

(31.) That consideration be given to the purchase of Welsh coal, which, as has been stated in evidence, would reduce consumption.

(32.) That trials be given to ascertain to what extent it would be possible economically to use New Zealand coal.

(33.) That consideration be given to the maintenance costs of carriages and wagons, which would appear to be capable of reduction.

(34.) That as the wagon stock appears to be high, careful consideration be given to this matter.

(35.) That as the average ages of carriages, brake-vans, and wagons are respectively 22·77, 27·45, and 22·79 years, indicating a number of obsolete types, these be replaced as early as possible.

(36.) That standardization be introduced in connection with the length of carriages over headstocks. The types should not exceed three, or at the outside four. Bogies and under-frames also to be standardized.

(37.) That suitable statistical returns comparing costs, &c., be introduced.

OPERATION.

(38.) That a complete revision of time-tables is essential.

(39.) That mixed trains be reduced to a minimum.

(40.) That tourist, excursion, and half-day suburban traffic be encouraged by increased facilities and popular fares.

(41.) That the control of train movement and distribution of wagon stock be centralized.

(42.) That collection and delivery of goods and parcels in combination with motor-owners be introduced.

(43.) That no rental in addition to cost of construction and renewal be charged on private sidings.

RATES AND FARES.

(44.) That excursion fares be reduced.

(45.) That fares for distances up to 3 miles be reduced.

(46.) That great caution be exercised in reducing rates.

(47.) That certain coal rates be increased.

STORES.

(48.) That the Stores Branch be reorganized so that the whole of the stores, including coal, be brought under the direct supervision of the Comptroller of Stores.

(49.) That improved methods of conservation, distribution, and stock-taking be introduced.

(50.) That the method of charging out stores be simplified and arranged so that the Railway Department assumes responsibility for items immediately they are delivered.

GENERAL.

(51.) That more complete statistical data be compiled.

(52.) That a graduated scheme of railway-training be instituted.

(53.) That a programme of officers' visits to other railways be arranged.

In this report under the several headings we make a number of suggestions which we consider should follow on the adoption of the above-mentioned recommendations.

VII. CONCLUDING REMARKS.

In concluding our report we would express appreciation of the manner in which the officers of the Railway Department, from the General Manager downwards, have assisted us. A large amount of information, statistical and otherwise, was required in connection with our investigation, and this was collated and supplied with a promptitude that merits record.