.
Amberley	865	328	2,402	1,624	5,219	94	517	60,217	391	3,127	1,068	12	1	75	2	11	214	1	3	24	14	6	2,761	0	5	16	18	3	116	2	3	4,276	11	8	234	24,187	2,340	2,491	Amberley.
Waipara	1,044	375	3,693	1,322	6,434	16	1,739	152,478	..	5,770	1,930	5	8	23	2	3	390	17	5	18	18	11	8,124	2	0	19	19	7	105	0	0	10,467	15	10	277	27,764	515	768	Waipara.
Mina	244	56	826	259	1,385	10	636	70,368	42	2,571	649	0	3	10	0	0	415	12	4	12	3	9	4,796	10	0	31	7	7	24	7	6	5,939	1	5	449	17,113	1,140	3,478	Mina.
Parnassus	203	72	670	221	1,166	..	1,418	94,132	3	1,114	576	8	0	469	9	11	15	16	8	18	6	8	5,427	18	3	33	14	10	37	9	6	6,560	17	2	678	3,613	394	1,327	Parnassus.
Waikari	876	512	3,571	3,220	8,179	18	218	24,872	22	2,423	1,913	15	6	14	7	6	143	12	5	18	10	4	2,004	4	8	16	3	9	34	15	0	4,145	9	2	101	6,581	547	1,358	Waikari.
Hawarden	531	148	1,243	358	2,280	5	787	91,042	52	6,037	740	0	9	3	15	0	275	7	8	12	12	11	6,519	5	1	11	17	8	4	5	0	7,567	4	1	198	10,811	467	1,548	Hawarden.
Culverden	1,196	123	2,551	346	4,216	10	1,148	69,289	5,085	5,047	1,930	5	8	7	7	0	396	5	11	23	13	11	7,651	14	3	18	7	9	65	9	0	10,093	3	6	569	11,968	438	3,255	Culverden.
Waiau	462	102	1,285	438	2,287	..	503	56,141	..	1,990	1,089	0	8	174	16	5	13	17	11	11	1	0	4,243	7	4	11	1	0	2	8	9	5,534	12	1	287	6,314	694	1,572	Waiau.
Hornby	142	46	1,997	1,643	3,828	97	184	2,372	1,936	36,063	385	5	8	74	16	3	2,033	3	6	7	10	3																	

RETURN No. 12—continued.

STATEMENT OF REVENUE FOR EACH STATION FOR THE YEAR ENDED 31st MARCH, 1923—continued.

Stations.	OUTWARD.																			INWARD.				Stations.												
	NUMBER OF TICKETS.					Number of Season Tickets.	Cattle.	Sheep and Pigs.	Timber, Hundreds of Superficial Feet.	Other Goods.	Ordinary Passengers.	Season Tickets.	Parcels, &c.	Luggage, Mails, &c.	Goods.	Miscellaneous.	Rents and Commission.	Total Value forwarded.	Cattle and Calves.	Sheep and Pigs.	Timber, Hundreds of Superficial Feet.	Other Goods.														
	First-class Single.	First-class Return.	Second-class Single.	Second-class Return.	Total.																															
SOUTH ISLAND MAIN LINES AND BRANCHES—contd.																																				
Waiholo	211	112	2 904	3,584	6,811	6	193	2,868	63	3,401	876	8	6	5 11	6	126 13	10	6	18	11	1,574	7	10	4	0	0	2,595	8	5	378	2,682	130	2,543	Waiholo.		
Milburn	44	22	1,504	1,053	2,623	11	101	7,937	..	24,793	408	3	9	14	0	39 3	4	3	3	5	3,516	8	2	153	10	5	4,187	10	7	90	2,149	455	11,296	Milburn.		
Milton	1,559	1,335	8,939	9,926	21,759	85	497	31,347	557	25,136	6,539	17	5	110	2	5	544	1	5	192	18	11	12,614	14	8	243	10	6	20,311	15	4	431	8,631	5,292	13,090	Milton.
Waitahuna	91	51	937	1,127	2,206	24	128	13,140	..	2,726	465	6	8	18	2	6	183 17	6	7	11	9	1,677	11	1	7	19	6	2,363	14	0	92	920	245	2,314	Waitahuna.	
Lawrence	1,267	742	5,113	4,011	11,133	9	84	18,563	..	3,259	3,245	1	8	20	14	0	389 7	4	38	18	4	5,383	2	1	9	0	11	9,098	0	4	112	2,467	750	4,805	Lawrence.	
Beaumont	730	115	2,421	622	3,888	..	99	5,789	3	5,381	1,617	8	8	304	13	3	28	2	6	6,301	4	2	14	10	11	3	15	0	8,269	14	6	58	1,245	4,447	6,826	Beaumont.
Lovell's Flat .. .	30	107	816	1,064	2,017	27	72	7,451	24	29,802	369	2	8	93	7	7	3	6	6	10,381	0	11	354	19	7	25	0	0	11,256	10	5	128	5,766	449	1,653	Lovell's Flat.
Stirling	469	377	5,885	6,330	13,061	131	2,667	7,404	..	98,230	3,404	7	7	116	1	10	199	11	5	21	10	4	46,368	10	9	835	9	7	50,972	16	6	935	3,606	3,740	6,445	Stirling.
Balclutha	2,154	1,328	17,806	9,140	30,428	153	1,513	46,131	3,855	15,213	8,619	17	6	245	3	3	931	2	8	203	15	2	15,994	13	7	86	18	3	26,244	19	8	1,567	26,675	8,574	10,053	Balclutha.
Owaka	264	91	3,444	3,031	6,830	4	957	15,353	60,861	7,636	1,881	3	4	2	10	0	874	18	0	25	17	7	17,465	2	2	12	9	4	20,361	15	5	451	53,948	2,631	10,453	Owaka.
Tahakopa	81	45	2,981	4,441	7,548	..	233	1,359	45,268	1,702	2,603	3	0	98	2	2	98	2	2	4	18	5	9,771	17	11	67	15	11	12,814	19	6	276	2,950	170	3,704	Tahakopa.
Waiwera	124	78	1,196	964	2,362	2	327	21,095	..	2,474	694	1	11	216	17	1	7	7	1	2,318	1	3	5	2	6	3,243	7	4	184	2,864	1,414	4,811	Waiwera.			
Clinton	538	398	9,366	7,182	17,484	57	260	33,485	12	2,017	4,122	19	2	97	6	2	187	2	0	23	10	6	3,139	1	3	18	17	7	7,861	17	7	141	3,178	1,034	3,272	Clinton.
Waipahi	166	171	1,443	3,426	5,206	12	690	44,942	44	7,168	1,360	17	2	15	18	9	362	16	4	10	16	3	6,429	6	1	6	17	11	8,308	2	5	150	2,223	2,908	7,336	Waipahi.
Taparui	301	137	1,585	883	2,906	..	163	8,065	..	1,018	1,194	9	7	225	2	10	15	12	0	1,371	5	5	2	15	0	2,811	14	10	72	2,171	941	3,803	Taparui.			
Kelso	74	40	931	963	2,008	2	258	19,962	41	1,295	529	11	0	1	5	0	160	1	8	6	11	5	2,405	6	4	5	8	1	3,149	1	0	114	1,734	653	2,522	Kelso.
Heriot	264	71	2,486	1,700	4,530	15	331	53,035	16	4,492	1,432	1	0	22	6	4	345	0	9	26	5	8	7,033	13	0	1	16	4	8,921	8	10	138	2,957	1,153	5,751	Heriot.
Gore	3,104	2,425	26,910	20,240	52,679	1,351	1,742	42,861	734	22,223	16,085	14	9	722	5	7	1,954	3	8	322	7	3	16,678	5	2	171	14	9	38,010	19	3	993	9,024	10,580	28,434	Gore.
Riversdale	355	306	4,473	5,849	10,983	87	937	74,303	80	13,530	2,604	13	9	62	15	0	634	18	3	18	5	11	11,605	17	9	15	5	3	15,047	11	11	234	5,333	2,401	13,360	Riversdale.
Mataura	527	464	7,853	11,916	20,760	420	339	8,585	4,287	23,594	4,485	15	4	292	17	11	319	9	8	50	10	10	15,538	0	10	62	19	7	20,915	14	2	289	52,129	4,395	10,399	Mataura.
Edendale	647	436	6,059	6,402	13,544	205	1,753	9,767	190	4,888	3,481	17	7	187	9	2	253	14	10	32	5	7	5,418	8	7	104	13	6	9,621	16	9	694	7,748	7,173	17,506	Edendale.
Wyndham	373	269	4,684	3,704	9,030	152	1,296	10,006	7,131	2,942	2,158	0	0	113	5	9	408	6	1	34	9	1	4,172	10	11	9	7	3	6,926	18	1	187	3,314	3,866	8,504	Wyndham.
Woodlands	136	163	3,015	4,682	7,996	142	878	16,172	1,024	5,052	1,536	19	6	104	10	5	461	13	3	3,252	9	10	9	9	8	5,390	11	7	220	7,948	6,200	17,745	Woodlands.			
Invercargill (Coaching) ..	11,673	11,270	84,843	92,511	200,297	5,002	..	..	..	56,031	5	1	4,240	2	2	6,386	18	1	1,225	10	3	Cr.	52	7	10	166	13	8	67,999	6	6	..	..	..	Invercargill (Coaching).	
" (Goods) .. ..	..	..	..	..	..	..	3,064	25,236	21,829	65,681	..	..	..	..	..	..	50,578	10	5	754	5	10	2,594	19	11	53,927	16	2	1,960	25,427	..	..	..	" (Goods).		
Waimahaka	298	363	7,513	9,462	17,636	102	1,369																													

RETURN No. 13.

STATEMENT OF CARRIAGE, BRAKE-VAN, AND WAGON STOCK, AND TARPAULINS, FOR THE YEAR
ENDED 31ST MARCH, 1923.

Description.	Class.	Whangarei.	Kaihu.	North Island Main Line and Branches.	Gisborne.	South Island Main Line and Branches.	Westland.	Westport.	Nelson.	Pictou.	Total.
CARRIAGES.											
Sleepers, bogie, 50 ft. ..	AA	..	..	10	..	..	..	..	..	..	10
First-class, bogie, 50 ft. ..	AA	..	..	35	..	..	..	..	..	..	35
Ladies' (composite), bogie, 50 ft. ..	AA	..	..	6	..	..	..	..	..	..	6
Second-class bogie, 50 ft. ..	AA	..	..	37	..	..	..	..	..	..	37
Royal saloon, bogie, 50 ft. ..	AA	..	..	2	..	..	..	..	..	..	2
Postal, bogie, 50 ft. ..	AA	..	..	1	..	..	..	..	..	..	1
Royal saloon, bogie, 44 ft. ..	A	..	..	..	..	1	..	..	..	..	1
Gallery-cars, bogie, 44 ft. ..	A	..	..	..	..	5	..	..	..	..	5
Saloon, bogie, 44 ft. ..	A	..	..	..	..	1	..	..	..	..	1
" " 41 ft. ..	A	..	..	5	..	4	..	..	..	..	9
" " 39½ ft. ..	A	..	..	7	..	7	..	..	..	..	14
" " 37½ ft. ..	A	..	..	2	..	..	..	..	..	..	2
" " 35 ft. ..	A	..	..	1	..	..	2	..	..	..	3
Ladies' (composite), bogie, 47½ ft. ..	A	..	..	..	..	4	..	..	..	..	4
Motor-train, bogie, 60 ft. ..	A	..	..	4	..	1	..	..	..	..	5
First-class, bogie, 50 ft. ..	A	..	..	34	..	..	..	..	..	..	34
" " 47½ ft. ..	A	..	..	41	..	62	1	..	..	2	106
" " 44 ft. ..	A	1	..	2	..	2	..	..	..	..	5
" " 43 ft. ..	A	..	..	11	..	..	..	..	..	..	11
" " 30 ft. ..	B	..	..	..	..	1	..	..	..	..	1
Composite, bogie, 60 ft. ..	A	..	..	8	..	..	..	..	..	..	8
" " 50 ft. ..	A	..	..	51	..	1	..	..	..	..	52
" " 47½ ft. ..	A	..	..	104	2	92	9	1	4	2	214
" " 46 ft. ..	A	..	..	..	..	7	..	..	..	..	7
" " 44 ft. ..	A	11	..	59	5	84	8	2	1	2	172
" " 43 ft. ..	A	..	..	7	..	..	..	..	..	..	7
" " 42½ ft. ..	A	..	..	13	..	30	..	..	..	..	43
" " 39½ ft. ..	A	..	..	2	..	4	..	1	2	1	10
" " 30 ft. ..	B	1	..	15	..	19	..	..	..	..	35
" " 6-wheel ..	C	2	2	..	2	4	2	..	..	..	12
Second-class, bogie, 52 ft. ..	A	..	..	1	..	..	..	..	..	..	1
" " 50 ft. ..	A	..	..	89	..	1	..	..	..	..	90
" " 47½ ft. ..	A	..	..	97	..	108	6	3	..	..	214
" " 46 ft. ..	A	..	..	..	..	4	..	..	..	..	4
" " 44 ft. ..	A	2	..	85	2	101	8	3	3	4	208
" " 43 ft. ..	A	..	..	18	..	..	..	..	..	..	18
" " 42½ ft. ..	A	..	..	1	..	14	..	..	..	..	15
" " 39½ ft. ..	A	..	..	10	..	..	3	..	..	..	13
" " 35 ft. ..	A	..	..	3	..	..	..	..	..	..	3
" " 30 ft. ..	B	..	..	6	..	17	..	..	..	1	24
" " 6-wheel ..	C	6	2	..	2	11	4	..	4	..	29
" " 4-wheel ..	D	5	..	..	..	..	..	..	..	..	5
Postal, bogie, 50 ft. ..	A	..	..	7	..	2	..	..	..	..	9
" " 44 ft. ..	A	..	..	3	..	4	..	..	..	..	7
" " 39½ ft. ..	A	..	..	2	..	..	..	..	..	..	2
" " 30 ft. ..	B	..	..	..	..	1	..	..	..	..	1
" " composite, 44 ft. ..	A	..	..	1	..	..	..	..	..	..	1
Rail-motor, 58 ft. ..	..	..	..	1	..	..	..	..	..	..	1
" " 42½ ft. ..	..	..	..	1	..	..	..	..	..	..	1
Totals.. ..	..	28	4	782	13	592	43	10	14	12	1,498
BRAKE-VANS.											
Brake-vans, 4-wheel ..	F	8	2	7	1	51	7	2	3	1	82
" bogie ..	F	5	..	212	3	127	9	5	3	4	368
" Fell ..	F	..	..	7	..	..	4	..	..	..	11
Totals.. ..	..	13	2	226	4	178	20	7	6	5	461
WAGONS.											
Horse-boxes ..	G	2	..	138	1	110	6	..	1	4	262
Cattle ..	H	22	..	301	4	211	24	4	5	4	575
Sheep ..	J	20	..	925	40	787	17	..	10	29	1,828
Covered goods ..	K	10	1	288	2	371	24	5	6	3	710
Sleeping-vans ..	K	..	..	25	..	40	3	1	1	..	70
High sides ..	L	89	4	5,294	47	4,794	208	17	103	174	10,730
" " ..	LA	..	..	2,266	..	2,281	..	..	..	..	4,547
Wharf ..	LB	..	..	..	..	..	45	..	..	..	45
Low sides ..	M	23	12	425	40	825	66	24	14	21	1,450
" steel.. ..	MA	20	..	128	12	..	..	..	..	..	160
Work-train ..	MB	22	..	88	..	15	20	..	..	..	145
Timber ..	N	112	40	68	..	163	36	32	8	..	459
Iron hopper ..	O	..	..	39	..	..	..	..	..	..	39
" " for ballast ..	OB	..	..	10	..	..	..	..	..	..	10
Platform coal ..	P	199	..	29	..	..	..	..	..	..	228
Movable hopper ..	Q	..	..	..	..	..	495	673	..	..	1,168
Frozen meat ..	W	26	..	234	..	75	..	..	15	..	350
Cool, insulated ..	X	6	..	173	..	29	3	..	..	..	211
" ventilated ..	XA	1	1	114	..	95	..	..	..	7	218
" " ..	XB	1	..	97	..	56	..	..	..	..	154
Work-train hopper ..	Y	..	..	..	..	12	..	..	..	..	12
" " ..	YB	..	..	211	..	132	20	..	..	..	363
High side, bogie ..	R	..	2	222	..	76	9	..	..	..	309
" " ..	RB	..	..	70	..	21	..	..	..	..	91
" " ..	RD	..	..	64	..	..	..	..	..	..	64
" " ..	RN	..	..	40	..	..	..	..	..	..	40
Carried forward ..	..	553	60	11,249	146	10,093	976	756	163	242	24,238

RETURN No. 13—continued.

STATEMENT OF CARRIAGE, BRAKE-VAN, AND WAGON STOCK, AND TARPULINS, FOR THE YEAR ENDED 31ST MARCH, 1923—continued.

Description.	Class.	Whangarei.	Kaihu.	North Island Main Line and Branches.	Gisborne.	South Island Main Line and Branches.	Westland.	Westport.	Nelson.	Pictou.	Total.
Brought forward ..	..	553	60	11,249	146	10,093	976	756	163	242	24,238
WAGONS—continued.											
Sheep, bogie ..	S	..	..	73	..	52	..	..	..	..	125
Cattle, " ..	T	..	..	49	..	26	..	..	..	..	75
Platform, " ..	U	8	..	213	40	72	38	4	4	6	385
Gas-storeholders, bogie ..	UA	..	..	9	..	5	..	..	..	..	14
Platform, " ..	UB	..	..	127	..	105	54	..	..	..	286
Horse-boxes, " ..	UG	..	..	27	..	29	..	..	..	..	56
Frozen meat, " ..	V	..	..	54	..	75	..	..	..	..	129
" " " ..	VB	..	..	115	..	60	..	..	..	..	175
Covered goods, " ..	Z	..	..	61	..	27	..	..	..	..	88
" " " ..	ZP	..	..	36	..	38	..	..	..	..	74
Totals..	..	561	60	12,013	186	10,582	1,068	760	167	248	25,645
TARPULINS ..	..	147	24	8,874	115	10,570	335	52	175	290	20,582

RETURN No. 14.

STATEMENT OF LOCOMOTIVE STOCK FOR THE YEAR ENDED 31ST MARCH, 1923.

Class.	Type.	Cylinder.		Coupled Wheels.		Truck Wheels.		Whangarei.	Kaihu.	North Island Main Line and Branches.	Gisborne.	South Island Main Line and Branches.	Westland.	Westport.	Nelson.	Pictou.	Total.
		Dia-meter.	Stroke.	No.	Dia-meter.	No.	Dia-meter.										
A	Tender (4-cyl. balanced compound)	12 & 19	22	6	4 6	6	30½	..	..	50	..	7	..	..	..	..	57
AA	Tender (superheated) ..	18	24	6	4 1	6	30½	..	..	10	..	..	..	..	..	..	10
AB	" " ..	17	26	6	4 6	6	30½	..	..	42	..	31	..	..	..	..	73
AB	" (409) " ..	17	26	6	4 6	6	30½	..	..	..	..	1	..	..	..	..	1
B	" " ..	16	22	8	3 6½	4	30½	..	..	..	..	8	..	..	..	..	8
BA	" " ..	16	22	8	3 6½	4	26½	..	..	..	..	10	..	..	..	..	10
BB	" (superheated) ..	17	22	8	3 6½	4	26½	..	..	30	..	..	..	..	..	..	30
BC	" (compound) ..	11½ & 19	20	8	3 7	2	28	..	..	1	..	..	..	..	..	..	1
D	Tank ..	9½	18	4	3 0½	2	18	..	..	1	..	1	..	..	..	..	2
F	" " ..	10½	18	6	3 0½	2	..	..	2	24	..	37	5	2	1	..	71
FA	" " ..	12	18	6	3 0½	2	24	3	..	4	1	2	1	2	3	2	18
H	" (Fell) ..	14	16	4	2 8	2	30½	..	..	6	..	..	..	..	..	..	6
J	Tender ..	14	20	6	3 6½	2	24½	..	..	14	..	14	..	..	..	..	28
K	" " ..	12	20	4	4 1½	4	30½	..	..	..	..	5	..	..	..	..	5
L	Tank ..	12	18	4	3 6½	6	26½	..	..	4	..	1	..	..	..	..	5
LA	" " ..	12	18	4	3 9	4	26½	..	..	..	..	..	4	..	..	..	4
M	" " ..	13	20	4	3 6½	6	28½	..	..	4	..	..	..	..	..	..	4
N	Tender ..	15	20	6	4 1½	4	28½	..	..	9	..	..	1	..	..	..	10
N	" " ..	15	20	6	4 1½	4	30½	..	..	..	..	..	2	..	..	..	2
NA	" (compound) ..	10 & 17	20	6	4 1	4	30½	..	..	2	..	..	..	..	..	..	2
NC	" " ..	10 & 17	20	6	4 1	4	30½	..	..	2	..	..	..	..	..	..	2
OA	" " ..	11 & 18	20	8	3 7	2	30½	..	..	1	..	..	..	..	..	..	1
OB	" " ..	16	20	8	3 7	2	30½	..	..	2	..	..	..	..	..	..	2
OC	" (compound) ..	11 & 18	20	8	3 7	2	30½	..	..	1	..	..	..	..	..	..	1
P	" " ..	15	20	8	3 5	2	26½	..	..	2	..	6	..	..	..	..	8
Q	" " ..	16	22	6	4 1½	4	30½	..	..	6	..	7	..	..	..	..	13
R	Single Fairlie ..	12½	16	6	3 0½	4	36½	..	..	6	..	7	..	..	..	..	13
S	" " ..	13	16	6	3 0½	4	36½	..	..	3	..	..	..	..	..	..	3
T	Tender ..	15	18	8	3 0½	2	24½	..	..	1	..	4	..	..	..	..	5
U	" " ..	16	20	6	4 6	4	30½	..	..	..	..	9	..	..	..	..	9
UA	" " ..	16	20	6	4 1½	4	30½	..	..	..	..	6	..	..	..	..	6
UB	" " ..	16	20	6	4 1½	4	26½	..	..	..	..	20	..	..	..	..	20
UC	" " ..	16	22	6	4 1½	4	30½	..	..	..	..	2	..	..	..	..	2
UD	" " ..	16½	22	6	4 1½	4	30½	..	..	..	..	10	..	..	..	..	10
V	" " ..	15	20	6	4 1½	4	26½	..	..	2	..	..	..	..	..	..	2
W	Tank ..	14	20	6	3 0½	4	26½	..	..	..	..	10	..	..	..	..	13
WA	" " ..	14	20	6	3 3½	4	28½	..	..	2	6	..	3	..	..	..	11
WA	" (converted) ..	14	20	6	3 6½	4	24½	..	..	3	..	1	..	..	..	..	4
WAB	" (superheated) ..	17	26	6	4 6	4	30½	..	..	3	..	..	..	..	..	..	3
WB	" " ..	14	20	6	3 3½	4	25	7	..	..	..	..	..	5	..	..	12
WD	" " ..	14	20	6	3 3½	6	25	..	..	11	..	3	4	..	..	..	18
WE	" " ..	16	22	6	3 6½	8	30½	..	..	1	..	..	1	..	..	..	2
WF	" " ..	14	22	6	3 9	6	30½	..	..	16	..	16	..	..	2	4	38
WG	" " ..	14	22	6	3 9	8	26½	..	..	20	..	..	..	..	..	..	20
WH	" " ..	12	18	6	3 1	4	24½	..	..	2	..	..	..	..	..	..	2
WJ	" " ..	17	20	8	3 7	4	30½	..	..	1	..	..	..	..	..	..	1
WW	" (superheated) ..	15½	22	6	3 9	8	26½	..	..	48	..	2	..	..	..	..	50
X	Tender (4-cyl. balanced compound)	13½ & 22	22	8	3 9	4	30½	..	..	18	..	..	..	..	..	..	18
..	Small Tank ..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	1
Totals	..	..	..	..	..	..	..	10	2	356	7	220	23	9	6	6	639

RETURN No. 15.

COMPARATIVE STATEMENT OF THE MILEAGE OPENED, CAPITAL EXPENDED, EARNINGS, EXPENSES, ETC., OF RAILWAYS IN THE FOLLOWING STATES (TAKEN FROM LATEST OFFICIAL RECORDS).

	Area in Square Miles.	Population.	Average Miles open.	Gauge.	Total Cost.	Cost per Mile.	Population per Mile of Railway.	Cost per Head of Population.	Train-miles run.	Gross Earnings.	Earnings per Train-mile.	Working-expenses.	Working-expenses per Train-mile.	Profit on Working.	Net Earnings per Train-mile.	Percentage of Net Earnings to Capital.	Percentage of Working-expenses to Earnings.	Earnings per Head of Population.	Passengers carried.*	Tonnage of Goods.	Earnings per Average Mile open.	Working-expenses per Average Mile open.	Net Earnings per Average Mile.	Expenses.					Number of Locomotives.	Number of Passenger-carriages.	Number of Wagons and Brake-vans.	Year ending
																							Maintenance per Mile of Railway.	Locomotive, Car, and Wagon per Train-mile.	Traffic per Cent. of Revenue.	General Charges (including Compensation, &c.) per Cent. of Revenue.						
Victoria ..	87,884	1,563,688	4,317	Ft. in. 5 3	£ 62,961,395	£ 14,585	362	£ s. d. 40 5 4	15,856,815	£ 10,791,082	d. 163-33	£ 8,026,665	d. 121-49	£ 2,764,417	d. 41-84	4-39	74-38	£ s. d. 6 18 0	142,456,924	7,491,031	£ 2,522	£ 1,876	£ 646	£ 399	d. 47-85	24-44	2-36	799	1,782	20,615	30 June, 1922.	
New South Wales ..	309,460	2,137,135	5,116	4 8½	85,552,871	16,722	418	40 0 8	21,887,065	15,213,019	166-82	11,116,302	121-89	4,096,717	44-93	4-88	73-07	7 2 5	121,298,861	14,532,811	2,996	2,189	807	382	60-03	19-68	4-65	1,321	1,771	23,742	" "	
Queensland ..	670,500	785,449	5,799	3 6	44,752,921	7,717	135	56 19 7	9,634,532	5,154,530	128-25	4,810,362	119-75	344,168	8-50	0-77	93-32	6 11 3	27,155,606	3,732,413	891	832	59	201	53-95	26-92	1-84	680	884	15,089	" "	
South Australia ..	380,070	505,069	2,344	{ 3 6 5 3 }	20 122,643	8,580	215	39 16 10	5,629,957	3,297,347	140-56	2,537,110	108-15	760,237	32-41	3-79	76-94	6 10 7	23,316,141	2,827,681	1,406	1,082	324	171	60-42	20-02	1-79	496	663	9,613	" "	
Western Australia..	975,920	335,927	3,539	3 6	18,935,603	5,351	95	56 7 4	4,564,631	2,827,856	148-68	2,328,843	122-45	499,013	26-23	2-64	82-35	8 8 4	17,895,509	2,960,431	799	658	141	157	56-49	21-96	2-70	423	426	10,135	" "	
Tasmania ..	26,215	213,400	635	{ 3 6 2 0 }	5,753,381	9,035	336	26 19 3	1,433,099	588,297	98-52	538,066	90-10	50,231	8-42	0-87	91-46	2 15 2	2,757,702	621,751	927	848	79	240	40-05	21-26	3-68	86	140	1,812	" "	
New Zealand ..	103,861	833,137	2,227	3 6	18,170,722	8,159	374	21 16 2	5,066,360	1,874,586	88-75	1,252,237	59-32	622,349	29-43	3-43	66-80	2 5 0	7,356,136	3,529,177	842	562	280	196	21-35	17-78	3-03	362	701	12,444	31 Mar., 1902.	
" ..	103,861	857,985	2,262	3 6	19,081,735	8,436	379	22 4 10	5,443,333	1,974,038	87-00	1,343,415	59-23	630,623	27-77	3-30	68-05	2 6 0	7,575,390	3,730,394	873	594	279	204	21-36	18-24	3-19	372	751	12,992	" 1903.	
" ..	103,861	882,097	2,305	3 6	20,692,911	8,977	383	23 9 2	5,685,399	2,180,641	91-75	1,438,724	60-48	741,917	31-27	3-58	65-98	2 9 5	8,306,383	4,072,576	943	622	321	213	22-21	17-22	3-14	377	809	13,433	" 1904.	
" ..	103,861	908,114	2,347	3 6	21,701,572	9,141	387	23 17 11	6,107,079	2,209,231	86-50	1,492,900	58-46	716,331	28-04	3-30	67-58	2 8 8	8,514,112	4,011,511	938	634	304	217	21-05	18-28	3-10	389	864	13,885	" 1905.	
" ..	103,861	933,111	2,391	3 6	22,498,972	9,410	391	24 2 3	6,413,573	2,349,704	87-75	1,621,239	60-47	728,465	27-28	3-24	69-00	2 10 4	8,826,382	4,241,422	980	676	304	229	21-99	18-86	3-01	395	906	14,127	" 1906.	
" ..	103,861	961,604	2,427	3 6	23,504,272	9,570	396	24 8 10	6,755,454	2,624,600	93-00	1,812,482	64-21	812,118	28-79	3-45	69-06	2 14 7	9,600,786	4,592,099	1,078	744	334	253	23-37	18-90	2-80	398	966	14,605	" 1907.	
" ..	103,861	985,318	2,469	3 6	24,365,647	9,861	399	24 14 7	7,051,274	2,761,938	93-75	1,949,759	66-18	812,179	27-57	3-33	70-59	2 16 1	9,756,716	4,834,534	1,114	786	328	258	24-96	19-40	2-76	410	1,002	15,475	" 1908.	
" ..	103,861	1,016,044	2,556	3 6	27,762,592	10,351	398	27 6 6	7,458,236	2,929,526	94-00	2,114,815	67-89	814,711	26-11	3-13	72-19	2 17 8	10,457,144	4,871,874	1,148	828	320	258	25-56	20-73	3-16	452	1,116	16,476	" 1909.	
" ..	103,861	1,035,211	2,704	3 6	28,513,476	10,494	383	27 10 10	7,889,166	3,249,790	98-75	2,169,474	65-84	1,080,316	32-91	3-80	66-76	3 2 9	11,141,142	5,223,414	1,203	803	400	230	25-35	18-96	2-96	465	1,140	17,220	" 1910.	
" ..	103,861	1,055,640	2,742	3 6	29,606,546	10,723	385	28 1 0	8,141,075	3,494,182	102-75	2,303,272	67-75	1,190,910	35-00	4-06	65-92	3 6 2	11,200,613	5,555,292	1,275	840	435	254	25-81	18-10	2-81	478	1,166	18,036	" 1911.	
" ..	103,861	1,081,344	2,801	3 6	30,506,089	10,864	386	28 4 2	8,371,687	3,676,509	105-25	2,465,896	70-52	1,210,613	34-73	3-98	67-07	3 8 0	20,336,577	5,599,756	1,314	881	433	263	27-30	18-27	2-76	493	1,212	18,521	" 1912.	
" ..	103,861	1,111,592	2,840	3 6	31,611,220	11,053	391	28 8 9	9,016,224	3,971,002	105-50	2,705,609	71-84	1,265,393	33-66	4-04	68-13	3 11 5	22,310,867	5,957,005	1,400	954	446	271	28-20	19-40	2-64	513	1,282	19,515	" 1913.	
" ..	103,861	1,139,669	2,861	3 6	32,355,087	11,309	398	28 7 9	9,319,268	4,043,328	104-00	2,880,323	74-00	1,163,005	30-00	3-61	71-24	3 10 11	23,173,472	5,661,340	1,416	1,008	408	268	29-72	20-73	2-91	534	1,363	20,251	" 1914.	
" ..	103,861	1,150,430	2,917	3 6	34,133,825	11,702	394	29 13 5	9,383,420	4,105,457	104-75	2,920,455	74-54	1,185,002	30-21	3-53	71-14	3 11 4	23,542,903	6,075,282	1,410	1,002	408	254	30-26	21-20	2-98	557	1,397	21,226	" 1915.	
" ..	103,861	1,152,048	2,959	3 6	34,857,882	11,780	389	30 5 2	9,356,522	4,548,356	116-50	2,910,883	74-50	1,637,473	42-00	4-72	64-00	3 19 0	24,600,693	5,960,562	1,540	985	555	251	29-77	19-60	2-50	585	1,452	21,994	" 1916.	
" ..	103,861	1,150,605	2,970	3 6	35,378,664	11,912	387	30 15 0	9,146,331	4,800,810	125-75	2,926,864	76-63	1,873,946	49-12	5-30	60-97	4 3 5	24,782,602	5,826,265	1,619	987	632	244	30-88	18-87	2-47	607	1,480	22,380	" 1917.	
" ..	103,861	1,154,559	2,977	3 6	36,001,432	12,029	389	32 0 11	7,468,646	4,687,700	150-50	3,042,907	97-54	1,644,793	52-96	4-60	64-91	4 1 3	21,438,325	5,373,136	1,578	1,023	555	240	40-02	20-38	2-67	624	1,488	22,517	" 1918.	
" ..	103,861	1,175,325	2,993	3 6	36,167,681	12,084	393	30 15 6	7,477,583	4,988,632	160-00	3,308,575	105-97	1,680,057	54-03	4-65	66-32	4 4 11	22,030,327	5,611,738	1,670	1,107	563	252	44-35	20-73	2-70	620	1,489	22,658	" 1919.	
" ..	103,861	1,223,915	3,006	3 6	36,390,115	12,106	407	29 14 8	7,408,608	5,752,487	186-00	4,105,067	132-72	1,647,420	53-28	4-53	71-36	4 14 0	24,582,186	6,000,279	1,923	1,372	551	281	57-84	22-66	2-99	616	1,492	22,937	" 1920.	
" ..	103,861	1,268,046	3,018	3 6	37,235,254	12,338	420	29 7 3	9,303,392	6,908,531	178-00	5,636,601	145-14	1,271,930	32-86	3-42	81-59	5 9 0	28,821,783	6,487,279	2,293	1,870	423	350	68-54	24-82	2-95	608	1,492	23,119	" 1921.	
" ..	103,861	1,300,967	3,030	3 6	39,309,097	12,973	429	30 4 4	8,717,265	6,643,591	182-69	6,237,727	171-37	405,864	11-32	1-07	93-89	5 2 0	28,121,763	6,321,351	2,199	2,063	136	393	86-29	25-66	3-06	637	1,496	23,974	" 1922.	
" ..	103,861	1,325,310	3,037	3 6	40,275,161	13,261	436	30 7 9	8,346,731	6,727,802	193-18	5,502,497	157-81	1,225,305	35-37	3-04	81-79	5 1 6	28,221,362	6,618,588	2,219	1,813	406	366	76-40	22-73	2-91	639	1,498	26,106	" 1923.	

RETURN NO. 16.

RETURN SHOWING MILEAGE, CAPITAL COST, TRAFFIC, REVENUE, AND EXPENDITURE OF NEW ZEALAND GOVERNMENT RAILWAYS FROM 1ST APRIL, 1915, TO 31ST MARCH, 1923.

MILEAGE, CAPITAL COST, TRAFFIC, AND REVENUE.

Year.	Miles.	Capital Cost.		Train-mileage.		Passengers.		Season Tickets.		Coaching.		Cattle.	Sheep and Pigs.		Timber.
		£	Number.	£	Number.	Revenue	Number.	Revenue	Number.	Revenue	Revenue.		Number.	Number.	
1915-1916	2,970	34,857,882	14,201,506	1,566,380	330,622	156,322	236,705	371,529	7,387,269	625,866					
1916-1917	2,970	35,378,664	14,173,115	1,717,847	355,832	155,201	243,832	402,769	7,269,544	579,428					
1917-1918	2,993	36,001,432	11,408,156	1,663,922	322,487	138,675	254,110	862,134	6,502,090	523,784					
1918-1919	2,993	36,167,681	11,374,521	1,799,381	351,124	150,901	258,524	846,544	6,691,760	487,729					
1919-1920	3,006	36,390,115	12,760,814	2,138,391	400,621	165,596	290,453	857,976	7,316,556	611,171					
1920-1921	3,018	37,235,254	15,315,640	2,459,362	464,691	198,717	335,754	876,745	7,129,222	717,701					
1921-1922	3,080	39,303,097	14,262,440	2,212,683	472,865	205,594	339,482	279,904	7,635,515	708,212					
1922-1923	3,037	40,275,161	14,256,610	2,216,514	485,681	204,106	398,322	293,930	7,367,763	663,213					

Year.	Total.	Goods Revenue.		Miscellaneous Revenue.		Rents and Commission.		Total Revenue.		Revenue per Train-mile.	
		Tons.	£	£	£	£	£	£	£	d.	d.
1915-1916	5,962,264	2,423,493	81,391	84,065	4,548,356	116-50					
1916-1917	5,826,265	2,498,862	98,473	86,595	4,800,810	125-75					
1917-1918	5,373,186	2,465,241	73,761	86,991	4,687,700	150-50					
1918-1919	5,238,457	2,608,336	78,828	92,662	4,988,632	160-00					
1919-1920	5,597,232	2,956,237	105,072	96,738	5,752,487	186-00					
1920-1921	6,085,360	3,676,665	136,505	101,528	6,908,531	178-00					
1921-1922	5,931,112	3,646,594	124,106	115,182	6,643,591	182-69					
1922-1923	6,234,807	3,671,008	119,933	122,919	6,727,802	193-18					

EXPENDITURE.

Year.	Expenditure per Train-mile.	Maintenance of Way and Signals.				Locomotive Power.				Carriages and Wagons.			
		Amount.	Per Cent. of Revenue.	Per Mile of Railway.	Per Train-mile.	Amount.	Per Cent. of Revenue.	Per Train-mile.	Amount.	Per Cent. of Revenue.	Amount.	Per Cent. of Revenue.	Per Train-mile.
1915-1916	74-50	£ 740,349	15-30	£ 251-00	18-99	£ 934,737	20-58	d. 23-98	£ 225,968	4-98	£ 5-79	d. 5-79	
1916-1917	76-63	720,840	15-04	243-52	18-92	937,780	19-56	24-61	238,868	4-98	6-27	6-27	
1917-1918	97-54	710,655	15-18	239-54	22-84	962,232	20-56	30-92	283,248	6-05	9-10	9-10	
1918-1919	105-97	752,558	15-10	252-23	24-16	1,075,439	21-59	34-52	306,308	6-15	9-83	9-83	
1919-1920	132-72	837,910	14-59	280-54	27-14	1,397,993	24-34	45-29	387,498	6-74	12-55	12-55	
1920-1921	145-14	1,033,049	15-26	349-97	27-17	2,124,877	30-80	54-82	531,935	7-71	13-72	13-72	
1921-1922	171-37	1,184,226	17-85	392-42	32-60	2,567,383	38-69	70-68	566,782	8-54	15-61	15-61	
1922-1923	157-81	1,108,317	16-50	366-03	31-87	2,121,532	31-58	61-00	535,621	7-97	15-40	15-40	

Year.	Traffic.			Head and Departmental Offices.			Lake Wakatipu Steamers.		
	Amount.	Per Cent. of Revenue.	Per Train-mile.	Amount.	Per Cent. of Revenue.	Per Train-mile.	Amount.	Per Cent. of Revenue.	Total Expenditure.
1915-1916	£ 889,991	19-60	d. 22-83	£ 113,461	2-50	d. 2-91	£ 6,377	88-04	£ 2,910,883
1916-1917	904,318	18-87	23-73	118,456	2-47	3-10	6,602	91-89	2,926,864
1917-1918	954,142	20-38	30-66	124,976	2-67	4-02	7,664	112-53	3,042,907
1918-1919	1,032,609	20-73	33-14	134,626	2-70	4-32	6,985	104-53	3,308,575
1919-1920	1,301,935	22-66	42-17	171,767	2-99	5-57	7,964	101-09	4,105,067
1920-1921	1,712,375	24-82	44-17	203,906	2-95	5-26	10,458	116-34	5,636,601
1921-1922	1,703,049	25-66	46-59	202,948	3-06	5-59	13,339	165-34	6,237,727
1922-1923	1,527,033	22-73	43-91	195,894	2-91	5-63	14,100	150-79	5,502,497

RETURN No. 17.

STATEMENT OF RAILS RELAID DURING THE YEAR ENDED 31ST MARCH, 1923.

Weight.	Whangarei-Kawakawa.	Kaihu.	Gisborne.	North Island Main Line and Branches.	South Island Main Line and Branches.	Westland.	Westport.	Nelson.	Picton.	Total.
RAILS RELAID :—										
55 lb. steel.. ..	1,759	..	..	10	3,323	..	..	..	..	5,092
70 "	54	..	..	3,658	2,046	1,229	2	..	..	6,989
100 " .. ..	..	..	..	..	..	110	..	..	..	110
Totals	1,813	..	..	3,668	5,369	1,339	2	..	..	12,191

RETURN No. 18.

STATEMENT OF SLEEPERS RELAID AND REMOVED DURING THE YEAR ENDED 31ST MARCH, 1923.

Description.	Whangarei-Kawakawa.	Kaihu.	North Island Main Line and Branches.	Gisborne.	South Island Main Line and Branches.	Westland.	Westport.	Nelson.	Picton.	Total.
SLEEPERS RELAID :—										
Grey-gum .. ..	..	..	105	..	405	..	..	..	..	510
Ironbark .. ..	..	..	295	..	5	..	..	..	..	300
Jarra	16,462	..	56,719	461	69,451	2,233	38	230	887	146,481
Matai and Rimu .. ..	..	..	2	..	..	..	..	..	..	2
Totara .. ..	..	557	88	..	2	..	..	..	..	647
Birch .. ..	..	..	623	..	..	..	..	..	..	623
Silver-pine .. ..	..	..	15	9	78	12,577	4,493	301	24	17,497
Puriri	28	347	105	..	..	..	..	..	..	480
Hardwood .. ..	..	..	1,880	21	4,282	..	..	..	..	6,183
Powellized .. ..	..	..	..	..	23	..	..	..	..	23
Totals	16,490	904	59,832	491	74,246	14,810	4,531	531	911	172,746
SLEEPERS REMOVED :—										
Kauri	40	289	..	..	..	..	..	..	..	329
Maire .. ..	..	..	304	..	..	..	..	..	..	304
Ironbark .. ..	..	..	603	..	340	..	..	..	..	943
Jarra	1,135	..	22,661	..	3,306	496	137	10	..	27,745
Matai and Rimu .. ..	..	..	914	..	3,336	..	..	..	..	4,250
Totara	7,728	286	26,403	44	12,541	..	..	72	97	47,171
Birch .. ..	..	..	2,049	2	2,437	612	586	30	..	5,716
Silver-pine	2,561	..	815	445	26,390	10,968	3,723	405	814	46,130
Powellized .. ..	..	..	2,309	..	8,832	..	..	..	..	11,141
Puriri	2,783	329	1,064	..	169	..	..	..	..	4,345
Creosoted .. ..	..	..	2,612	..	9,603	..	..	..	..	12,215
Grey-gum .. ..	..	..	62	..	1,272	..	..	..	..	1,334
Yellow Pine	1,760	..	..	..	..	..	..	..	..	1,760
Kamahi .. ..	..	..	..	..	352	..	..	..	..	352
Totals	16,007	904	59,796	451	68,587	12,076	4,446	517	911	163,735

RETURN No. 19.

RETURN OF NUMBER OF STATIONS AND PRIVATE SIDINGS ON EACH SECTION FOR THE YEAR ENDED 31ST MARCH, 1923.

Sections.	Length.	Number of Stations and Stopping-places in the Time-tables.	Number of Private Sidings.		
			At Stations.	Out of Stations.	Total.
Whangarei	M. 79 ch. 49	36	9	3	12
Kaihu	19 41	11	..	..	..
Gisborne	49 10	17	8	2	10
North Island Main Line and Branches	1,148 22	407	158	40	198
South Island Main Line and Branches	1,490 41	520	186	27	213
Westland	157 26	67	20	5	25
Westport	36 78	17	2	1	3
Nelson	60 20	23	3	..	3
Picton	56 12	22	7	..	7
Totals	3,036 59	1,120	393	78	471

RETURN NO. 21.
STATEMENT SHOWING WEIGHTS OF RAILS IN VARIOUS LINES ON 31ST MARCH, 1923.

Line.	40 lb. Iron.	40 lb. Steel.	45 lb. Steel.	52 lb. Iron.	52 lb. Steel.	53 lb. Steel.	55 lb. Steel.	56 lb. Iron.	56 lb. Steel.	70 lb. Iron.	70 lb. Steel.	100 lb. Steel.	Total.
Whangarei-Kawakawa Section—													
Onerahi-Opua ..	..	..	..	..	..	15 21	26 58	0 26	12 78	..	2 49	..	57 72
Kaikohe Branch ..	..	..	..	..	..	..	16 36	..	..	..	..	..	16 36
Kioreroa-Portland ..	..	..	..	..	..	..	5 21	..	..	..	..	..	5 21
Kaahu Section—													
Dargaville-Tarawhiti ..	..	..	..	..	..	17 15	2 26	..	..	..	..	..	19 41
North Island Main Lines and Branches—													
Auckland-Wellington..	..	..	..	..	..	0 6	..	..	17 72	..	387 74	..	425 65
Newmarket-Huarau ..	..	..	..	..	..	0 44	26 18	..	21 61	..	41 77	..	90 40
Penrose-Onehunga ..	..	..	..	..	..	2 23	..	..	..	..	0 26	..	2 59
Waikuku Branch ..	..	..	..	..	..	..	12 70	..	..	..	..	..	12 70
Huntly-Awaroa Railway	..	..	..	..	..	..	7 43	..	..	..	..	..	7 43
Frankton-Thames ..	..	..	..	..	..	10 1	..	..	18 32	..	34 42	..	62 75
Paeroa-Waihi ..	..	..	..	..	..	..	2 36	..	12 21	..	0 3	..	12 24
Cambridge Branch ..	..	..	..	..	..	6 75	..	..	2 42	..	0 8	..	12 1
Morinsville-Rotorua..	..	..	..	..	..	44 33	..	..	0 9	..	24 18	..	68 60
Raetihi Branch ..	..	..	..	..	..	6 37	2 1	..	..	..	..	..	8 38
Marton-New Plymouth	..	..	..	..	..	2 30	..	..	36 64	..	97 69	..	137 3
Waitara Branch ..	0 14	0 48	..	..	..	3 77	26 30	..	0 3	..	..	..	4 62
Stratford-Kohurutahi	..	..	..	..	..	15 45	..	..	0 30	..	..	..	42 25
Mount Egmont Branch	..	..	..	..	..	..	..	..	6 2	..	..	..	6 2
Arancho-Wanganui ..	..	..	..	..	..	..	..	..	1 79	..	1 21	..	3 20
Foxton Branch ..	..	..	..	1 26	..	11 13	..	..	6 74	..	..	..	19 33
Palmerston North-Port Ahuriri..	..	..	..	..	..	2 36	0 1	..	30 70	..	80 45	..	113 72
Wellington-Woodville	..	..	..	..	..	18 53	0 1	..	12 17	..	83 52	..	114 43
Greytown Branch ..	..	..	..	3 7	..	..	..	..	..	..	..	..	3 7
Gisborne Section—													
Gisborne-Motuhora ..	0 20	..	..	..	..	..	31 8	..	17 62	..	..	..	49 10
South Island Main Lines and Branches—													
Lyttelton-Bluff ..	..	0 8	..	0 3	..	0 25	..	..	0 67	..	389 27	1 31	392 1
Addington-Waiau ..	..	11 46	..	..	..	28 28	12 79	..	..	..	39 25	..	80 52
Oxford Branch ..	..	..	..	..	..	18 35	0 2	..	3 36	..	0 6	..	33 45
Eyreton Branch ..	..	..	..	..	..	20 14	0 7	..	..	..	..	..	20 21
Waipara-Parnassus ..	..	..	..	..	..	..	12 52	..	31 29	..	..	..	44 1
Southbridge Branch ..	..	0 9	..	..	..	23 19	1 0	..	1 20	..	..	..	25 39
Little River Branch ..	..	..	2 40	..	..	0 47	15 8	..	4 24	..	..	..	22 48
Springfield Branch ..	..	..	..	..	..	..	4 57	..	24 20	..	43 29	..	72 26
White Cliffs Branch ..	..	..	..	..	..	11 46	..	..	..	..	..	..	11 46
Rakaia Forks Branch..	..	..	..	..	22 20	..	..	..	..	..	..	..	22 20
Mount Somers Branch	3 33	24 3	..	..	..	22 44	4 78	..	7 66	..	..	..	27 36
Albury Branch ..	0 65	..	..	..	2 2	2 44	..	..	..	..	..	..	36 13
Waimate Branch ..	..	..	..	..	..	0 63	..	..	..	..	..	..	4 46
Waimate Gorge Branch	..	..	..	7 38	..	..	..	..	..	..	..	..	8 21
Duntroon Branch ..	1 16	..	..	..	..	28 51	3 65	..	3 69	..	..	..	37 41
Carried forward ..	5 68	36 44	2 40	11 74	24 22	314 45	214 57	0 26	276 7	19 73	1,227 11	1 31	2,135 18

RETURN NO. 21—continued.
STATEMENT SHOWING WEIGHTS OF RAILS IN VARIOUS LINES ON 31ST MARCH, 1923—continued.

Line.	40 lb. Iron.	40 lb. Steel.	45 lb. Steel.	52 lb. Iron.	52 lb. Steel.	53 lb. Steel.	55 lb. Steel.	56 lb. Iron.	56 lb. Steel.	65 lb. Steel.	70 lb. Iron.	70 lb. Steel.	100 lb. Steel.	Total.
Brought forward ..	M. ch. 5 68	M. ch. 36 44	M. ch. 2 40	M. ch. 11 74*	M. ch. 24 22	M. ch. 314 45	M. ch. 214 57	M. ch. 0 26	M. ch. 276 7	M. ch. 19 73	M. ch. ..	M. ch. 1,227 11	M. ch. 1 31	M. ch. 2,135 18
South Island Main Lines and Branches—continued.														
Oamaru Breakwater Branch ..	0 23	..	..	..	..	0 40	..	..	..	..	..	..	..	0 63
Ngapara Branch ..	..	..	..	..	..	11 44	10 36	..	3 45	..	..	..	..	15 9
Livingstone Branch ..	..	..	..	..	..	..	..	..	1 39	..	..	..	..	11 75
Waikato Branch ..	..	6 76	..	0 53	..	0 16	..	..	1 0	..	..	..	..	8 65
Port Chalmers Branch ..	..	..	..	..	..	0 16	..	..	..	..	..	1 10	..	1 26
Walton Park Branch ..	0 1	..	..	..	..	1 49	0 19	..	0 48	..	..	0 1	..	2 38
Fernhill Branch ..	..	..	..	..	..	1 57	..	..	..	..	..	..	..	1 57
Otago Central Railway ..	..	..	..	..	..	65 73	15 27	..	65 58	..	..	..	..	146 78
Outram Branch ..	0 1	..	..	..	..	6 26	0 73	..	1 53	..	..	0 7	..	9 0
Lawrence Branch ..	..	..	..	..	..	1 40	18 20	..	15 8	..	..	..	..	34 68
Catlin's River Branch ..	..	..	..	..	..	18 19	20 5	..	3 48	..	..	1 6	..	42 78
Taparui Branch ..	..	..	..	..	..	10 40	9 3	..	6 58	..	..	..	..	26 21
Waikaka Branch ..	..	..	..	..	..	..	12 56	..	..	..	..	0 1	..	12 57
Wyndham Branch ..	..	..	..	..	..	9 1	..	..	..	..	..	0 34	..	9 35
Seaward Bush Branch ..	..	..	..	..	..	1 52	25 8	..	7 5	..	..	..	..	33 65
Invercargill—Kingston ..	..	..	..	..	..	44 56	..	..	23 57	..	5 31	13 14	..	86 78
Makarewa—Tuatapere ..	..	..	..	..	..	17 74	8 6	..	10 21	..	..	12 2	..	48 23
Thornbury—Nightsaps ..	..	0 17	..	..	..	..	..	..	..	..	..	24 41	..	24 58
Forest Hill Branch ..	2 41	8 8	..	..	..	..	2 16	..	0 1	..	..	..	..	12 66
Mararoa Branch ..	..	10 16	..	..	..	0 24	..	..	0 1	..	..	..	..	10 41
Waimea Plains Railway ..	..	..	..	..	..	3 56	..	..	0 10	..	..	32 51	..	36 37
Riversdale—Switzers ..	..	..	..	..	..	1 77	11 69	..	..	..	..	0 1	..	13 67
Westland Section—														
Greymouth—Otira ..	..	..	..	..	..	7 71	..	..	10 70	..	..	31 33	0 34	50 48
Greymouth—Ross ..	..	..	..	..	..	18 26	..	..	17 43	..	..	2 40	..	38 29
Stillwater—Inangahua ..	..	..	..	..	..	31 1	13 51	..	6 64	..	..	5 37	..	56 73
Blackball—Ngahere ..	..	..	..	..	..	..	1 0	..	2 31	..	..	..	..	3 31
Greymouth—Rawanui ..	..	..	..	..	..	0 15	..	..	4 46	..	..	3 24	..	8 5
Westport—Mokihinui ..	..	..	..	1 77	..	3 73	..	..	3 18	..	..	21 9	..	30 17
Westport—Te Kuha ..	0 2	..	..	0 6	..	25 22	5 61	..	..	..	..	..	..	5 61
Nelson—Glenhope ..	..	..	..	..	..	17 13	22 48	..	16 73	..	..	0 9	..	60 20
Pictou—Wharanui ..	..	..	..	..	..	..	..	..	16 29	..	..	0 2	..	56 12
Totals ..	8 56	62 1	2 40	14 50	24 22	615 66	409 63	0 26	495 33	19 73	5 31	1,376 13	1 65	3,036 59

RETURN NO. 22.

STATEMENT SHOWING APPROXIMATELY SLEEPERS LAID AND REMOVED UP TO 31ST MARCH, 1923.

Year.	Approximate Length opened each Year.			Sleepers.	
	North Island.	Middle Island.	Total.	Laid during Construction. (2,100 per mile.)	Removed during Maintenance.*
	M. ch.	M. ch.	M. ch.		
1867 .. ..	..	45 70	45 70	96,338	..
1870-71 .. ..	..	18 58	18 58	39,323	..
1871-72 .. ..	..	11 68	11 68	24,885	..
1872-73 .. ..	..	27 62	27 62	58,327	..
1873-74	10 55	11 21	21 76	46,095	..
1874-75	61 19	126 78	188 17	395,246	..
1875-76	69 23	248 4	317 27	666,409	..
1876-77	64 24	152 39	216 63	455,254	..
1877-78	103 76	94 58	198 54	417,217	..
1878-79	27 19	56 46	83 65	176,006	..
1879-80†	26 33	40 73	67 26	141,382	..
1880-81	68 39	32 71	101 30	212,888	74,261
1881-82	22 67	40 16	63 3	132,379	73,947
1882-83	2 2	40 19	42 21	88,751	106,763
1883-84	22 19	22 50	44 69	94,211	125,632
1884-85	56 0	24 0	80 0	168,000	148,325
1885-86	43 26	47 52	90 78	191,048	137,993
1886-87	58 72	11 39	70 31	147,814	139,040
1887-88	11 47	17 32	28 79	60,874	122,027
1888-89	18 31	..	18 31	42,814	108,690
1889-90	11 57	20 68	32 45	68,381	129,634
1890-91	28 21	5 68	34 9	71,636	133,954
1891-92 .. ..	..	27 27	27 27	57,408	139,912
1892-93	17 26	..	17 26	36,382	132,569
1893-94	28 38	33 58	62 16	130,620	155,827
1894-95	16 62	27 24	44 6	92,558	170,681
1895-96	14 73	3 48	18 41	38,876	188,291
1896-97	3 64	1 11	4 75	10,370	210,588
1897-98	27 46	10 2	37 48	78,960	243,479
1898-99	22 46	11 13	33 59	70,848	282,326
1899-1900 .. ..	..	19 26	19 26	40,582	302,354
1900-1901	4 30	103 38	107 68	226,485	345,433
1901-1902	11 20	12 32	23 52	49,665	369,339
1902-1903	28 40	27 43	56 3	117,679	330,029
1903-1904	33 12	4 44	37 56	79,170	309,296
1904-1905	17 61	27 75	45 56	95,970	302,252
1905-1906	23 5	8 52	31 57	66,596	309,183
1906-1907 .. ..	..	50 7	50 7	105,184	283,293
1907-1908	10 38	4 61	15 19	31,999	331,678
1908-1909	186 21	23 21	209 42	440,003	279,190
1909-1910	3 60	31 43	35 23	74,104	236,390
1910-1911	14 64	29 76	44 60	93,975	282,682
1911-1912	23 30	23 1	46 31	97,414	273,586
1912-1913	25 37	26 77	52 34	110,092	235,378
1913-1914 .. ..	..	3 6	3 6	6,458	261,748
1914-1915	40 22	51 3	91 25	191,756	227,674
1915-1916	7 43	7 73	15 36	32,445	157,970
1916-1917 .. ..	..	..	..	..	86,595
1917-1918	22 70	..	22 70	48,038	88,540
1918-1919 .. ..	..	..	..	..	70,743
1919-1920 .. ..	..	12 75	12 75	27,169	78,663
1920-1921	11 54	0 7	11 61	24,701	100,280
1921-1922 .. ..	..	12 27	12 27	25,909	139,187
1922-1923	7 70	..	7 70	16,538	163,735
Totals .. ..	..	..	..	6,313,232	8,389,157

* Complete information not recorded until 1880-81.

† Nine months only.

RETURN No. 24.

LOCOMOTIVE RETURNS FOR THE YEAR ENDED 31ST MARCH, 1923.

[illegible]

WHANGAREI SECTION.

[illegible]

KAIHU SECTION.

F.	2	15, 112	3, 454	1, 578	20, 144	5, 420	404	22	184	910	28	825	717	2, 480	107	10-35	0-33	9-83	8-54	29-55	309
General charges	1-27	..
Totals	..	15, 112	3, 454	1, 578	20, 144	..	..	..	..	..	..	..	..	2, 587	..	..	..	..	..	30-82	..

GISBORNE SECTION.

	1	..	268	..	268	90	17	2	11	61	1	21	18	101	54.62	0.90	18.81	16.12	90.45	7
F.A.	6	..	16,702	..	14	35,314	3,507	180	954	3,354	220	6,837	2,877	13,288	9.76	0.64	19.90	8.37	38.67	733
W.A.	7
Totals	16,970	..	14	35,404	3,524	182	965	3,415	221	6,858	2,895	13,389	9.91	0.64	19.89	8.40	38.84	740
General charges	3.52	..
					14	..	..	..	..	..	..	..	..	14,600	..	..	..	..	42.36	..
					14	82,726	..	..	..	..	..	..	..	14,599	..	..	..	..	..	..
Totals	16,970	..	..	..	..	..	..	..	..	..	..	14,599	..	..	..	..	..	..

* Mileage run by engines performing work-train services for Maintenance Branch "working-expenses" classifications.

† Credits for same from Maintenance Branch.

RETURN No. 24—continued.

LOCOMOTIVE RETURNS FOR THE YEAR ENDED 31ST MARCH, 1923—continued.

[illegible]

RETURN NO. 24—continued.
LOCOMOTIVE RETURNS FOR THE YEAR ENDED 31ST MARCH, 1923—continued.

Type.	Number of Engines.	Engine-mileage.				Quantity of Stores.				Cost.				Cost per Engine-mile, in Pence.				Days in Steam.	Type.			
		Details.		Total.	Running.			Repairs.	Running.			Repairs.	Running.			Total.						
		Train.	Shunting and Empty.		Work train.	Coal.	Oil.		Tallow.	Waste.	Wages and Material.		Stores.	Fuel.	Wages.		Total.					
W _H ..	2	409	33,971	..	4	34,380	Cwt. 13,303	Qt. 1,256	lb. 94	lb. 526	£ 1,950	£ 96	£ 2,316	£ 1,942	£ 6,304	13-61	0-67	16-17	13-56	44-01	408	W _H .
W _J ..	1	16,552	5,063	..	4	21,619	15,595	842	44	329	1,479	59	2,672	1,141	5,351	16-42	0-65	29-66	12-67	59-40	233	W _J .
W _W ..	48	805,437	209,368	2,843	..	1,017,648	506,260	38,149	1,606	11,947	41,625	2,479	87,340	38,900	170,344	9-82	0-58	20-60	9-17	40-17	11,569	W _W .
X ..	18	304,387	22,048	12	..	326,447	256,001	28,309	637	6,441	23,812	1,710	44,116	13,165	82,803	17-51	1-26	32-43	9-68	60-88	3,261	X.
Small tank* ..	1	..	3,580	..	..	3,580	..	..	..	..	1	..	..	..	1	0-07	..	..	..	0-07	100	Small tank.*
Rail motor No. 1 ..	1	Not working	..	..	..	..	..	..	..	..	112	..	..	..	112	..	..	..	..	..	..	Rail motor No. 1.
Rail motor No. 2 ..	1	Not working	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	Rail motor No. 2.
Totals ..	359	4,830,569	1,541,935	152,779	..	6,525,283	3,351,547	262,061	11,827	89,012	250,081	17,196	570,830	242,839	1,080,946	9-20	0-63	21-00	8-93	39-76	69,557	
General charges ..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	165,507	..	..	..	..	6-09	..	
				152,779		6,525,283									1,246,453					45-85		
				94,537		94,537 s									¶14,642					..		
Totals ..	..	4,830,569	1,541,935	58,242	..	6,430,746	..	..	..	..	..	..	..	..	1,231,811	..	..	..	..	..	..

* Gang, fuel, and stores supplied by Stores Branch. † Gang, fuel, and stores for one F.A. for five months, one L for eight months, and one R for six months supplied by Public Works Department.
§ Mileage run by engines performing work train services for Maintenance Branch "working-expenses" classifications. ¶ Credits for same from Maintenance Branch.
NOTE.—22 engines were written off during the year.

† One N transferred to Westland Section.

RETURN NO. 24—continued.

LOCOMOTIVE RETURNS FOR THE YEAR ENDED 31ST MARCH, 1923—continued.

Type.	Number of Engines.				Engine-mileage.				Quantity of Stores.				Cost.				Cost per Engine-mile, in Pence.				Days in Steam.	Type.						
	Train.		Details.		Total.	Running.			Repairs.		Running.		Repairs.		Running.		Repairs.		Running.									
			Shunting and Empty.	Work train.		Coal.	Oil.	Tallow.															Waste.	Wages and Material.	Stores.	Fuel.	Wages.	Total.

SOUTH ISLAND MAIN LINE AND BRANCHES.																					
A	7	106,365	8,684	115,049	68,895	5,963	254	1,825	£ 6,981	£ 390	£ 11,961	£ 4,336	£ 23,668	14-56	0-81	24-95	9-05	49-37	1,039	A.	
AB 409	1	11,305	760	12,065	7,180	464	18	195	1,614	34	1,328	402	3,378	32-11	0-68	26-42	7-99	67-20	125	AB 409.	
AB	31	732,239	61,428	793,674	377,431	28,271	1,391	9,845	16,159	1,874	64,591	23,305	105,929	4-89	0-57	19-53	7-04	32-03	6,266	AB.	
B	8	149,348	25,153	174,602	117,687	7,764	270	1,985	12,023	505	20,145	6,777	39,450	16-52	0-69	27-69	9-32	54-22	1,769	B.	
BA	10	121,959	30,497	152,568	104,776	7,694	344	2,327	11,778	516	18,266	6,723	37,283	18-53	0-81	28-73	10-58	58-65	1,955	BA.	
D*	1	310	6,154	7,695	1,413	182	22	107	41	15	145	172	373	1-28	0-47	4-52	5-36	11-63	213	D*.	
FF†	37	49,273	464,073	515,664	184,231	18,796	1,105	6,652	19,092	1,207	29,230	28,919	78,448	8-89	0-56	13-60	13-46	36-51	8,025	F.†	
FA	2	20,361	18,577	39,045	15,623	1,334	56	554	988	97	2,774	1,810	5,669	6-07	0-60	17-05	11-13	34-85	589	FA.	
J	14	113,317	69,761	183,333	89,501	6,399	483	3,200	11,390	463	15,541	9,057	36,451	13-55	0-55	18-48	10-77	43-35	2,612	J.	
K	5	31,477	3,868	35,649	11,975	897	126	468	650	67	2,095	1,131	3,943	4-38	0-45	14-10	7-61	26-54	475	K.	
L	1	5,083	6,829	12,012	4,892	390	30	238	86	30	852	721	1,689	1-72	0-60	17-02	14-41	33-75	232	L.	
P	6	86,336	20,061	106,827	55,802	2,942	265	1,550	2,260	222	9,841	4,532	16,855	5-08	0-50	22-11	10-18	37-87	1,354	P.	
Q	7	175,323	13,649	188,972	116,188	7,347	257	1,867	7,372	476	20,447	5,750	34,045	9-36	0-61	25-97	7-30	43-24	1,461	Q.	
R	7	9,585	57,676	73,898	28,953	2,299	176	1,287	3,283	162	5,076	4,117	12,638	10-66	0-53	16-48	13-37	41-04	1,131	R.	
T	4	15,729	3,838	19,672	12,390	835	83	445	599	64	2,215	1,071	3,949	7-31	0-78	27-02	13-07	48-18	435	T.	
U	9	162,461	13,019	175,640	88,252	5,914	369	2,364	13,107	412	15,442	5,769	34,730	17-91	0-56	21-10	7-88	47-45	1,751	U.	
UA	6	126,580	7,700	134,280	68,609	4,326	260	1,557	7,270	298	11,999	4,332	23,899	12-99	0-53	21-45	7-74	42-71	1,246	UA.	
UB	22	425,370	53,734	479,985	278,119	17,398	796	5,995	20,339	1,171	48,401	16,422	86,333	10-17	0-59	24-20	8-21	43-17	4,684	UB.	
UC	10	135,547	22,819	158,392	96,708	6,167	346	2,434	12,541	427	16,815	6,031	35,814	19-00	0-65	25-48	9-14	54-27	1,909	UC.	
V	10	174,636	20,048	195,009	95,744	6,165	477	2,446	2,771	435	16,821	6,817	26,844	3-41	0-54	20-70	8-39	33-04	2,100	V.	
WA (converted)	1	2,861	10,928	13,677	5,705	576	19	257	483	41	1,016	772	2,312	8-48	0-72	17-84	13-56	40-60	232	WA (converted).	
WD	3	29,521	17,143	46,822	22,372	1,772	74	549	3,598	123	3,846	1,827	9,394	18-44	0-63	19-72	9-36	48-15	468	WD.	
WF	16	180,050	105,946	317,547	155,873	11,719	529	3,876	15,223	801	27,129	13,543	56,696	11-50	0-61	20-50	10-24	42-85	3,650	WF.	
WW	2	47,341	13,802	61,224	32,115	2,570	72	646	896	172	5,532	2,466	9,066	3-51	0-67	21-69	9-67	35-54	576	WW.	
Totals	220	2,912,177	1,056,147	4,031,779	2,040,434	148,184	7,822	52,669	170,544	10,002	351,508	156,802	688,856	10-15	0-60	20-92	9-33	41-00	44,297		
General charges	83,939	5-00	
				4,031,779									772,795		46-00	
				36,719†									6,084\$		
Totals	..	2,912,177	1,056,147	3,995,060	766,711	

* Gang, fuel, and stores for one D (loco.) supplied by outside firm for two months.
 † Gang, fuel, and stores for one F (loco.) supplied by outside firm for one month.

‡ Mileage run by engines performing work-train services for Maintenance Branch
 § Credits for same from Maintenance Branch.

NOTE.—One FA sold and one K engine written off during year.

RETURN NO. 24—continued.
LOCOMOTIVE RETURNS FOR THE YEAR ENDED 31ST MARCH, 1923—continued.

Type.	Number of Engines.	Engine-mileage.				Quantity of Stores.				Cost.				Cost per Engine-mile, in Pence.				Days in Steam.	Type.		
		Details.		Total.	Running.		Coal.	Oil.	Tallow.	Waste.	Repairs.	Running.		Total.	Repairs.	Running.				Total.	
		Train.	Shunting and Empty.		Work train.	Stores.						Fuel.	Wages.			Stores.	Fuel.				Wages.
WESTLAND SECTION.																					
F	5	3,293	51,934	10,950	66,177	15,288	2,719	180	861	£	£	£	£	10-27	0-67	3-12	13-29	27-35	1,068	F.	
FA	1	4,086	1,760	421	6,267	2,372	278	23	109	1,524	18	129	325	58-36	0-69	4-94	12-45	76-44	117	FA.	
LA	4	7,775	4,952	25,423	38,150	9,651	1,369	110	485	254	90	545	1,679	1-60	0-57	3-43	10-56	16-16	635	LA.	
N*	3	41,688	3,171	..	44,859	21,688	1,537	109	652	1,722	112	1,209	1,671	9-21	0-60	6-47	8-94	25-22	536	N*.	
W	2	22,255	9,975	96	32,326	16,155	1,489	100	631	931	100	901	1,697	6-91	0-74	6-69	12-60	26-94	486	W.	
WA	3	46,374	10,165	506	57,045	26,316	2,159	141	864	2,201	148	1,485	2,451	9-26	0-62	6-25	10-31	26-44	680	WA.	
WD	4	80,969	12,309	84	93,362	42,212	3,597	194	1,245	2,119	242	2,379	3,325	5-45	0-62	6-11	8-55	20-73	951	WD.	
WE	1	10,023	4,132	239	14,394	10,044	653	53	300	427	46	564	903	7-12	0-77	9-40	15-06	32-35	245	WE.	
Totals	23	216,463	98,398	37,719	352,580	143,726	13,801	910	5,147	12,009	940	8,074	15,715	8-17	0-64	5-50	10-70	25-01	4,718		
General charges	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	4-45	..	
				37,719	352,580									43,277				29-46			
Totals	..	216,463	98,398	28,924	343,785	..	..	..	..	..	..	..	..	..	..	..	..	..	..
WESTPORT SECTION.																					
F	2	62	26,262	..	26,324	6,774	1,096	62	477	1,087	78	422	1,768	9-91	0-71	3-85	16-12	30-59	443	F.	
FA	2	15,689	13,527	229	29,445	10,326	1,150	89	660	485	84	646	1,484	3-95	0-68	5-27	12-10	22-00	486	FA.	
WB	5	71,192	24,247	253	95,692	53,721	3,788	329	1,738	2,775	257	3,362	4,046	6-96	0-64	8-43	10-15	26-18	1,149	WB.	
Totals	9	86,943	64,036	482	151,461	70,821	6,034	480	2,875	4,347	419	4,430	7,298	6-89	0-66	7-02	11-57	26-14	2,078		
General charges	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	5-40	..	
				482	151,461					..				..				31-54		
Totals	..	86,943	64,036	..	150,979	..	..	..	..	..	..	..	..	..	..	..	..	..	..

* One N transferred from North Island Main Line and Branches.

† Mileage run by engines performing work-train services for Maintenance Branch "working-expenses" classifications.

‡ Credits for same from Maintenance Branch.

RETURN NO. 24—continued.
LOCOMOTIVE RETURNS FOR THE YEAR ENDED 31ST MARCH, 1923—continued.

Type.	Number of Engines.			Engine-mileage.			Quantity of Stores.				Cost.					Cost per Engine-mile, in Pence.					Days in Steam.	Type.
	Details.			Running.			Running.				Repairs.		Running.			Repairs.		Running.				
	Train.	Shunting and Empty.	Work train.	Total.	Coal.	Oil.	Tallow.	Waste.	Wages and Material.	Stores.	Fuel.	Wages.	Total.	Wages and Material.	Stores.	Fuel.	Wages.	Total.				
F _A	1	1,607	5,281	6,888	Cwt.	Qt.	lb.	lb.	£	£	£	£	£	£	£	£	£	£	£	163	F.	
F _A	3	32,397	10,082	42,618	11,552	249	11	133	246	16	213	345	820	857	056	742	1202	2857	595	F _A .		
W _F	2	23,773	1,867	25,640	11,008	1,550	66	667	499	100	1,550	1,470	3,619	281	056	873	828	2038	358	W _F .		
Totals	6	57,777	17,230	75,146	24,164	2,881	143	1,298	1,926	189	3,449	2,701	8,265	615	060	1102	863	2640	1,116			
General charges	..	..	..	..	..	..	..	..	..	..	..	..	1,795	..	..	..	..	573	..	
				75,146									10,060					3213				
Totals	..	57,777	17,230	75,007	..	..	..	..	..	..	..	..	10,044	..	..	..	..	..	..	..

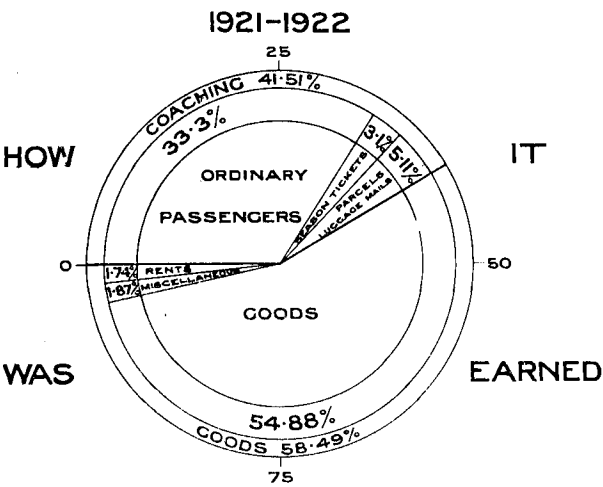
NELSON SECTION.

PICTON SECTION.																					
F.A. W.F.†	2 3	12,377 33,668	14,296 12,027	146 17	26,819 45,712	10,554 21,012	893 1,454	67 76	455 506	352 2,433	60 94	1,671 3,326	1,266 1,832	3,349 7,685	315 1278	054 049	1495 1746	1133 962	2997 4035	607 581	F.A. W.F.†
Totals	5	46,045	26,323	163	72,531	31,566	2,347	143	961	2,785	154	4,997	3,098	11,034	922	051	1653	1025	3651	1,188	
General charges	..	..	..	..	..	..	..	..	..	..	..	..	..	2,179	..	..	..	..	..	721	..
				163 163	72,531 163*									13,213 22†					4372		
Totals	..	46,045	26,323	..	72,368	..	..	..	..	..	..	..	..	13,191	..	..	..	..	..	..	..

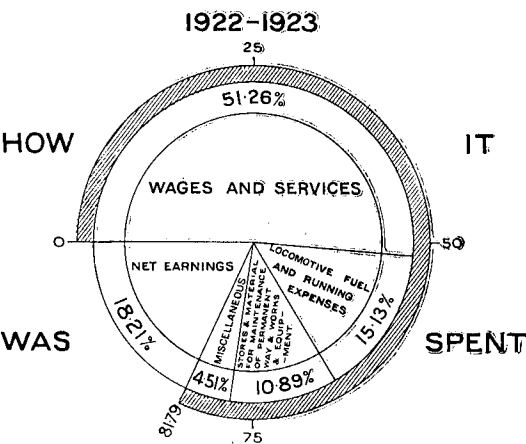
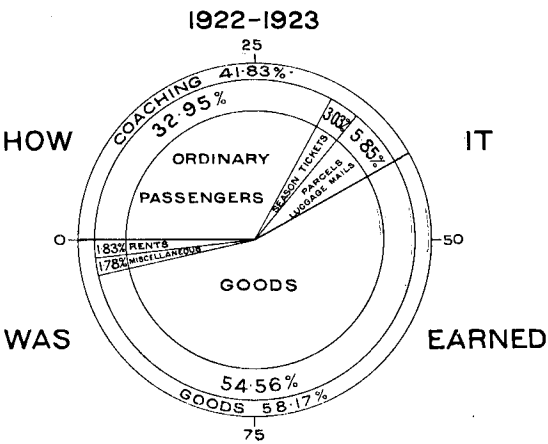
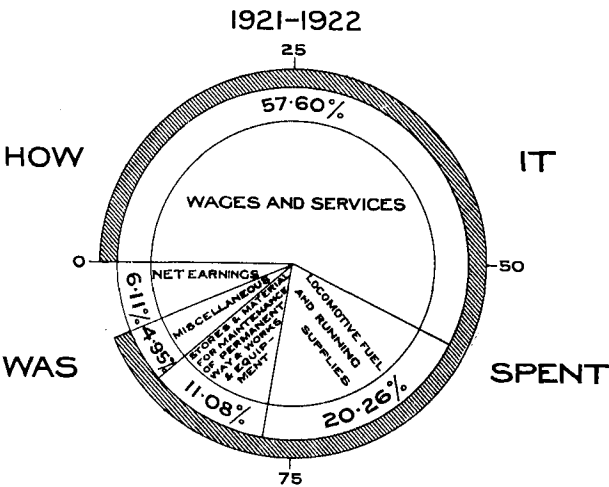
PICTON SECTION.

* Mileage run by engines performing work-train services for Maintenance Branch "working-expenses" classifications.
† Credits for same from Maintenance Branch.
‡ One W_F (loco.) transferred from North Island, 27th March, 1923.
Engine accounted for on North Island return.

REVENUE.

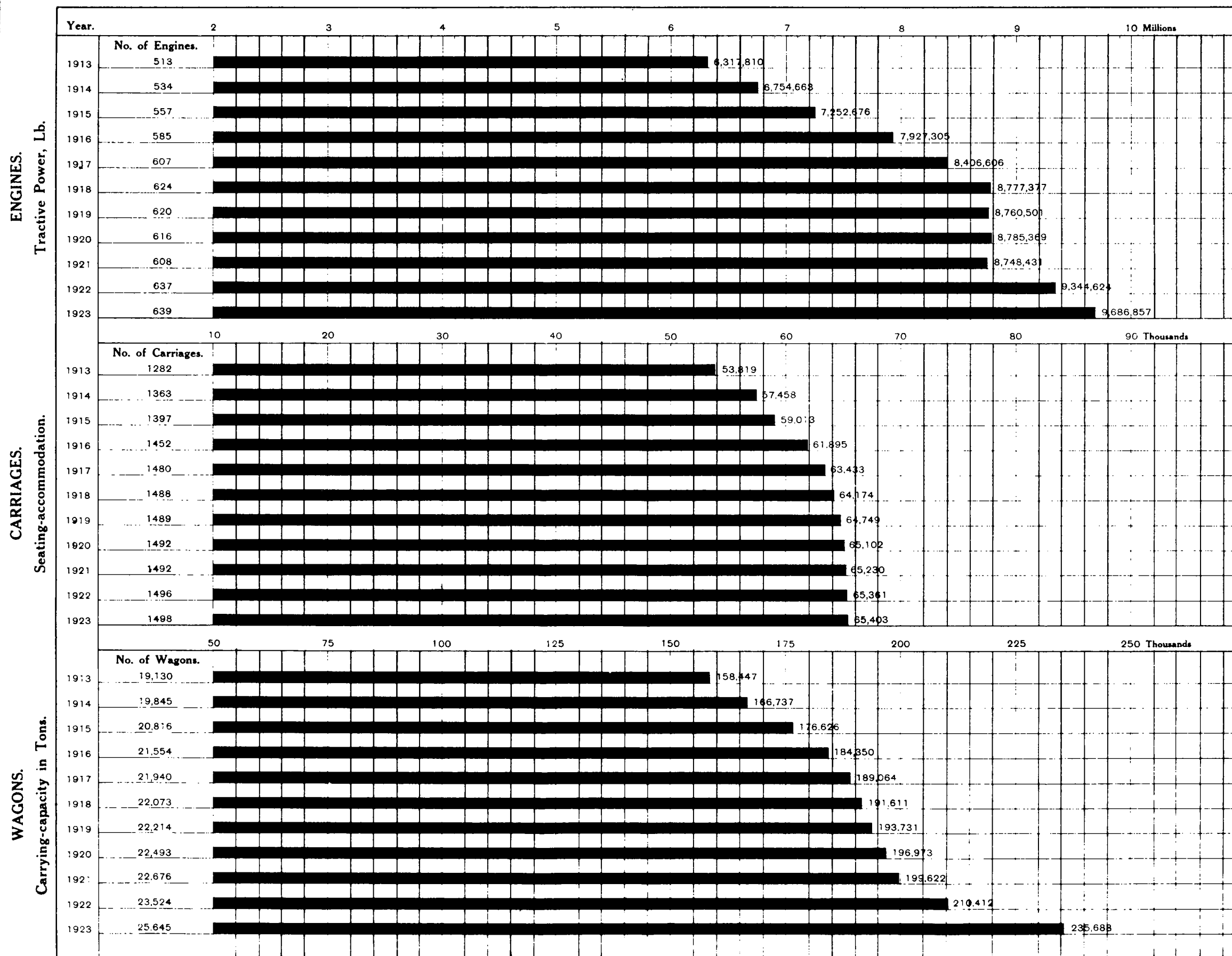


EXPENDITURE.



NEW ZEALAND GOVERNMENT RAILWAYS.

Number of Engines, and Tractive Power. Number of Carriages and Seating-accommodation.
Number of Wagons and Carrying-capacity, in use from 1913 to 1923.



Percentage of Increase,
1913-1923

Engines
24.56 per cent.

Tractive Power
53.33 per cent.

Percentage of Increase,
1913-1923

Carriages
16.85 per cent.

Seating-accommodation
21.52 per cent.

Percentage of Increase,
1913-1923

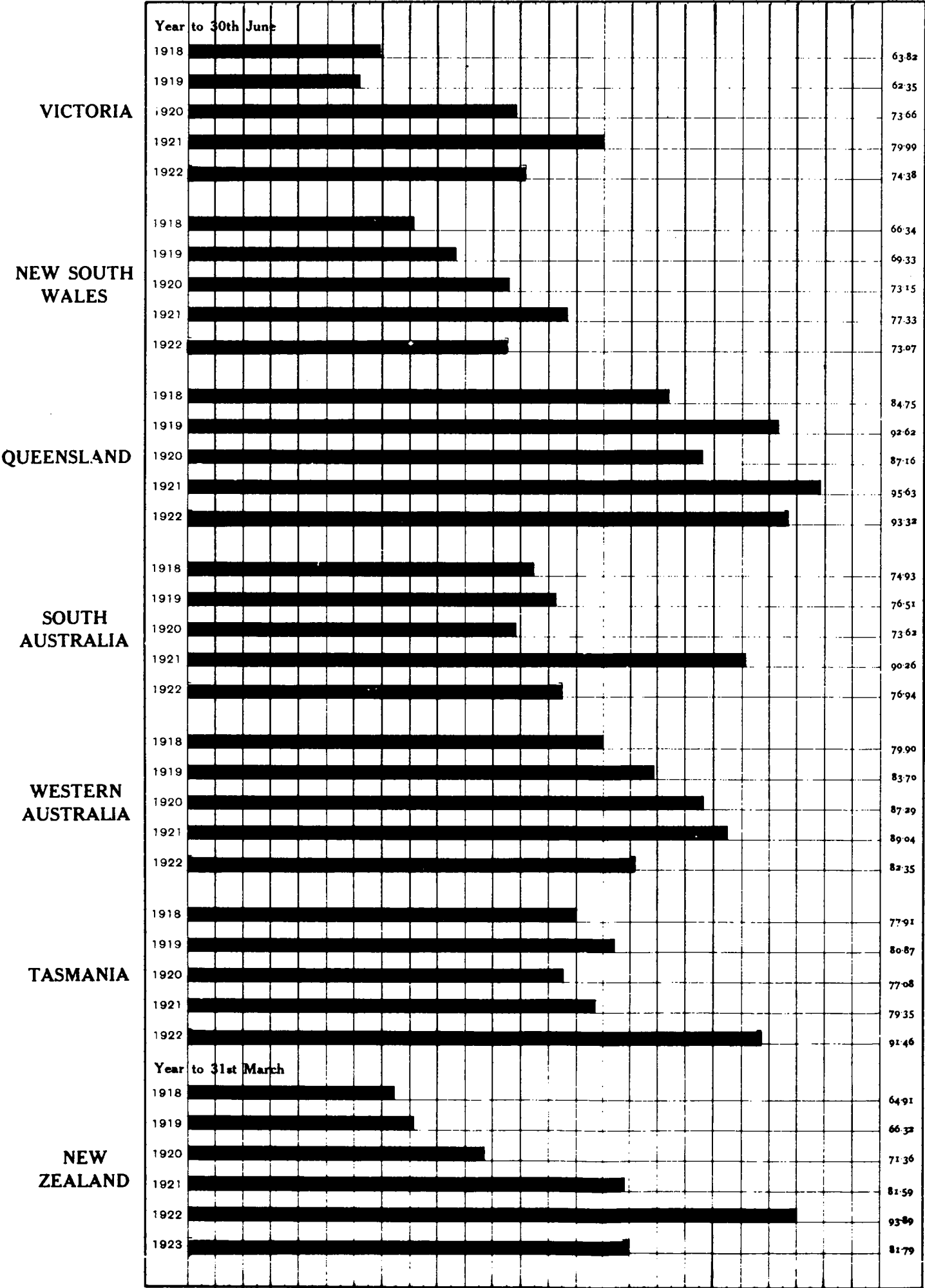
Wagons
34.06 per cent.

Carrying-capacity
48.75 per cent.

GOVERNMENT RAILWAYS OF AUSTRALASIA.
COMPARATIVE STATEMENT.

Percentage of Working-expenses to Earnings from 1918 to 1923.

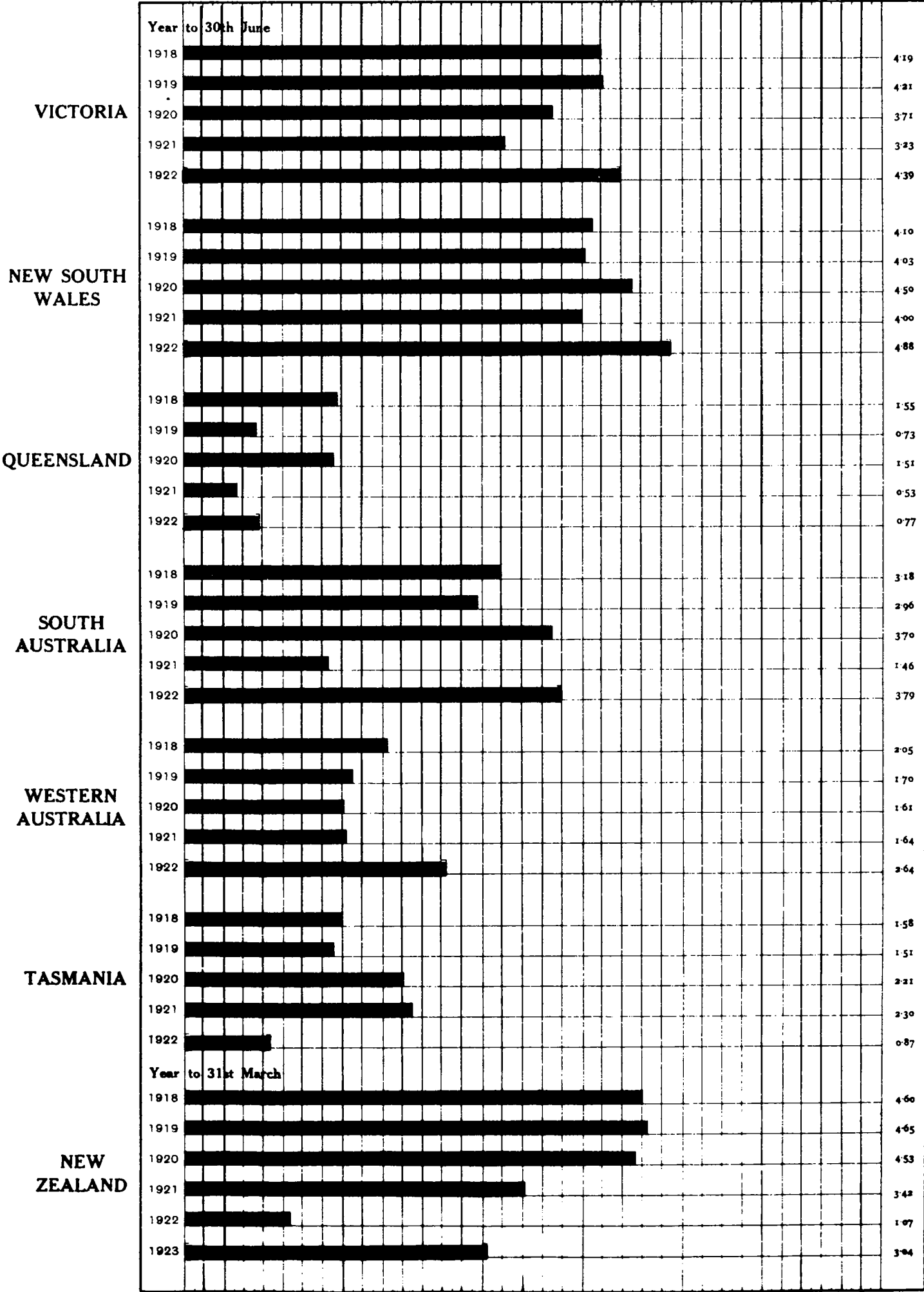
50 60 70 80 90 per cent.



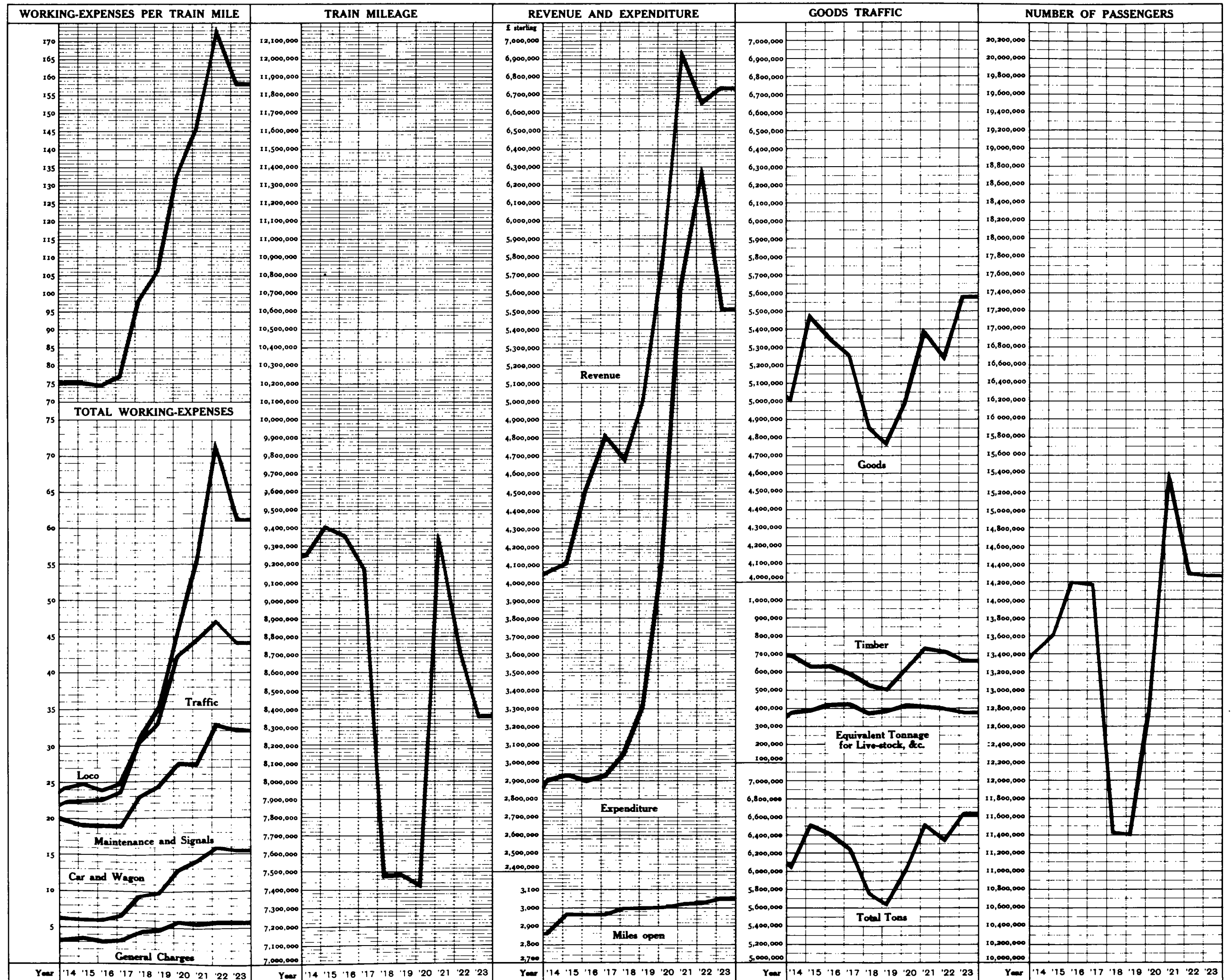
GOVERNMENT RAILWAYS OF AUSTRALASIA.
COMPARATIVE STATEMENT.

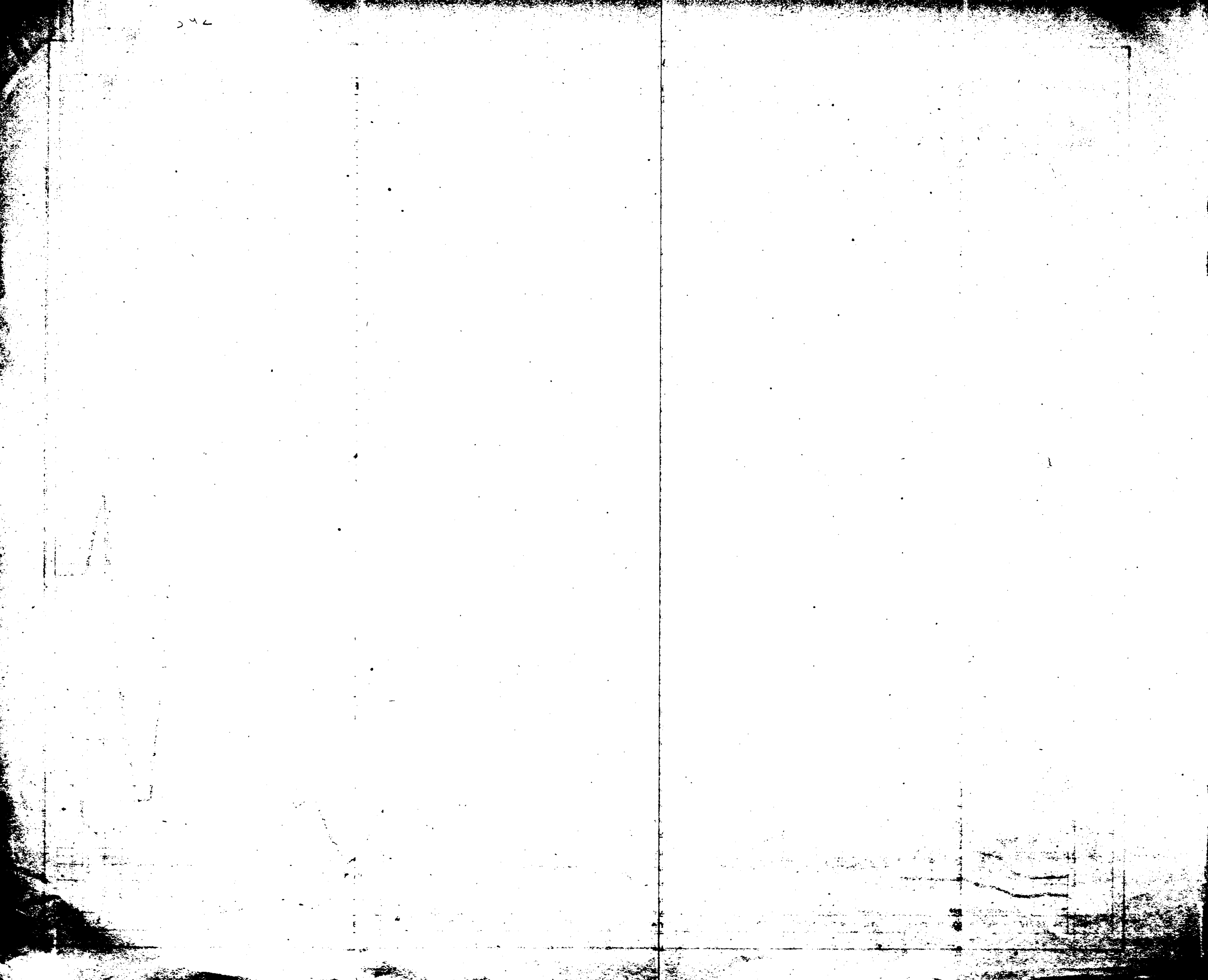
Percentage of Net Earnings to Capital from 1918 to 1923.

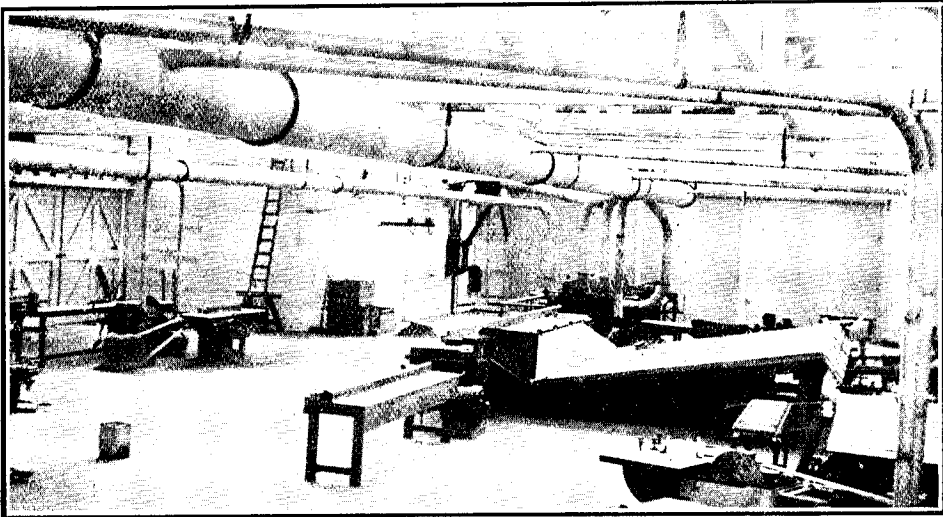
1 2 3 4 5 6 per cent.



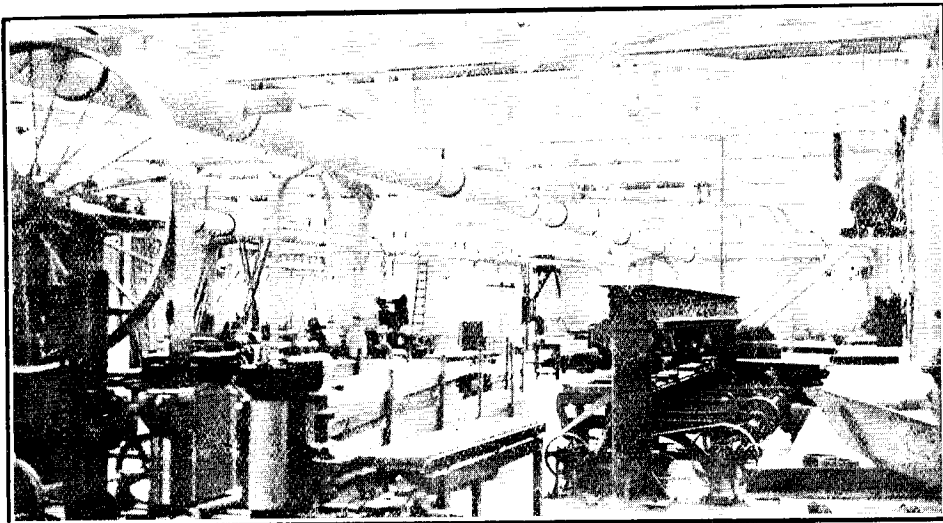
NEW ZEALAND GOVERNMENT RAILWAYS.



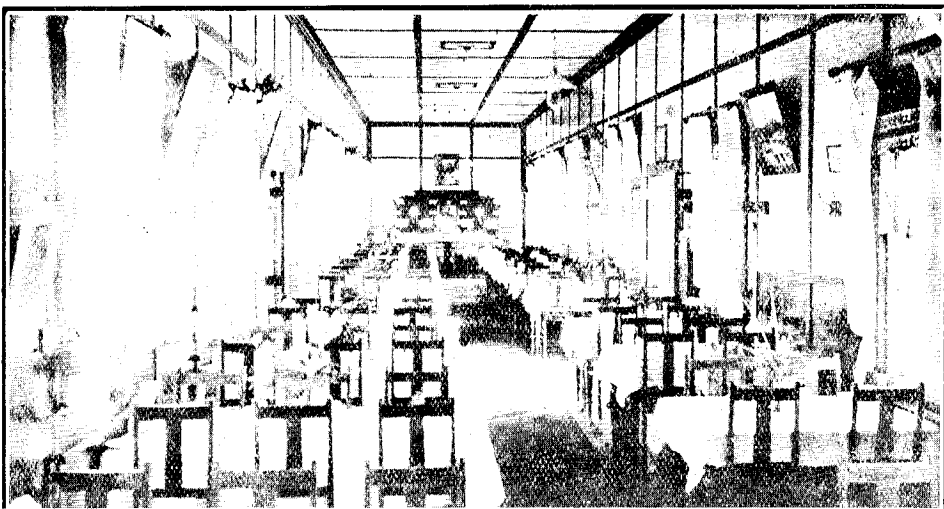




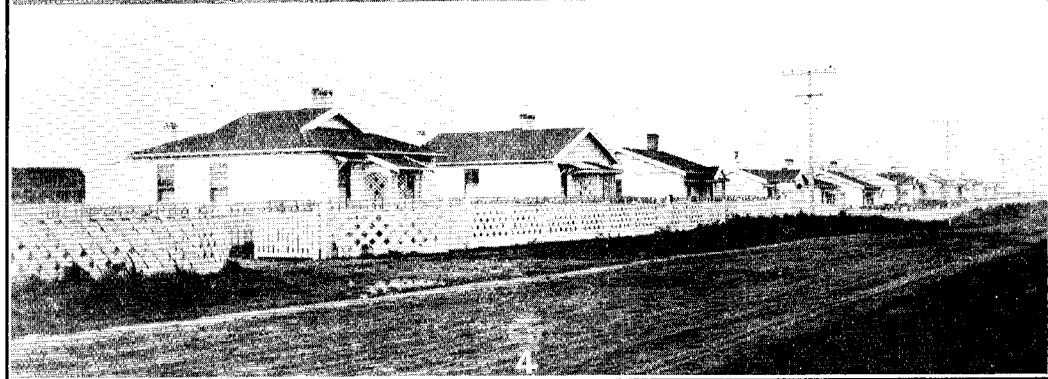
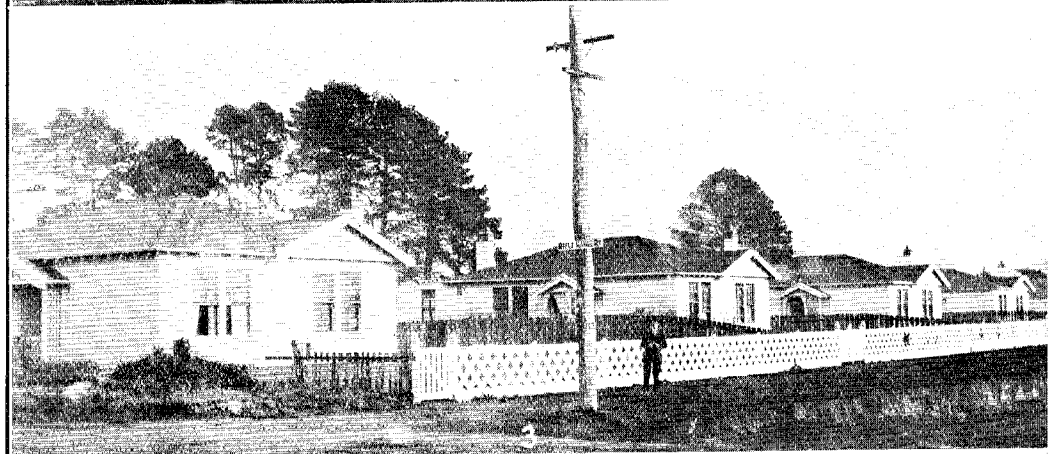
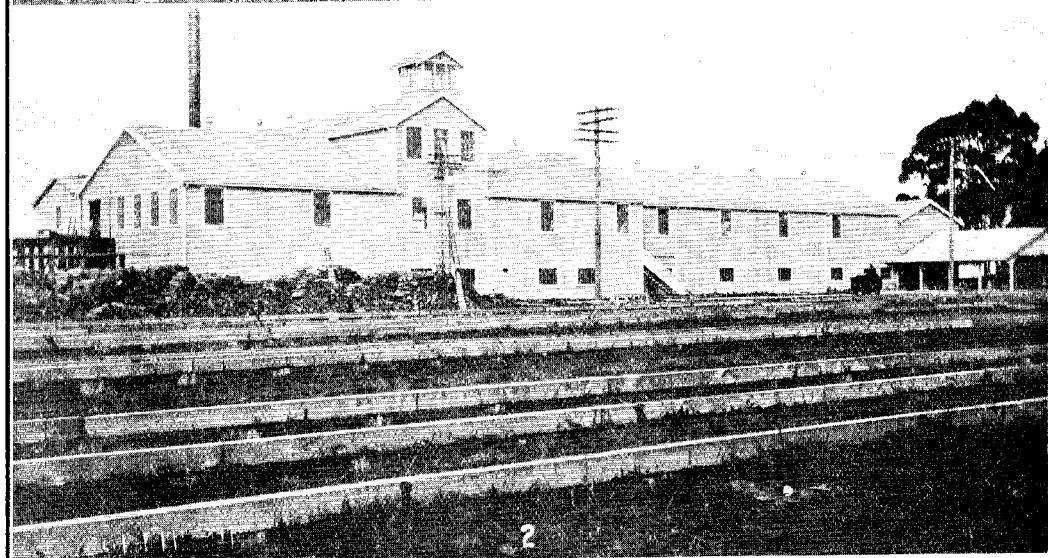
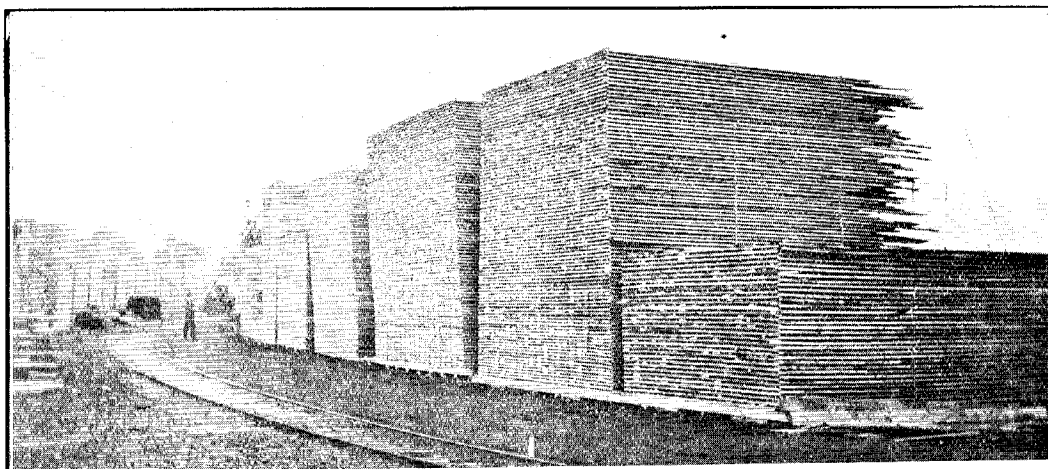
PLANING-MACHINE, HOUSING FACTORY.



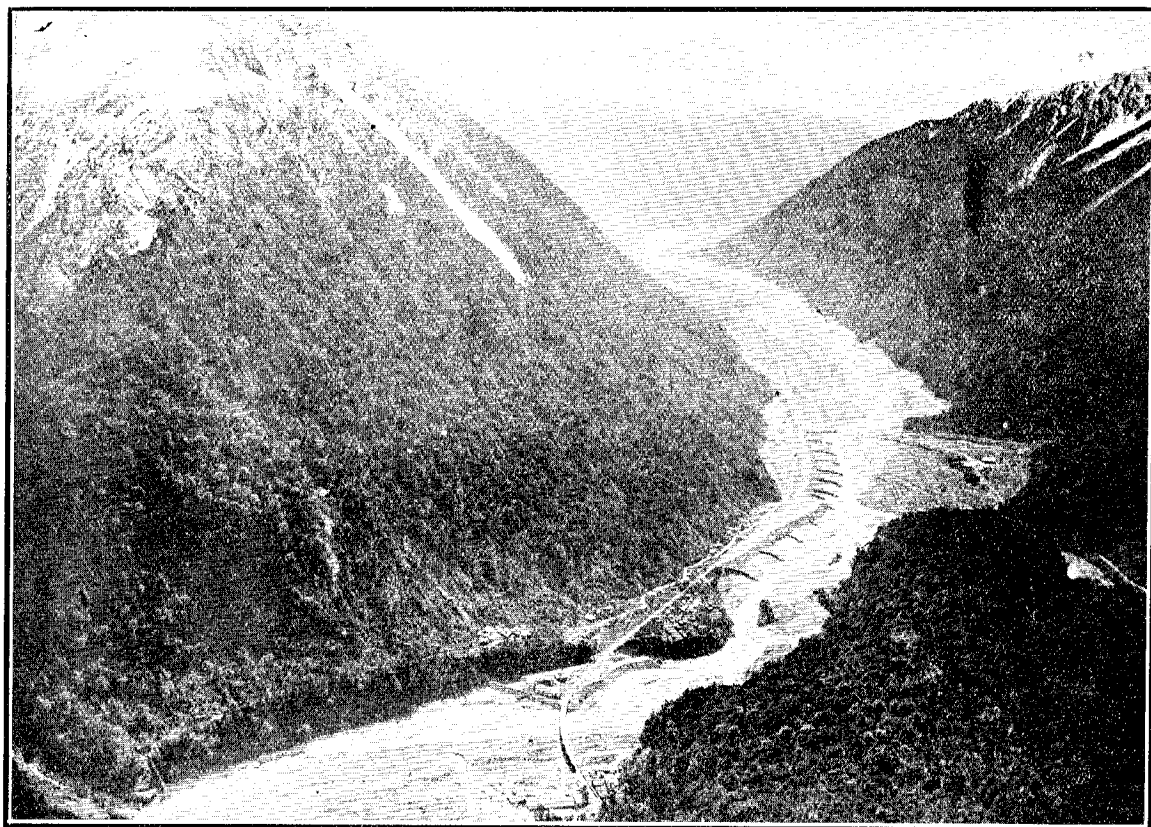
INTERIOR OF HOUSING FACTORY, EASTERN END, FRANKTON JUNCTION.



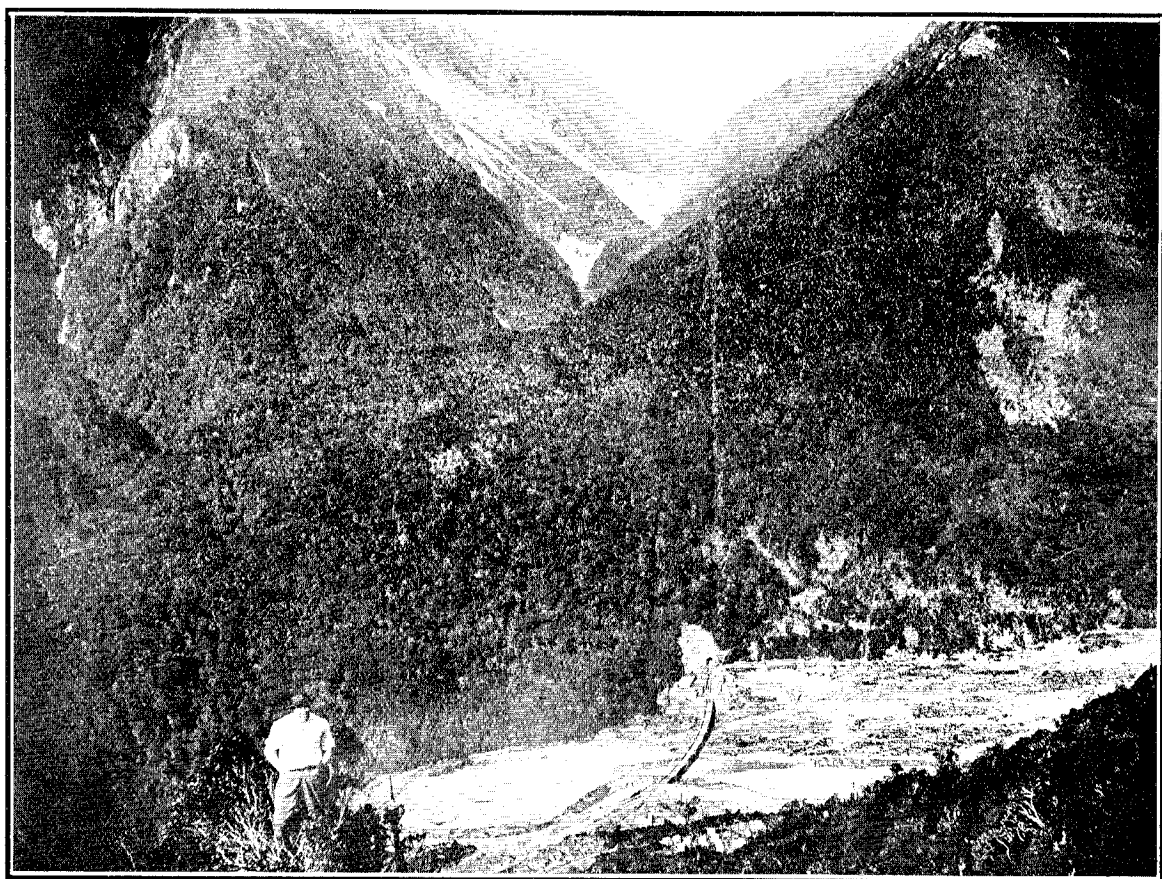
DINING-ROOM, FRANKTON JUNCTION RAILWAY-STATION.



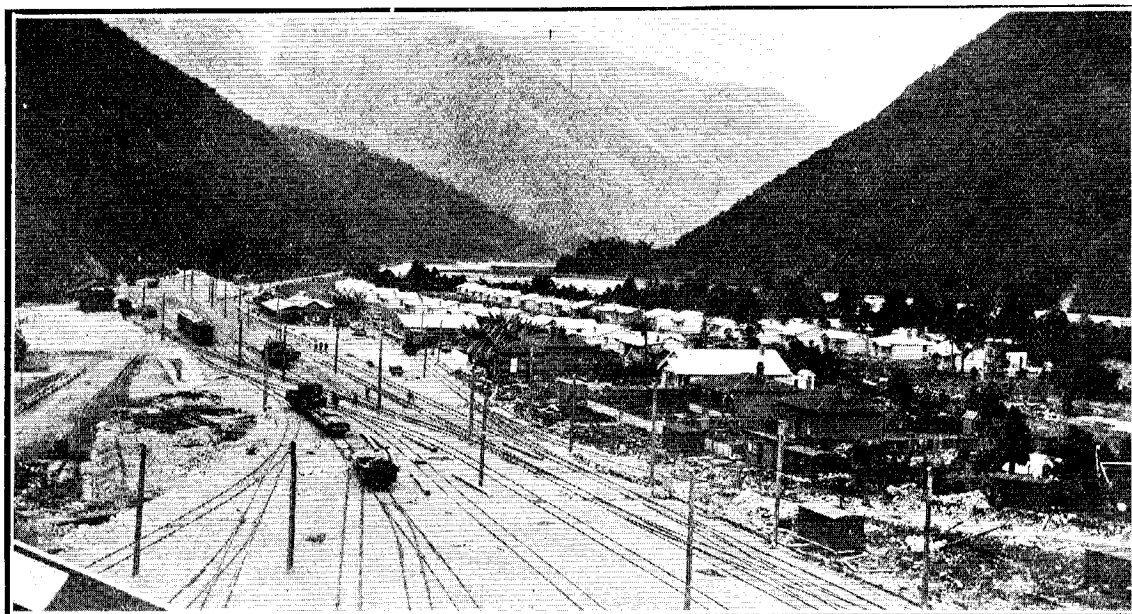
1. SAWMILL YARD, FRANKTON JUNCTION—PORTION OF THE TIMBER-SUPPLY.
2. THE SAWMILL.
3, 4. PORTION OF THE RAILWAY SETTLEMENT, FRANKTON JUNCTION.



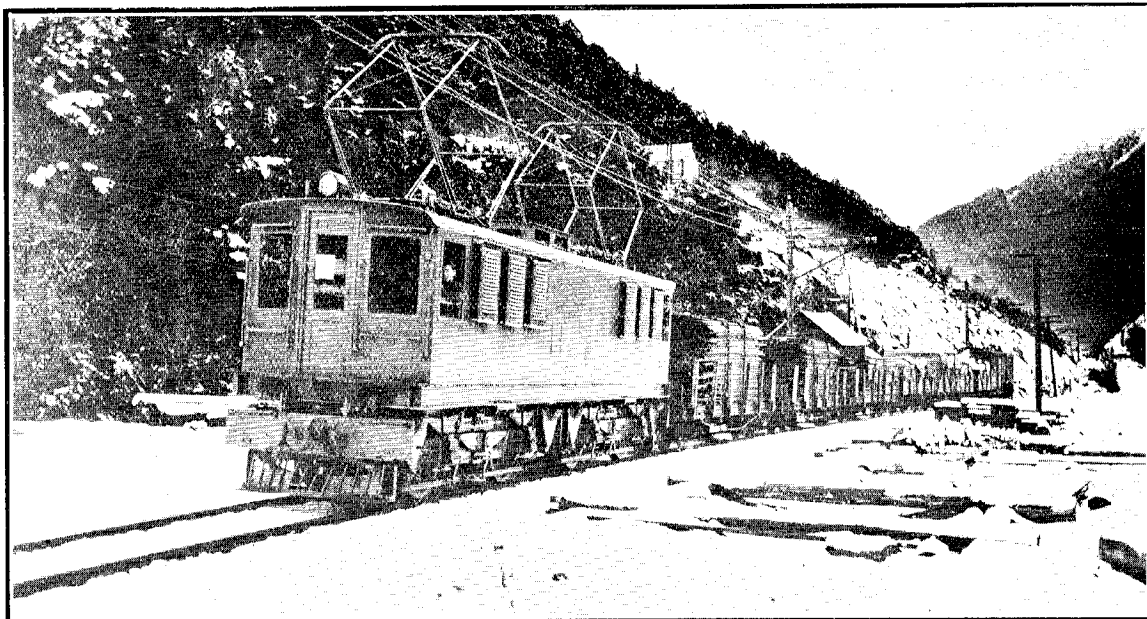
LOOKING DOWN OTIRA VALLEY.



LOOKING TOWARDS OTIRA PORTAL.



OTIRA SETTLEMENT AND RAILWAY-STATION, WITH PORTION OF THE YARD.



GOODS-TRAIN BETWEEN OTIRA AND ARTHUR'S PASS.

