

The output from mines in the Greymouth district was 329,565 tons, as against 276,732 tons last year, an increase of 52,833 tons. The opening of the Otira Tunnel has provided improved facilities for catering for the Canterbury markets.

The output from the mining area in the Wairio district, Southland, served by the Ohai Railway, was 26,041 tons more than last year, but the Nightcaps and other mines in the same neighbourhood fell off 5,316 tons.

The average number of men employed for the year was 16,353, as against 15,728 for the previous year.

Thirty-three members of the Second Division were promoted to the First Division, 505 members resigned, 118 retired on superannuation, 54 died, 104 were dismissed, and 1,153 engaged.

The sum of £27,257 16s. 3d. was paid under the Workers' Compensation Act during the year to members who sustained injuries while in the execution of their duty.

Nineteen new engines, increasing the total traction power by 4·19 per cent., were added to the locomotive stock. Two Class AB and seven heavy tank engines, Class Ws, were built in the Government Railway workshops; five Class AB engines were built under contract by Messrs. A. and G. Price (Limited), of Thames; the balance of engines added to stock (*i.e.*, five) completed the contract with the North British Locomotive Company (Limited), of Glasgow. Three old engines were condemned and written off stock.

Thirty-seven bogie cars, one bogie brake-van, thirty-one bogie and fifty-eight four-wheeled wagons were built in the Department's workshops.

The rolling-stock on order at the close of the year comprised thirty-three engines, 106 cars, four bogie brake-vans, and 137 bogie and 472 four-wheeled wagons.

Four thousand eight hundred and seventy-two car, van, and wagon axles were replaced during the year with modern steel axles.

The work of equipping the engines and rolling-stock on the Westland Section with the Westinghouse brake is well in hand, and will be completed early this year.

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.

Eighty-one and three-quarter miles of track were relaid, and 235,372 new sleepers and 202,414 cubic yards of ballast placed in the track during the year.

Automatic signalling with three-position colour light signals for single-line working was brought into use between Rolleston and Arthur's Pass (seventy-three miles) during the year, and is working satisfactorily. The work of installing automatic signalling between Otira and Stillwater (single line), and between Auckland and Penrose and from Addington to Rolleston (double line) is now in hand.

The tablet system was installed between Arthur's Pass and Otira.

Complete electric-power signalling and interlocking has been installed at Rolleston, Springfield, Arthur's Pass, and Otira Stations.

Three hundred and four stations are now equipped with fixed signals, and 106 are interlocked.

Traffic is now controlled by—

	Miles.
Tablet system (single line)	1,653
Lock-and-block (double line)	35
Three-position colour light and upper quadrant signals—	
Single line	81
Double line	12

The railway telegraph and telephone system has been extended, and now comprises 277 Morse sets, 1,773 telephones, 339 electric bells, 8,635 miles of wire, and 2,758 miles of poles.

REVENUE.

The gross revenue for the year amounted to £6,984,211, of which the North Island system yielded £4,197,393, an increase of £187,716, and the South Island system £2,786,818, an increase of £68,693 on the previous year's figures. The increase from the whole system, including Lake Wakatipu, was thus £256,409 on the earning of the previous year, but £15,789 below the estimate, due principally to the miners' strike at Westport during the period September to January, and traffic hold-ups on account of slips, floods, &c.

The particulars of the revenue earned are as follows:—

	1924. £	1923. £
Passengers, ordinary	2,136,999	2,216,514
Season tickets	212,601	204,106
Parcels, luggage, mails	406,832	393,322
Goods	3,953,213	3,671,008
Miscellaneous, rents, &c.	274,566	242,852
	<u>£6,984,211</u>	<u>£6,727,802</u>

The gross receipts per train-mile for all lines were 185·50d., as against 193·18d. for the preceding year, a decrease of 7·68d. per train-mile.

The North Island main line and branches gave a return of 184·92d. per train-mile, against 193·20d. for the previous year, a decrease of 8·28d.