

1925.

NEW ZEALAND.

RAILWAYS STATEMENT

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

MR. SPEAKER,—

I have pleasure in presenting the Railways Statement for the year ended 31st March, 1925.

The net revenue amounted to £1,567,108, equal to 3·55 per cent. on the capital invested in lines opened for traffic. Taking into consideration the extraordinary circumstances that prevailed, and the exceptional demands that had to be met during the financial year, the results are, in my opinion, very satisfactory. The complete cessation of operations for eight days, as the result of the disagreement with one section of the railway employees, resulted in a loss estimated at £150,000. Increased contributions to the Government Railways Superannuation Fund amounted to £80,000. The infantile-paralysis epidemic adversely affected the Department's revenue during the summer months, and was responsible for a loss of about £100,000. It will be observed, however, that the returns from goods traffic showed much improvement over the previous year. I have dealt more fully with that aspect in my remarks in connection with the Commercial Branch.

RAILWAY FINANCES AND ACCOUNTING.

The most important changes in policy given effect to were the creation of a special Railway Fund, and the general reorganization of the Department's financial and accounting systems. These changes were outlined in my previous Statement, and were brought into operation as from the 1st April, 1925. Every possible care was taken to ensure successful and smooth working in their inauguration. The best expert advice was obtained from officers of the Treasury, Public Service Commissioner's, and Railway Departments. The policy adopted was the result of their unanimous approval, and was subsequently confirmed by the Royal Commissioners—Sir Sam Fay and Sir Vincent Raven—who thoroughly investigated the operations of the New Zealand Railways towards the end of last year.

Under this policy the Department will have full control of its own funds. It will be called upon to pay the average interest on capital expenditure, make provision for depreciation, renewals fund, insurance, and charges for repairing slips and flood damage. The Department will have also to pay the Government annual contributions to the Railway Superannuation Fund, and generally meet all its obligations, but, on the other hand, will be recouped for services rendered as far as may be practicable. The steps taken will not lessen the present parliamentary control.

The policy will be to manage the railways so that the receipts will be sufficient to meet working-expenses, interest on capital, reserves and sinking funds. Surpluses will be devoted to improving services, reducing freights, &c., and deficits will be met by taking steps to improve the financial results in the directions indicated by the statistical data compiled.

The placing of the accounts on a commercial basis has not been done with the object of making increased profits, but purely for the purpose of ensuring efficient working and enabling the administration and the public to ascertain the true position with regard to the Department's operations.

STATISTICAL INFORMATION.

Closely allied to the reorganization of the finances and accounts is the inauguration of the most up-to-date system of compiling essential railway statistics. The necessity for this was emphasized by the Royal Commission, and the Government was fortunate in obtaining the services for about three months of Mr. J. A. Warren King, Statistical Adviser to Sir Felix Pole, General Manager of the Great Western Railway. Mr. King acted in a secretarial capacity to the recent Royal Commission. The statistics outlined by him are now being compiled, and will undoubtedly be of great value, not only to the Department, enabling it to closely scrutinize all phases of its operations, but in making valuable comparisons with similar returns of railway systems throughout the world.

There is no intention, however, of spending a large amount of time and money in collecting information merely for the sake of producing statistical returns. The compilations will consist purely of data that will be of practical use in securing definite knowledge of working results, and in enabling the administrators to ascertain and remedy matters that may be found to require adjustment from time to time.

ROYAL COMMISSION OF INQUIRY.

As indicated in my last Statement, arrangements were made for Sir Sam Fay and Sir Vincent Raven to be constituted a Royal Commission to inquire into and report on the whole of the Railway Department's operations. A full report of the Commission's findings has been published, and is being laid on the table of the House during the current session as Parliamentary Paper D.—2A.

The report is a most valuable one from all points of view. Most of the recommendations have been adopted and others will be given effect to in due course.

A perusal of my two previous Statements will show that the most important reforms recommended had either been fully investigated or decided upon. Consequently I was able, immediately the Commission's report was available, to place full recommendations before Cabinet dealing with all points except the reorganization of the Mechanical Department, which has now been placed in hand.

Dealing shortly with the summary of the Commission's recommendations under the various headings on page 65 of the Report the position is as follows:—

FINANCE.

The proposals in regard to finance are in accordance with the system now in operation.

ORGANIZATION.

The general management and divisional organization was brought into operation on the 16th February, 1925.

With reference to the recommendation that a Board of Management should be appointed to replace the General Manager and the Assistant General Managers, I may say that the policy of staff retirement had already been inaugurated. Mr. McVilly, the General Manager, had intimated his willingness to fall into line with that policy, and had asked to be allowed to retire in accordance with the provisions of the Government Railways Act. Owing, however, to his long connection with the Department and his wide experience, it was thought advisable to retain his services until the report of the Commission was received; but I had already formed the opinion that, on the General Manager's retirement, a Board of Management should be established. The Commission fully endorsed this proposal, and a Board, consisting of a Chairman, an Operating Member, and a Commercial Member, was appointed.

The system of divisional control was also adopted, and the number of districts in each Island reduced. As will be seen from the organization diagram included in this statement, under the divisional control system each Island is placed in charge of a Divisional Superintendent stationed at Auckland and Christchurch respectively.

The Divisional Superintendents control and direct all transport work, including the running of trains ; handling of goods and passengers ; improvement of services ; maintenance of track, structures, and appliances ; allocation, use, and distribution of engines and rolling-stock ; and generally provide and control facilities for travel.

The North Island Divisional Superintendent is assisted by a Locomotive Engineer and a Civil Engineer, and the South Island Divisional Superintendent by a Locomotive Engineer and Traffic Officer.

The Locomotive Engineer also acts as the District Officer in charge of the Locomotive Running Branch and is charged with the provision of power for train services.

The workshops, as in the past, come under the direct control of the Chief Mechanical Engineer.

District Engineers (Civil), so far as the maintenance and general upkeep of the track is concerned, report to and take their instructions from the Divisional Superintendents.

Traffic districts at Whangarei and Greymouth have been abolished and merged in the Auckland and Canterbury Districts respectively.

The following extract from a report on the Divisional system of control in operation on the South African Railways clearly illustrates the advantages of the system :—

“ Two very important features, which are not very generally recognized, exist under the transportation or divisional system as applied to the South African railways :—

“(1.) The Chief Mechanical Engineer supplies the engines and rolling-stock, and the business of the Transportation Officer is to make the best use of the engines and rolling-stock placed at his disposal. The Transportation Officer is not concerned with the maintenance of the engines or the stock, the cost of this service forming a charge against the Mechanical Department. The Mechanical Department, therefore, keeps a check on the condition of the rolling-stock, and it is the business of the Transportation Department to utilize it to the best advantage.

“(2.) Whilst the Engineer responsible for the maintenance of the section of open lines is under the control of the Divisional Superintendent, there are four Maintenance Engineers—one attached to the headquarters of each system—who are under the control of the Assistant General Manager. The Assistant General Manager of each system has the benefit of the professional knowledge and experience of these officers in all matters of importance connected with the maintenance engineering-work of the system, and it is the further duty of these Engineers to examine and report upon the condition of the permanent-way. But the Chief Civil Engineer is the officer who performs in relation to permanent-way somewhat similar functions to those carried out by the Chief Mechanical Engineer in respect of rolling-stock. He is first of all responsible for reporting upon and framing estimates for new lines. He supervises the construction of all new lines, and large programmes of relaying, resleepering, renewal of large bridges, &c., are carried out under his control. He is also responsible for preparing standard designs of all station buildings, houses, warehouses, bridges, culverts, &c., and any proposed changes of route, or deviations, or alterations in the lay-out of station-yards of any magnitude, must be submitted by Transportation Officers to the Chief Civil Engineer. This officer is also responsible to the administration for seeing that the permanent-way, stations, and buildings are maintained in a proper and safe condition.

“ It will thus be seen that whilst Transportation Engineers are directly responsible for the maintenance of the permanent-way, &c., it is the duty of the Chief Civil Engineer, on behalf of the administration, to see that the work is duly carried out, and that a proper standard is maintained.

“ It is claimed that the transportation or divisional system tends to give officers a better all-round training for the more responsible positions than the departmental system. It is undoubtedly the case that under the transportation or divisional organization a broader view is taken of the working generally, and of various improvements along the line which are seen to be necessary from time to time. Officers now look more to general utility and less to the question as to who should bear the cost; and there is not the same tendency to take no interest in work which, under the departmental system, would be for the benefit of some other department.”

ENGINEERING.

A full programme of improvements and new works (D.-2A, 1924) has been arranged, and some of the works are now actually being undertaken.

MECHANICAL.

Full particulars are included elsewhere in this Statement.

OPERATION.

Revision of time-tables: This work is actually in hand, and many improved and faster services have been inaugurated.

Reduction of mixed trains; encouragement of tourist and suburban traffic; control of train-movement and distribution of wagon stock: Officers of the Transportation and Commercial Branches have these matters in hand.

Collection and delivery of goods: Much valuable information has been collected, and the scheme will be proceeded with further as soon as the through booking of parcels and goods between the Islands is in thorough working-order.

Private-siding rentals: This matter has had very careful consideration, but in view of the large amount of revenue that would be affected, it has been decided to take no action during the current year. It will be reviewed at a later date.

RATES AND FARES.

Excursion fares have been reduced. Other matters referred to have been dealt with in the revision of the tariff.

STORES.

The Commission's recommendations have been given effect to.

GENERAL.

Statistical data: An up-to-date system has been adopted.

Staff training: Data has been collected, and steps will be taken to inaugurate a scheme within the next month or two.

Officers visiting abroad: This has been arranged, and several officers are at present abroad.

APPOINTMENT OF CHIEF MECHANICAL ENGINEER.

With reference to the Commission's recommendation that a Chief Mechanical Engineer, fully qualified and thoroughly conversant with up-to-date methods of railway-working, be appointed, steps were taken to secure the services of such an officer in England, and Mr. G. S. Lynde, O.B.E., A.M.I.Mech.E., M.I.Loco.E., was appointed to the position. He took up duty on the 20th April, 1925.

TARIFF REVISION.

One of the most important matters that have engaged attention during the year has been the revision of the tariff. The multitude of decisions involved in the settlement of the fares, rates, and charges depend for their soundness on adequate information being available as to the effect of the various rates, on the one hand as affecting the Department's customers, and on the other as affecting the Department itself. In the former aspect much advantage has been derived from the drawing-together of the Department and its customers into a closer personal relationship. Free and frank discussion, with communication by correspondence reduced to

a minimum, has enabled the Department to obtain that knowledge of the views of its customers on which alone could be based sound judgments on the many and intricate questions that arose for settlement in connection with the tariff. That the Department has been enabled to bring about that closer personal relationship is one of the most pleasing as it is one of the most useful results of the new policy. It has not only put the Department in a position to gauge with greater accuracy the wants of its customers, but has also resulted in the customers themselves getting a better understanding of the Department and the problems with which it is confronted. The policy is capable of very considerable expansion along the lines indicated, and will be actively prosecuted with the object of making the Department indispensable to the community.

The more intimate knowledge obtained of the trend of public opinion, which in turn has itself been influenced by closer acquaintance with the aims of the service, has enabled the Department to adjust its policy with confidence and to bring it into harmony with the public demand, although this required a radical departure from what had been previously contemplated. As was foreshadowed in my Statement of last year, the policy then in contemplation was one of reduction of the general rates. There was at that time a very substantial body of public opinion demanding this course of action, which was one of the effects of the commercial depression from which the country was then recovering. With a marked improvement in the financial position of the country during the last year the whole aspect in regard to railway rates has been changed, and the demand is now for improvements in the services.

It had, moreover, become more and more evident that the times required a closer assimilation of the Department to a business. The policy of running the Department on commercial lines has met with universal public approval, but such a policy required a largely increased revenue to meet the increased rate of interest to be paid, and to provide for renewals, &c., in accordance with sound business principles.

As a corollary, rate adjustments involving increases in certain directions became necessary. Care has been taken to distribute these increases as equitably as possible, and where, after discussions with representatives of the interests affected, it has appeared that further adjustments were desirable in order to avoid hardship or undue disturbance of business, such adjustments have been made without hesitation. Increases in rates cannot be made without protest or objection, but the adoption of the policy outlined has enabled the difficult problem of tariff revision to be satisfactorily solved.

In view of its magnitude, I have decided to present the tariff, with the reports thereon, as a separate parliamentary paper this session.

COMMERCIAL BRANCH.

During the year much valuable work has been accomplished by the officers of the Commercial Branch, and many important matters are now receiving consideration.

Probably the Branch's chief value is in connection with its activities in acquiring new business and regaining that lost to motor and sea competition. Business Agents are now continuously engaged in interviewing clients and prospective clients, attending meetings of local bodies, Chambers of Commerce, &c., and generally keeping in very close personal touch with all sections of the community to definitely ascertain their requirements and secure business. The success of the branch has fulfilled expectations, and there can be little doubt that the increase in the Department's goods business is due to its activities in this direction and the capable manner in which its proposals have been dealt with by the Board of Management and other controlling officers. Already many valuable services have been inaugurated, and the absence of dislocation in their initiation is an indication of the thorough manner in which details were arranged preparatory to the changes being brought into operation.

A system of through booking of passengers by rail and steamer between the North and South Islands was brought into operation on the 11th March, 1925, and

the extent to which it has been taken advantage of and appreciated by the travelling public indicates that it is a decided success. This applies to a greater extent to the inter-Island booking of goods, which was commenced on the same date. This service is also being widely availed of, and will lead to a substantial increase in the Department's business.

The most important departure from the Department's past policy has been the creation of special rates to meet special conditions due to serious motor competition in certain localities. Investigation showed that this competition was securing a good deal of the best-paying business and leaving the lower-freighted commodities for the Department to handle. There were instances in which carrying firms brought the latter class of goods to the nearest railway-station, while carrying those in the higher classes right through to destination by road.

Benzine and dairy-produce constituted the backbone of the motor competition, and to the carriage of these much attention has been given by the officers of the Commercial Branch and the Board. Benzine has been reclassified from Class A (rate and a half) in 1922 to Class B (plus 25 per cent. for any quantity), representing a reduction from £3 14s. to £2 11s. 11d. per ton for a distance of 100 miles. In addition, special rates have been arranged to secure traffic in certain districts. As a result, our benzine traffic is increasing, and the position is being very closely watched.

For dairy-produce special rates have been arranged to recover traffic from competitors, and the latest reports indicate that in the forthcoming season the result will be highly satisfactory. It is natural that differentiation of rates should give rise to some complaint against such a policy in a State-owned undertaking such as the railways, but the study given the problem by those concerned made it clear that in localities where the motor could compete under the conditions existing extraordinary measures would have to be adopted. Unless it was checked this competition would make such serious inroads into the Department's revenue as to leave the Government no alternative but to increase freight rates all round to make ends meet. In addition, the further loss of traffic would mean reduced service, which in itself is sufficient under modern conditions to drive traffic away.

Undoubtedly the steps taken were in the public interest. In this connection it is clear that the position of railways *versus* roads is economically unsound, inasmuch as commercial lorry-owners have not been called upon to pay a quota of the cost of road construction and maintenance commensurate with the service obtained, whereas the railways have to meet all such obligations. I have stated from time to time that where it is found that districts are more economically and conveniently served by road than by railway, they should have one and not both. It is clear, however, that this can be only ascertained by placing both systems on an even footing as far as may be possible and scientifically comparing the relative cost of service. The Railway Board states that the Department was practically subsidizing the construction and maintenance of roads to the extent of £65,000 per annum by carrying road-metal at an unpayable rate, which is indirectly a cause of the Department's having to reduce its rates on the higher classes to meet road competition.

The Commercial Branch has obtained also a good deal of information about a collection and delivery system at stations, and tenders have been accepted in some places.

Through rail and motor tours are being carefully investigated in the various localities with the object of influencing the maximum amount of traffic to the railway.

Successful arrangements have been made in many places for linking up the railways with reliable carriers and passenger-transport firms serving towns and country districts from the nearest station.

As already stated, the branch is a very essential part of the Department's operations. It is the duty of the Department to ensure that every possible step is taken to make the railways indispensable to the people and to ensure an efficient, economical, and convenient service that will hold its own with any other form of transport.

TRAIN SERVICES AND GENERAL OPERATION.

The Commission recommended a complete revision of time-tables, and that mixed trains be reduced to a minimum. As will be seen from my last Statement, these matters were then being considered. Very considerable improvement has already been effected in express and important passenger-train services, and the General Superintendent of Transportation and the Operation and Equipment Assistant are at present engaged on the general revision of time-tables throughout the Dominion.

The "Limited" express was inaugurated as a night service between Wellington and Auckland in December last. Originally it was proposed to give the night service a trial for some months and then try a daylight "Limited" service, but so much opposition was raised to the suggested withdrawal of the night service that it has been decided to defer the running of the daylight service until next summer, when a more satisfactory comparison can be made. It may be found possible to so arrange the running of the ordinary Main Trunk expresses as to enable the scenic part of the journey to be covered in daylight hours.

The Wellington—New Plymouth and Wellington—Napier express time-tables have been vastly improved and journey times reduced. Many other improvements have also been effected, including a connection at Palmerston North with the down Napier and up New Plymouth expresses. The acceleration of these trains has also placed the railways in a position to cope with the rapid growth of passenger motor competition between Napier—Palmerston North—Wanganui and Taranaki, and Wellington and Hawke's Bay. A motor service that usually met the Napier expresses at Ashhurst, where the trains previously crossed, and picked up passengers for the district north of Palmerston North, has been eliminated. The crossing-place under the present time-table has been changed.

The Christchurch—Invercargill expresses, Christchurch—Dunedin, and Dunedin—Invercargill mail-trains have been accelerated, the time of the journey being reduced in the case of the longer-distance trains by nearly an hour and a half.

Other important services are now having attention, and improved schedules will be brought into operation. It is estimated that during the current year the train-miles will be increased about 800,000.

An improved sleeping-car for use on the Main Trunk express has been designed, and is at present being constructed in the workshops for inclusion in the Department's section in the forthcoming Exhibition. The car will be composed of two-berth compartments only, with added comforts and conveniences, and a slight increase in price will be made as in the case of deck cabins on ferry-steamers. The emergency sleepers of the Pullman type provided for the "Limited," by converting ordinary cars, are very popular. Consideration is being given to the utilization, as an experiment, of these converted cars, which accommodate twenty-four passengers, for second-class passengers.

Attention has also been given to the question of obtaining additional sleeping-cars for use on the Main Trunk expresses, and information is being gathered with regard to all-steel cars in use in many parts of the world.

There can be little doubt that later on it will be desirable to make the "Limited" express a full sleeping-car train, in which case the Department's stock of these cars will require to be very considerably increased.

A study has been made of many modern designs of day coaches for use on the more important services.

A number of the services that were in operation prior to the war and cancelled or restricted during the war period have been replaced, and many new concessions have been granted. One of the most valuable concessions enjoyed by the public before the war was the liberal excursion fares based on the fare one way only, which was entirely cancelled during the war. The doing-away with this was responsible to a very large extent for the greatly reduced number of passengers carried during the Christmas and New Year and Easter periods, but there are other important factors, such as the commercial motor service and the privately-owned motor-car, that also had a detrimental effect. Passenger fares in New Zealand were not increased by nearly the same percentage as in other countries to meet increased expenditure arising out of war conditions. For the Christmas and New Year

holidays, 1924–25, excursion fares were reduced by 2s. per ticket. This represented a substantial concession on fares for short distances most subject to motor competition.

As the revenue becomes more buoyant it will be my aim to restore this concession as far as possible, but, having regard to the obligations to be met during the present financial year, I regret that no further reduction can be made in this direction at present. With the improved statistical data available, I propose to review the matter when next summer's excursion rates are being considered.

The availability of tickets has been restored to the pre-war basis, and this has caused satisfaction throughout the Dominion.

To obviate queues at busy times, and to enable intending passengers to obtain comfortable accommodation in ample time, the period of reservation has been extended from three to fourteen days.

BRANCH LINES.

The Board's report on branch lines is a striking illustration of the difficulties that have to be met in endeavouring to reduce losses, and, generally, to improve the financial results and the services, as a glance at the following instances will clearly show :—

Branch Lines.	Net Revenue.	Loss on Working.	Loss including Interest.	Average per Mile of Line.		
				Revenue.	Working-expenses.	Interest.
		£	£	£	£	£
Waitara		2,370	3,938	1,320	1,847	348
Toko		20,424	47,997	279	473	655
Greytown		1,919	2,425	262	901	169
Eyreton and Oxford ..		3,788	10,253	186	256	120
Cheviot		3,142	16,973	316	388	316
Whitecliffs		705	1,879	315	377	103
Springburn		11,315	14,050	233	259	100
Ngapara and Livingstone ..		3,600	10,420	208	342	254
Lawrence		2,035	14,009	453	512	346
Tapanui		3,729	8,743	286	429	192
Glenham		3,938	7,184	220	644	349
Forest Hill		3,173	4,350	188	438	93

It will be seen from the full statement that the loss, including interest, on the branch lines enumerated amounted to approximately a quarter of a million pounds ; but this does not represent the total loss, as an additional £97,000 has to be added in respect of the following small sections :—

—	Loss on Working.	Interest at 4½ per Cent.	Total Loss.
	£	£	£
Kaihu	153	7,926	8,079
Gisborne	(Profit) 1,614	30,792	29,178
Nelson	7,125	18,366	25,491
Picton	2,099	28,389	30,488
Lake steamers	2,183	1,827	4,010
	27,349	87,300	97,246

The management was actuated by the best motives in curtailing services on the unpayable lines in order to reduce the serious losses incurred over a long period of years. Considerable public dissatisfaction has been expressed because of the action taken in reducing services, but from a purely commercial point of view the running of additional trains cannot be justified.

It is equally clear, however, that the service provided on many of these lines at present is not up to the standard required by the public, and that it has been responsible for much of the road competition during recent years.

It is the aim of the present administration to adopt every possible means of reducing working-costs and to so improve the services as to enable these lines to hold their own with other forms of transport. It is not anticipated that the revenue will be greatly increased, but that a much-improved service will be provided without additional cost.

I am convinced that better services should be provided on such lines; that working-costs should be reduced as far as practicable by the utilization of self-propelled units and by other means; and that legislation should be enacted providing that the railways be reimbursed for the annual losses incurred, as is done in the State of Victoria, after making adequate provision for the profits made by main lines⁷ as the result of traffic from the branches.

Unless the State is prepared to subsidize reasonable services on these branch lines it will be impossible to avoid annual deficits without a general increase in rates, which would be manifestly unfair to railway-users as a whole. Deficits have to be met out of the Consolidated Fund in any case, but the method suggested is more satisfactory from every point of view, and will enable the Department to give an efficient service in keeping with modern ideas.

MOTOR TRAINS.

Since my last Statement valuable information has been obtained regarding different types of self-propelled rail-vehicles. Although practical operating experience has been obtained in the use of only two types—steam and an improvised car driven by an internal-combustion petrol-engine—it is obvious that much economy can be effected and more frequent service provided on many sections when a thoroughly reliable unit can be secured. The “Sentinel” steam-car has been in service for some months between Melling and Wellington, and the working-costs, suitability, &c., are being very closely watched so that results may be accurately gauged before such cars are placed on the sections for which they may be found satisfactory.

The other car referred to was fitted with an ordinary six-cylinder motor-car engine by a Christchurch motor engineer. Trial runs have been made, and it is anticipated that this vehicle will be ready for practical work in the near future.

In addition, a Clayton steam-car has just arrived from England, and is being placed in service.

An “Edison” electric storage-battery car has been ordered, and should arrive in the Dominion about the beginning of October.

The departmental officers in New Zealand and those at present abroad are obtaining the latest information about these vehicles, as it is believed that working-expenses on many of our sections, and especially non-paying sections, can be considerably reduced by the utilization of reliable self-contained units.

MECHANICAL DEPARTMENT.—WORKSHOPS REORGANIZATION.

As was pointed out in the special report on improvements and new works placed before Parliament last year, the Railway workshops machinery and general equipment was inadequate to economically and efficiently cope with requirements.

The Department secured the services of Mr. E. T. Spidy, a Production Engineer who has had very wide experience in workshop production work in England, and more lately with the Canadian Pacific Railway. The Acting Chief Mechanical Engineer at that time (Mr. Sims) and the Production Engineer, after a thorough investigation, made a report providing for the complete reorganization of the workshops. This was submitted to Sir Vincent Raven, a Mechanical Engineer of well-known standing, who confirmed the views expressed and the conclusions arrived at.

The full proposals were subsequently placed before Mr. Lynde, the recently appointed Chief Mechanical Engineer, and the Railway Board, who, after the closest possible examination, fully concurred. The scheme was thereupon submitted to me with the Board's recommendation, and was approved by Cabinet after consultation with the Hon. the Minister of Finance and Treasury officers in regard to the financial

arrangements. It provides for concentrating on four main shops in the vicinity of Auckland, Wellington, Christchurch, and Dunedin, and the estimated cost of the proposals is as follows :—

	Auckland.	Petone.	Addington.	Hillside.
	£	£	£	£
Land, &c.	20,000	20,000	..	..
Buildings and lay-out	358,000	364,000	177,000	205,000
Machinery replacements	66,000	33,000	46,000	93,000
Additional machinery	45,000	23,000	22,000	44,000
Special machinery for new engines	25,000	..	..	..
Shifting-machinery retained	21,000	12,000	17,000	27,000
Hoisting and travelling gear	27,000	12,000	8,000	23,000
Shifting local traffic depot	..	..	..	8,000
	562,000	464,000	270,000	400,000

Grand total	£ 1,696,000
Say	1,700,000
Interest charges during construction	120,000
	1,820,000
Charge against working-expenses for shops and machinery discarded	320,000
Charge against Capital Account	£1,500,000

It is intended to spread the expenditure over a period of three years, as under : For the year ending 31st March, 1926, £300,000 ; year ending 31st March, 1927, £600,000 ; year ending 31st March, 1928, £600,000 : total, £1,500,000.

It has been decided to erect modern buildings and facilities on new sites for the Newmarket and Petone Workshops, and tenders will be invited for the construction of these works at an early date.

The savings that it is anticipated will be made possible are estimated as follows :—

	£
Locomotive repairs	84,000
Car and wagon repairs	92,000
New work	25,000
Interest on capital cost of additional rolling-stock made available	17,500
Rents from present sites at Newmarket and Petone	11,500
	230,000
Annual charges for interest, depreciation, &c.	115,000
Annual profit	£115,000

The above figures have been taken out on a very conservative basis, but even so it is estimated that the economies will repay the total cost in 10·7 years after completion.

The whole is based on the most modern methods in operation throughout the world.

The reports presented by the technical officers of the Department showed that under existing conditions locomotive repairs were taking nearly double the time taken in shops equipped with modern facilities, as will be seen from the following comparisons :—

	New Zealand Shops.	Modern Shops.
Complete overhaul	55 days	40 days.
Heavy repair	36 „	23 „
Light repair	14 „	9 „

In money value the position may be stated as under :—

Complete overhaul : Petone, £814 ; Newmarket, £930 ; Addington, £1,208 ; Hillside, £1,149 ; modern shop, £330.

The machinery in use is out of date and non-productive, and the reports indicate that 60 per cent. is from twenty-five to forty-seven years old, 30 per cent. is from ten to twenty-five years old, and 10 per cent. fairly modern; and in addition much essential machinery is entirely absent.

The reorganization provides for complete electrical installation, and the adoption of accurate costing methods and production schedules.

USE OF NEW ZEALAND COAL ON RAILWAYS.

The question of coal requirements in the Dominion has for many years been one necessitating close attention, and naturally, in an undertaking of the magnitude of the railways, which consumes approximately 350,000 tons annually—and mostly bituminous coal—the utmost care has to be exercised in regard to quality and expenditure involved.

The Department has been subjected to a good deal of criticism since the war because of the large amount of bituminous coal it imports from Newcastle. Those interested in the coal-mining industry in the Dominion contend that New Zealand should be self-supporting so far as coal is concerned, and that preference should be given to the local product. But New Zealand has never produced sufficient coal to meet its own requirements. As far back as 1878, importations amounted to 174,000 tons annually; in 1914, 518,070 tons; and in 1919, 455,494 tons. Indeed, the position became so acute in 1917, owing to shortage of supplies, that control of the distribution was inaugurated, and continued until 1921. The diminution in the production of bituminous coal in the Dominion was reflected in the enormous increase in importations, much of which went to build up railway reserve stocks. These had become so depleted in 1919 as to necessitate a very serious curtailment of train services, causing much inconvenience to the public and the loss of considerable revenue.

The uncertainty of local supplies was responsible to a large extent for the increased importations, and the trade so established has been a very important factor in placing the local industry in the position it is in to-day.

The Government has stated time after time that it is fully prepared to utilize local coal to the fullest possible extent, but it has been shown conclusively that with the locomotives at present in use the most satisfactory and economical results are obtained by the use of screened bituminous coal either from the West Coast or Newcastle.

The question is one of very far-reaching importance to the Dominion, and in order to obtain the best possible advice in the matter a Board of Inquiry was set up, consisting of the Engineer-in-Chief, Public Works Department, the Assistant Chief Mechanical Engineer, and the Designing Engineer of Railways, General Secretary, E.F.C.A., an Engineer of the Mines Department, and a representative of the mine-owners and miners respectively, to inquire into and report on the following matters:—

- (1.) Whether, and, if so, to what extent, New Zealand coals are suitable for consumption in locomotive engines run upon the New Zealand Government railways, having regard to—
 - (a.) The quality of such coals for steaming purposes:
 - (b.) The economic working of the railway:
 - (c.) The safety of property on the railway or on any land adjoining the railway:
 - (d.) The possibility and likelihood of the Railways Department obtaining continuous and adequate supplies of such coals:
 - (e.) Any other consideration which may be relevant to the question of such suitability.
- (2.) Whether it is necessary to alter the construction of the locomotive engines at present in use to adapt them for efficient work, using New Zealand coals, and, if so, what would be the approximate cost of such alterations and the time required to complete the same.
- (3.) Whether new locomotives can conveniently be designed and used with New Zealand coal, having regard to the same considerations.
- (4.) As to the extent of the advantages to New Zealand in finance and employment of labour or otherwise, assuming that it is possible at reasonable cost to utilize New Zealand coal, either partially or entirely, on the railways.

The Board was empowered to obtain the fullest possible information, and to carry out such research and practical experimental work as might be found

necessary. A considerable amount of evidence has been taken by the Board in various parts of the Dominion, and exhaustive practical tests are at present being carried out in a railway locomotive with classes and mixtures of coal of all qualities.

When available, the Board's report will be published for general information.

HOUSING.

As will be seen from the Railway Board's report, considerable progress was made during the year with the Department's housing scheme, 253 five-roomed houses having been erected, at a total cost of £170,977. Houses built during 1924 and 1925 were cut to standard size in the Department's house-factory at Frankton Junction, and consequently the average cost has been very materially reduced. The factory is capable of producing about 400 houses per annum, but the high cost involved makes it very difficult for the Department to provide annually the finance necessary for its own requirements. The actual costs for the year, including the erection of the 253 houses, amounted to £220,000. Close analysis of the position shows that the factory must be worked to its full capacity in order to make the scheme a financial success. The present programme is for the construction of 1,500 houses, of which 477 have been built, but I propose to fully review the policy in the near future.

The scheme is an extremely good one both from the point of view of the Department and of the staff. The present receipts from rents of the old and new houses do not quite meet requirements, and it may be found necessary to rearrange rentals to bring them more into line with the annual charges. It may also be possible to reduce costs by working the factory to its full capacity and disposing of the cut houses, over and above the Department's annual programme, to relieve the general shortage of houses existing in various parts of the Dominion.

PROGRAMME OF IMPROVEMENTS AND NEW WORKS, 1924.

The present position with regard to works commenced under the above programme is as follows :—

AUCKLAND-WESTFIELD DUPLICATION.

Work on this deviation was commenced in March last, and good progress is being made. The deviation is 9 miles 67 chains in length, and will be a double track for the whole distance. The maximum grade is 1 in 132, and the sharpest curve 20 chains radius. The substitution of this route for the present heavy grades through Newmarket will materially reduce haulage-costs and allow of increased speeds.

The two outstanding works which will govern the time of completion of this deviation are an embankment for double line across Judges Bay, Hobson Bay and Orakei Basin, and a double-track tunnel, 27 chains in length, under the Auckland-St. Helier's Bay Road. To protect the embankment on the sea side a rubble wall is being constructed in advance of the reclamation. Gangs of workmen, assisted by steam-shovels, are at work on formation and culverts, also on driving headings at the tunnel approach and through Campbell's Point—271 men being employed on the works.

Special attention has been paid to the accommodation of the workmen employed in the tunnel, and a village is being constructed, provided with suitable road access, water-supply, drainage, and electric light.

It is anticipated that this deviation will be completed in three years' time. The work is being carried out by the Public Works Department.

AUCKLAND NEW STATION AND YARD.

The reconstruction of the Auckland yard is being undertaken in conjunction with the Auckland-Westfield deviation, and is under the control of the Railways Department.

The design for the yard provides for a complete remodelling of the passenger and goods yards on a new site. The passenger-station will be of the through type, and built on a raised embankment to provide for the future extension of the line to Whangarei via the Town Hall route, which necessitates crossing over Beach Road with an overbridge.

The goods-yard will be on the low level, and provision is made for new and up-to-date goods-sheds and improved facilities for local loading and delivery sidings.

A commencement will shortly be made with the erection of a new outward-goods shed at Breakwater Road.

The construction of the embankment for the passenger-yard is well in hand, and good progress is being made in preparing the ground for the goods-yard.

Better terminal facilities at Auckland are very necessary to meet the growing traffic, and the first instalment of this important work will be completed within two years.

PAEROA REARRANGEMENT.

Good progress has been made with the new station-yard at Paeroa, and the construction of a new double-track bridge over the Ohinemuri River, which forms part of the work. A contract has been let for the supply of plate girders for the bridge. The yard is to be electrically interlocked, and material is now to hand for the work. It is expected that the new yard will be completed during the financial year.

PALMERSTON NORTH DEVIATION.

Arrangements are now being made to purchase the necessary land for the deviation of the line and new station-yard. The survey is in hand, and will be completed in about three months. When this is done arrangements will be made to start the earthworks.

Designs for a new passenger and shunting-yard at this important centre have been prepared, particular attention having been given to facilities for the marshalling and sorting of wagons. The existing yards are very congested and inadequate for the growing business.

WELLINGTON NEW YARD.

Very good progress is being made by the contractor with the construction of the concrete sea-wall across the Kaiwarra Bight. The work will take about eighteen months to complete, but is sufficiently far advanced to enable a start to be made with the reclamation work at the south end. The Harbour Board dredge has made a commencement in pumping in spoil for the reclamation, and is working two shifts. When sufficient reclamation is available the rearrangement of the station-yard can be proceeded with.

TAWA FLAT DEVIATION.

The permanent survey for this deviation, which forms an essential part of the improvement in terminal facilities at Wellington, was put in hand in March last, and is now nearly completed.

It will be necessary to provide four main-line tracks to a point south of Ngahauranga, where the west-coast lines will diverge. To enable this to be done further reclamation will be required for shifting the existing east-coast lines seaward. Spoil from the tunnel will be used for this purpose.

Tenders have been called for the necessary stonework along the harbour-front from Kaiwarra Station to a point south of Ngahauranga.

PELICHET BAY DEVIATION.

This work, which included the deviation and doubling of the line between Dunedin and Ravensbourne, was completed and opened for traffic in May last. This section of the line has been fitted with automatic signalling.

An overhead road-bridge to give access to the Harbour Board reclamation which forms part of this work will be put in hand at an early date.

ELMER LANE DEPOT.

The necessary land for the construction of a new engine-depot at Greymouth has been acquired. As the result of the recent reorganization of locomotive workshops the original scheme will require considerable modification. Amended proposals are now being considered.

ELECTRIC LIGHTING.

A programme has been drawn up for the lighting of railway-stations, yards, and dwellings throughout the Dominion, the work to be spread over a period of years.

A number of houses and stations have already been connected, and other connections are well in hand. A sum of £10,000 has been set apart for this year's programme, and the whole of this will be expended.

WOOLSTON MARSHALLING-YARD, CHRISTCHURCH-LYTTELTON WORKS.

The question of improvements required on the Lyttelton-Christchurch line requires closer investigation now that through railway communication is established with the West Coast. The volume of traffic is being analysed with a view to ascertaining what additional facilities will be required to deal with the marshalling of traffic at Christchurch, Lyttelton, and Addington.

REPORT ON ELECTRIFICATION OF RAILWAYS.

The report in connection with the electrification of suburban lines which the Government is obtaining from Messrs. Merz and McLellan, Consulting Engineers of London, may affect the proposals in connection with the Christchurch—Lyttelton Tunnel. Recent cabled advice indicates that the report will not be received in time to place it before Parliament this session, but its contents will be made known, together with the Government's proposals thereon, at the earliest possible moment.

HUTT VALLEY RAILWAY.

The Government has acquired some 600 acres of land in the eastern Hutt Valley suitable for residential and industrial purposes which is to be served by this line.

The survey of the line from the existing railway at Petone to Silverstream has been completed, and the first sod was turned by the Hon. the Minister of Railways on the 16th April last.

A commencement has been made with the work, forty-one men being employed at the present time. Plans for the bridge over the Hutt River have been completed, and tenders will shortly be called for the work.

An Osgood drag-line scoop is being erected at the Hutt River to obtain gravel from the river for railway embankment and formation work.

The line will be laid to Waterloo Road for the present, and in addition an industrial line will be laid to the land set apart for industrial purposes.

Competitive designs for the town-planning of the land acquired were invited, and twenty designs received. The land will be subdivided for settlement as far as possible in accordance with the design adopted for town-planning.

HIKURANGI STATION.

The layout of this station is inconvenient and dangerous. The rearrangement of the yard to suit traffic conditions is now in hand, and will be completed this financial year.

NEW PLYMOUTH WORKS.

To provide for growing traffic at New Plymouth until the Harbour Board completes the construction of new wharf and sheds at Moturoa, additional goods-shed accommodation was found necessary. This work is in hand, and will be completed at an early date.

HELENSVILLE STATION.

The arrangement of this station is very bad from a traffic point of view, and requires a complete rearrangement. Plans for a new yard have been prepared, and are now under consideration by the Department.

TIMARU STATION.

The present facilities at Timaru are insufficient for satisfactorily dealing with the passenger and goods traffic. Plans for the rearrangement of the yard are in course of preparation, and a portion of the scheme to cover immediate requirements will shortly be put in hand.

FRANKTON STATION.

To meet the demands of growing traffic, additional yard accommodation for the marshalling of trains is urgently required. Plans have been prepared for the extension of the yard, and additional land is now being acquired for this purpose.

PENROSE-PAPAKURA DUPLICATION.

To meet the growth of traffic between Penrose and Papakura the duplication of the line is necessary. Plans for the duplication between Penrose and Otahuhu, and rearrangement of station-yards to suit, have been completed. The work has now been started, and good progress is being made.

MORRINSVILLE REARRANGEMENT.

Plans for the future rearrangement of station-yard on a new site have been prepared, and the necessary land has been acquired.

STRATFORD REARRANGEMENT.

Plans have been prepared for a yard on a new site on the south side of the Patea River, the present site being too limited to allow for extension. The necessary land is now being taken, as the locality is being rapidly settled.

ELIMINATION OF LEVEL CROSSINGS.

A list of dangerous level crossings, in their order of urgency for elimination, has been prepared. It is intended to eliminate a number of the worst each year.

The elimination of three public level crossings by the provision of overbridges is now in hand.

The Department will work in conjunction with the Main Highways Board in carrying out the proposals for road improvements which affect public level crossings over the railway.

On new suburban lines where traffic is considerable it is the practice of the Department to eliminate level crossings by means of subways or overbridges.

BRIDGE-STRENGTHENING.

To enable heavier engines to run, a programme of bridge-strengthening has been drawn up. Work is in hand on the following sections of line: Dunedin-Oamaru, Frankton-Taumarunui, Catlins River Branch, Whangarei-Opua, Wanganui-New Plymouth.

SIGNALS AND ELECTRICAL WORKS.

The provision of automatic signalling between Penrose and Mercer is in hand. Further extension to Frankton will be put in hand later.

Electric-power interlocking is being installed at Paeroa, Whangarei, Papatoetoe, Papakura, Paerata, and Stillwater.

Mechanical interlocking is being installed at Brunner, and a number of stations are being fitted with fixed signals and Woods locks.

Metallicking earth telephone circuits is in hand in both Islands, a number of circuits already having been completed.

Automatic warning-signals have been provided at a number of public level crossings, and the work is being continued according to the order of urgency.

The electrification of Petone Workshops is in hand, including the erection of the 11,000-volt station, which is nearly completed. Pending the arrival of the main transformers, temporary arrangements have been made for supply of 350 horse-power, which enables a number of machines to be connected up with electrical power. Electric lighting has been installed in the two main shops.

At Addington and Newmarket a number of machines have been connected up with electric power, and tenders have been called for the supply of motors to enable the whole of the machinery to be converted to electric drive.

STAFF WORK.

Some changes have been made in connection with the staff work of the Railways Department during the last few months. The system followed with regard to the annual review of staff is somewhat different from that in operation in the Post and Telegraph Department and the Public Service, where the employee has been allowed to ascertain particulars of the marking of his qualifications and comment thereon.

In the Railway Department a special conference of controlling officers is held annually to review the staff, and only those officers not recommended for promotion have been advised of their reports and reasons furnished. This arrangement has now been altered, and employees will in future be furnished with a copy of the marking decided upon at the annual review of staff, and consequently will be in a position to know in what direction they are considered to be lacking and to take such steps to improve their qualifications as may be within their power.

Much objection has been raised to the system of punishment in operation, and, as a result of careful investigation into systems adopted in various parts of the world, proposals have been placed before the organizations representing the employees, which it is anticipated will not only minimize complaint but result in greater efficiency in working. Shortly, the scheme provides for the abolition of monetary fines for irregularities, misconduct, &c., and also confines suspension of the members at fault to cases where it is fairly certain the offence will result in dismissal.

A feature of the new system will be the awarding of merit marks for good conduct, which will be counted as a set-off against demerit marks, which will be adjudged for minor delinquencies. By this means a delinquent member will, by consistent good conduct, be able to rehabilitate himself and purge his record of all demerit marks.

It is recognized that in many cases mistakes are made by members through errors of judgment arising not from any want of care or wilful wrongdoing, but from want of knowledge or lack of confidence in themselves. In such cases friendly advice will be given, and steps taken by means of efficient instruction to ensure proper performance of duties.

In addition to the above-mentioned changes, the Department is at present in consultation with the Public Service Commissioner and the Secretary, Post and Telegraph Department, with the object of considering whether the system of promotion, filling vacancies, staff recording, classification, &c., in use in other sections of the Service could with advantage be adopted by the Railways Department.

SUGGESTIONS AND INVENTIONS COMMITTEE.

In order to encourage the staff to take an active interest in the Department's operations, and with the object of securing the greatest efficiency by the co-operation of the employees in the various branches, it was decided recently to set up a Suggestions and Inventions Committee, and invite suggestions in connection with any section of the Department's operations. There has been a very good response, and already a large number of suggestions have been dealt with by the committee.

The names of those making suggestions or submitting inventions are not disclosed to the committee, so that the staff may be assured of equal consideration being accorded any proposals put forward.

GENERAL.

Summarized briefly, the following are some of the more important measures recently brought into operation:—

- (1.) Complete reorganization of administration of Department: Board of Management, divisional control, and decentralization; reduction in districts.
- (2.) Reorganization of financial, statistical, and accounting methods on up-to-date commercial lines.
- (3.) Tariff revision.
- (4.) Reduction of excursion fares; institution of liberal family tickets.
- (5.) Complete programme of improvements and new works—ten-years programme of £1,000,000 expenditure per annum.
- (6.) Workshops and equipment: Concentration on four shops; new shops at Auckland and Wellington—total expenditure, £1,500,000; three-years programme.
- (7.) Complete overhaul of time-tables to accelerate the trains, reduce mixed trains, and provide more convenient services.
- (8.) Inauguration of Commercial Branch, and bringing the Department into close personal contact with its customers.
- (9.) Sending officers abroad to study at first hand the methods applied to the solution of railway problems in other countries.
- (10.) Availability of tickets extended.
- (11.) Booking-time extended for reservations of seats and sleeping-berths.
- (12.) Limited expresses.
- (13.) Rail motor-trains in operation or on order.
- (14.) Reports on electrification of railway sections.
- (15.) Board of Inquiry into extended use of New Zealand coals on railways.
- (16.) Through booking of passengers, luggage, parcels, and goods between North and South Islands.
- (17.) Arrangements being completed for the transport of goods to and from the railway.
- (18.) Hutt Valley settlement scheme.
- (19.) Construction of new lines policy, providing for departmental committees investigating the facts regarding proposals for new lines.
- (20.) Publicity work, and co-ordination of the efforts of the various Departments interested therein.
- (21.) Stores Branch reorganized after the Comptroller had been sent to Australia to study the reorganized systems that have been adopted on the railways in that country.
- (22.) Improved methods of staff administration.

POLICY.

The present policy with regard to the administration of the New Zealand railways is as under :—

- (1.) The incidence of tariff rating to be such as to ensure sufficient revenue to pay interest, cover working-expenses, and make necessary provision for depreciation, renewals, insurance, betterments, &c.
- (2.) Railway revenue to be credited with the value of all services rendered to other Departments.
- (3.) Surpluses to be devoted to reductions in rates, improving working conditions of staff, and extended service to the public.
- (4.) Separation of railway finances from the Consolidated Fund.
- (5.) Encouragement of local primary and secondary industries.
- (6.) Superior standard of service that will be adequate to the public demand.
- (7.) Equipment of the service with most up-to-date facilities to ensure efficiency and economy in operating, and to provide sufficient locomotives and rolling-stock to enable all requirements to be met.
- (8.) Encouragement of suburban settlement by attractive fares and train services.
- (9.) Electrification where economically sound.
- (10.) Elimination of the more dangerous level crossings, and provision of warning appliances at others.
- (11.) Grade-easements.
- (12.) Construction of modern stations and layouts at important termini and other stations.
- (13.) Improved facilities for the comfort of passengers.
- (14.) Utilization of New Zealand coal for railway requirements as far as may be economically practicable.
- (15.) Adoption of commercial methods to secure and retain business, and the maintenance of close personal relations between the Department and its customers.
- (16.) Keeping in close touch with methods in operation abroad by arranging periodical visits of officers to other countries.
- (17.) Development of excursion traffic by the institution of suitable fares.
- (18.) Retirement of members on completion of forty years' service or when otherwise eligible, except in special cases.
- (19.) Encouragement to staff to qualify for promotion by advancement by merit.
- (20.) Efficient training and education of staff.
- (21.) Placing Government Railways Superannuation Fund on sound financial basis.
- (22.) Linking up rail and road services.

CONCLUSION.

In conclusion I would like to express my complete satisfaction with the splendid response made by the members of all branches in bringing into operation the many changes necessitated by the reorganization of the Railways Department, and the whole-hearted co-operation accorded the administration in the effort that is being made to maintain the Department in that position in the economic and social life of the community that its importance warrants.

Evidence has been forthcoming from every part of the Dominion indicating that the Department's efforts to cater for the needs of its customers have met with general satisfaction, and the response given by way of increased business and the promise of support for the forthcoming dairy, grain, and wool seasons has been exceedingly gratifying and a credit to all concerned.

RESULTS OF WORKING.

The following is a summary of the results of working for the year ended 31st March, 1925, as compared with 1924:—

PARTICULARS.	Year ended 31st March	
	1925.	1924.
Total miles open for traffic	3,085	3,053
Average miles open for year	3,067	3,044
Capital cost of opened and unopened lines	£50,833,500	£48,738,821
Capital cost of open lines	£44,570,746	£41,399,427
Capital cost per mile of open lines	£14,448	£13,560
Gross earnings	£7,112,524	£6,984,211
Working-expenses	£5,545,416	£5,403,766
NET PROFIT ON WORKING	£1,567,108	£1,580,445
PERCENTAGE OF PROFIT TO CAPITAL INVESTED	3·55	3·83
PERCENTAGE OF WORKING-EXPENSES TO EARNINGS	77·97	77·37
Earnings per average mile open	£2,316	£2,291
Working-expenses per average mile open	£1,804	£1,772
NET EARNINGS PER AVERAGE MILE OPEN	£512	£519
Earnings per train-mile	d. 187·65	d. 185·50
Working-expenses per train-mile	146·19	143·43
NET EARNINGS PER TRAIN-MILE	41·46	42·07
Passengers, ordinary	12,424,012	13,836,311
Season tickets	537,554	525,744
Goods tonnage	6,602,607	6,519,457
Live-stock tonnage	430,852	406,060
Train-mileage	9,083,623	* 9,024,503
Locomotives	662	655
Passenger-cars	1,568	1,527
Wagons and brake-vans	26,488	26,195

* Includes 348,867 miles run by assisting engines, figures for 1925 do not include assisting-engine miles.

For the current year I anticipate the revenue will reach £7,700,000 and the expenditure £6,200,000.

ANNUAL REPORT OF THE BOARD OF MANAGEMENT OF THE NEW ZEALAND GOVERNMENT RAILWAYS.

New Zealand Government Railways,

SIR,—

Head Office, Wellington, 18th August, 1925.

We have the honour to report on the working of the railways for the financial year ended 31st March, 1925.

The Pukemiro—Glen Afton Section, 1 mile 54 chains; the Kohuratahi—Tahora Section, 5 miles; the Makaraka—Ngatapa Section, 11 miles 33 chains; the Arthur's Pass—Otira Section, 8 miles 18 chains, were taken over and opened for traffic during the year, making the total mileage open for traffic on the 31st March, 1925, 3,085 miles.

The capital invested in the lines open for traffic, including the steamers and plant on Lake Wakatipu, on the 31st March, 1925, was £44,570,746, as against £41,399,427 for the previous year, an increase of £3,171,319. This amount includes £2,175,522, construction charges on lines already taken over from the Public Works Department, £742,922 on new works charged against Capital Account under "Additions to open lines," and £252,875 expended under the Railways Improvement Authorization Act, 1914.

The gross receipts for the year amounted to £7,112,524, as against £6,984,211 for the previous year, an increase of £128,313.

The net revenue, £1,567,108, is equal to a return of 3.55 per cent. on the capital invested in the lines open for traffic, and 3.08 per cent. on the capital invested in the opened and unopened lines.

The train mileage for the year was 9,083,623, in addition to 409,455 miles run by assisting engines, as against 8,675,636 and 348,867 miles respectively the previous year. The particulars are as follows:—

Section.	1924-25.			1923-24.			* Increase. † Decrease.
	Train Mileage.	Assisting Engine Mileage.	Total.	Train Mileage.	Assisting Engine Mileage.	Total.	
Whangarei ..	134,858	2,070	136,928	126,680	1,060	127,740	9,188*
Kaihu ..	17,232	..	17,232	18,132	..	18,132	900†
Gisborne ..	65,609	245	65,854	63,331	239	63,570	2,284*
North Island Main Lines and Branches	5,238,099	308,752	5,546,851	5,006,506	261,605	5,268,111	278,740*
South Island Main Lines and Branches	3,438,695	94,058	3,532,753	3,281,071	83,271	3,364,342	168,411*
Westport ..	87,640	2,334	89,974	79,016	466	79,482	10,492*
Nelson ..	56,469	958	57,427	57,035	1,365	58,400	973†
Pictou ..	45,021	1,038	46,059	43,865	861	44,726	1,333*
	9,083,623	409,455	9,493,078	8,675,636	348,867	9,024,503	468,575*

The mileage run by assisting engines will not, in future, be included in the Department's statistics and has not been included in this year's returns.

Extensive slips and floods were experienced in the North Island during the year, resulting in serious damage to the track and consequent dislocation of traffic on several lines. The districts principally affected were—North Auckland, where through traffic was interrupted from the 3rd April to the 13th May; the Toko Branch, between Pohokura and Whangamomona, where the line was completely blocked for traffic from the 5th April to the middle of July; and the Rimutaka Incline, which was blocked by slips from the 1st to the 7th November.

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, indicate that, notwithstanding the unforeseen difficulties caused through slips, floods, and other circumstances, the trains have, generally speaking, run well up to schedule:—

				Average Late Arrival.	
				Min.	Min.
Long-distance passenger-trains	..	..	..	3.64	against 3.51 last year.
Suburban trains	..	..	..	0.65	„ 0.71 „
Long-distance mixed trains	..	..	..	4.63	„ 4.26 „

The number of ordinary passengers carried during the year was 12,424,012, a decrease of 1,412,299 when compared with last year. 486,065 passengers were carried at holiday excursion fares, an increase of about 12 per cent. on the previous year; 76,057 children and teachers and adults at the school, factories, and friendly societies rate, as compared with 200,748 carried the previous year. The decrease in this traffic can be ascribed practically wholly to the epidemic of infantile paralysis.

Season tickets issued during the year numbered 537,554, an increase of 11,810. Workers' twelve-trip tickets issued numbered 136,563, an increase of 3,561; and workers' weekly tickets issued on suburban lines numbered 331,861, an increase of 18,750.

Factors bearing on the decrease in passenger traffic were—(a) a strike in the early part of the year for a period of nine days, during which time only skeleton services were run; (b) the restrictions imposed by the Health Department against the gathering of children owing to the prevalence of infantile paralysis during the summer season, as previously referred to; (c) the largely increased use of other forms of transport.

The goods and live-stock tonnage was 7,033,459 tons, an increase of 107,942 tons. The increases were—

Cattle	..	..	..	..	..	..	..	31,439 head.
Sheep and pigs	..	..	..	..	..	..	..	381,626 „
Timber	..	..	..	..	..	..	..	30,518 tons.
Other goods (including minerals)	..	..	..	..	..	..	..	52,632 „

There was a decrease in general goods traffic of 132,831 tons, but an increase in minerals of 185,463 tons.

The North Auckland collieries forwarded 111,251 tons of coal during the year.

The output from the collieries in the Waikato district was 456,201 tons, as compared with 466,599 tons the previous year.

The coal railed from the Westport mines was 567,259 tons—an increase of 112,408 tons on the previous year's traffic. The gross output from co-operative parties decreased by 23,248 tons.

The output from the mines in the Greymouth district was 333,059 tons, an increase of 3,494 tons—due to increased orders from Canterbury consumers.

There was a decrease of approximately 6,400 tons from the mines in the Wairio district, Southland, served by the Ohai Railway. This is largely attributable to the strike previously mentioned herein. Nightcaps and other mines in the same neighbourhood fell off by 1,500 tons. The Nightcaps Mine is now practically worked out.

The average number of men employed for the year was 17,246, as against 16,353 the previous year. This included 2,277 men engaged on works charged to capital.

Forty-two members of the Second Division were promoted to the First Division, 483 members resigned, 123 retired on superannuation, 36 died, 128 were dismissed, and 967 engaged.

The sum of £23,091 12s. 8d. was paid under the Workers' Compensation Act during the year to members who sustained injuries in the execution of their duties.

Fifteen new engines, including five electric locomotives and one battery locomotive, increasing the total tractive power by 2·38 per cent., were added to the locomotive stock. One engine was sold, and seven old engines were condemned and written off.

Forty-four bogie cars, one bogie brake-van, and 367 bogie and four-wheeled wagons were built in the Department's workshops.

The rolling-stock on order at the close of the year comprised forty-nine Class AB and ten Class Ws engines, fifty-five cars, eight brake-vans, and 108 bogie and 511 four-wheeled wagons.

During the year 6,304 car, van, and wagon axles were replaced with modern steel axles.

The work of equipping rolling-stock on the Westland Section with the Westinghouse brake was completed during the 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 the various stations.

Sixty-eight and a quarter miles of track were relaid with heavier material, and 189,720 new sleepers and 155,300 cubic yards of ballast were placed in the track during the year.

The Dunedin–Ravensbourne deviation and duplication was practically completed, and traffic has since been diverted to the new line.

The construction work on the Auckland–Westfield deviation and Auckland new yard was well in hand by the end of the year.

Preliminary work in connection with the new station-yards at Palmerston North and Wellington, and the Penrose–Papakura duplication, was proceeded with.

In order to permit the running of the heavy WAB class locomotives between Oamaru and Dunedin, the work of strengthening the bridges between those points was put in hand.

Automatic signalling with colour light signals, for single-line working between Otira and Stillwater, and double-line working between Addington and Rolleston, has been completed, and is now in operation.

The tablet system of block working was brought into use between Huntly and Glen Afton.

Complete electric-power signalling and interlocking has been installed at Darfield and Sheffield.

There are now 312 stations equipped with fixed signals, and 112 are interlocked.

Traffic is now controlled by—

	Miles.
Tablet system (single line)	1,662
Lock-and-block (double line)	22
Three-position upper-quadrant and colour-light signals—	
Single line	134
Double line	20 ³ / ₄

The Department's telegraph and telephone system now comprises 289 Morse sets, 1,824 telephones, 352 electric bells, 8,991 miles of wire, and 2,833 miles of poles

REVENUE.

The gross revenue for the year amounted to £7,112,524. The revenue earned on the North Island system was £4,302,962, an increase of £105,569, and on the South Island system £2,809,562, an increase of £22,744 on the previous year's figures. The increase from the whole system, including Lake Wakatipu, was therefore £128,313.

The particulars are as follows :—

	1925.	1924.
	£	£
Passengers, ordinary	2,077,625	2,136,999
Season tickets	210,946	212,601
Parcels, luggage, mails	417,550	406,832
Goods	4,122,017	3,953,213
Miscellaneous, rents, &c.	284,386	274,566
	£7,112,524	£6,984,211

The gross receipts per train-mile for all lines were 187·65d., against 185·50d. for the preceding year, an increase of 2·15d. per train-mile.

The North Island Main Lines and Branches produced 190·49d. per train-mile, as against 184·92d. for the previous year, an increase of 5·57d.

The South Island Main Lines and Branches gave a return of 182·18d. per train-mile, as against 185·70d. last year, a decrease of 3·52d.

The gross earnings from the Lake Wakatipu steamers amounted to £10,096, an increase of £1,224.

EXPENDITURE.

The working expenditure for the year (including £12,279, the cost of working the Lake Wakatipu traffic) amounted to £5,545,416, an increase of £141,650 on the expenditure for the previous year. The ratio of expenditure to earnings was 77·97, as compared with 77·37 the previous year, an increase of 0·60.

The particulars are as follows :—

	Expenditure.		Per Cent. of Revenue.	
	1924-25.	1923-24.	1924-25.	1923-24.
	£	£		
Traffic	1,599,668	1,530,652	22·52	21·94
Locomotive	2,492,715	2,444,058	35·10	35·04
Maintenance	1,113,049	1,143,281	15·67	16·39
Signal and electrical	81,201	70,912	1·14	1·02
Management	246,504	204,407	3·47	2·93
	5,533,137	5,393,310	77·90	77·32
Lake Wakatipu steamers	12,279	10,456	0·07	0·05
	£5,545,416	£5,403,766	77·97	77·37

There was decrease of £215,343 in stores expenditure, and an increase of £92,914 in “miscellaneous.”

The expenditure on wages and services shows an increase of £264,079.

£440,947 was expended in the Maintenance Branch and charged to Capital Account under the head “Additions to open lines.” These comprise additions to station-buildings; extension of sidings; bridge-work; additional dwellings; additions to workshops; purchase of land; and tablet installations.

£327,889 was expended in the Locomotive Branch and charged to Capital Account, in the provision of additional rolling-stock; tarpaulins; steam-heating; electric lighting for cars and workshop machinery.

The rolling-stock in respect of which the charges were incurred comprised nine locomotives forty-four cars, and fifty bogie and 298 four-wheeled wagons completed on 31st March, 1925, and twenty-four locomotives, forty-three cars, three brake-vans, 101 bogie and 453 four-wheeled wagons, incomplete, but in hand on that date.

TRAFFIC.

The following are the leading features of the traffic in the various districts in comparison with the previous year :—

Whangarei Section.

Revenue, £98,379; increase, £8,240. Passengers decreased 17,296, and season tickets 431. Parcels, luggage, and mails increased £893. Cattle increased 2,139; sheep decreased 576. Timber increased 12,370 tons; all other goods decreased 4,593 tons.

Kaihu Section.

Revenue, £9,072; increase, £129. Passengers decreased 6,415. Sheep increased 951. Timber increased 1,766 tons; all other goods decreased 782 tons.

Gisborne Section.

Revenue, £38,001; decrease, £1,168. Passengers decreased 17,523, and season tickets 100. Parcels, luggage, and mails increased £128. Cattle decreased 146, and sheep increased 1,500. Timber decreased 522 tons; all other goods increased 641 tons.

North Island Main Line and Branches.

Revenue, £4,157,511; increase, £98,368. The principal items of traffic were: Passengers, 7,389,708; decrease, 933,246. Season tickets, 395,549; increase, 18,790. Parcels, luggage, &c., revenue, £245,668; increase, £7,356. Live-stock, 4,160,982; increase, 523,795. Goods tonnage, 2,788,763; increase, 122,559. Timber decreased 4,977 tons; all other goods increased 127,536 tons. The revenue per mile of railway increased from £3,537 0s. 6d., to £3,601 14s. 8d., and per train-mile from 15s. 5d. to 15s. 10d. The variations of traffic in the individual districts were approximately as follows :—

Auckland.—Revenue, £1,790,473; increase, £72,349. Passengers decreased 440,785. Season tickets increased 12,272. Parcels, luggage, and mails increased £4,669. Cattle increased 18,408, and sheep 118,200. Timber increased 2,968 tons, and all other goods 100,286 tons.

Ohakune.—Revenue, £519,935; increase, £12,605. Passengers decreased 46,058, and season tickets 380. Parcels, luggage, and mails decreased £558. Cattle increased 2,999, and sheep 219,700. Timber decreased 9,407 tons; all other goods increased 16,390 tons.

Wanganui.—Revenue, £633,515; decrease, £11,009. Passengers decreased 115,400, and season tickets 685. Parcels, luggage, and mails increased £577. Cattle increased 3,536, and sheep 76,900. Timber decreased 546 tons, and all other goods 11,445 tons.

Wellington.—Revenue, £1,213,588; increase, £24,423. Passengers decreased 331,003. Season tickets increased 7,583. Parcels, luggage, and mails increased £2,668. Cattle decreased 2,271; sheep increased 86,361. Timber increased 2,008 tons, and all other goods 22,305 tons.

Picton Section.

Revenue, £34,123; decrease, £3,275. Passengers decreased 7,338. Season tickets increased 63. Cattle decreased 284; sheep increased 24,700. Timber increased 466 tons; all other goods decreased 10,844 tons.

Nelson Section.

Revenue, £24,737; decrease, £36. Passengers decreased 9,458, and season tickets 160. Parcels, luggage, and mails decreased £29. Cattle increased 142, and sheep 1,359. Timber increased 167 tons; all other goods decreased 4,403 tons.

Westport Section.

Revenue, £130,366; increase, £14,723. Passengers decreased 7,024, and season tickets 537. Parcels, luggage, and mails decreased £123. Timber decreased 793 tons; all other goods increased 115,869 tons.

Westland Section.

Revenue, £312,490; increase, £86,947. Passengers decreased 39,394, and season tickets 226. Parcels, luggage, and mails increased £687. Cattle increased 649, and sheep 9,200. Timber increased 20,426 tons, and all other goods 9,786 tons.

South Island Main Line and Branches.

Revenue, £2,297,750; decrease, £76,839. The principal items of traffic were: Passengers 4,164,194; decrease, 382,607. Season tickets, 122,918; decrease, 5,602. Parcels, &c., revenue, £145,947; increase, £1,944. Live stock, 3,874,715; decrease, 151,639. Timber, 144,814 tons; increase, 1,584 tons. All other goods, 2,160,807 tons; decrease, 181,494 tons. The revenue per mile of railway (including Westland) decreased from £1,638 4s. 9d. to £1,636 16s. 7d., and from 15s. 5d., per train-mile to 15s. 2d. The variations of traffic in the individual districts were approximately as under:—

Christchurch.—Revenue, £965,056; decrease, £84,047. Passengers decreased 15,528, and season tickets 4,176. Parcels, luggage, &c., increased £1,911. Cattle increased 919; sheep decreased 156,700. Timber decreased 12,899 tons; all other goods decreased 132,780 tons.

Dunedin.—Revenue, £780,856; decrease, £6,977. Passengers decreased 292,693. Season tickets increased 1,156. Parcels, luggage, &c., increased £56. Cattle decreased 512, and sheep 68,800. Timber increased 4,736 tons; all other goods decreased 31,771 tons.

Invercargill.—Revenue, £551,838; increase, £14,186. Passengers decreased 74,386, and season tickets 2,592. Parcels, luggage, &c., decreased £23. Cattle increased 5,844, and sheep 67,570. Timber increased 9,748 tons. All other goods decreased 16,943 tons.

Lake Wakatipu Steamers.

Revenue, £10,096; increase, £1,224. Passengers increased 8,000. Parcels, &c., increased £153. Cattle decreased 31, and sheep increased 1,120. Timber increased 24 tons, and all other goods 916 tons.

TRAIN-SERVICES.

The following table shows the average late arrivals of the suburban, mixed, and express trains for the year:—

Average Late Arrival of Trains, Year ended 31st March, 1925.

Year ended	Period ended													Average for Year, in Minutes.	
	April.	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.	Jan. 3.	Jan. 31.	Feb.	Mar.		
Express and Mail Trains.															
March 31, 1925	..	7-95	4-95	4-67	2-75	3-72	1-76	1-28	2-30	1-47	9-71	2-91	1-53	2-41	3-64
March 31, 1924	..	4-03	6-05	4-69	6-92	1-80	2-20	1-56	1-76	1-51	5-60	3-04	3-34	3-20	3-51
Long-distance Mixed Trains.															
March 31, 1925	..	7-81	6-36	4-38	2-80	2-49	1-93	1-80	3-09	3-79	7-22	4-88	6-49	7-20	4-63
March 31, 1924	..	4-63	5-59	4-61	3-50	2-02	2-48	2-29	2-84	3-17	6-22	6-37	6-18	5-49	4-26
Suburban Trains.															
March 31, 1925	..	2-90	1-25	0-74	0-42	0-34	0-23	0-24	0-33	0-23	0-64	0-41	0-38	0-45	0-65
March 31, 1924	..	1-42	0-88	1-18	0-80	0-57	0-40	0-42	0-43	0-46	0-78	0-51	0-64	0-80	0-71

REORGANIZATION.

Mr. R. W. McVilly tendered his resignation as General Manager in December, after forty-five years' faithful service. The Government decided that in future the railways would be administered by a Board of Management of three members.

Immediately on taking office the Board commenced with the reorganization of the methods of control. The departmental system, based on that in use on British railways when the New Zealand railways were first inaugurated, was replaced by the divisional system, with the object of giving more flexibility to the operating side of the business, and better co-ordinating the various functions in connection therewith. Naturally, it will take some little time before the full effects of the change are felt, but there is every reason to believe that the decentralization of the details of management will prove satisfactory to the clients of the Department.

The main object of the change is, so far as the Department is concerned, a better functioning of the various operations connected with train-running; and, so far as the public is concerned, a more personal and closer connection between the Department and the public.

FINANCE.

Arrangements have been put in hand to bring into operation, as from the 1st April, 1925, a change in policy with regard to the financial control of the Department's funds.

On the expenditure side accounts have been reclassified to show in proper detail how the money has been allocated, and to enable any fluctuations to be immediately placed.

To provide for depreciation, Renewals Funds have been created. These funds will equalize the replacement charges over a series of years, and enable the wear value to be debited each year against the various lines, rolling-stock, appliances, &c.

A Betterments Fund will also be built up with the object of providing for small additions for which no funds from capital are available, and also to provide for the writing-off of the value of the present works which are scrapped as the result of the provision of improved facilities on the new works programme.

Insurance funds to provide for and equalize the payments on account of workers' compensation, fire, slips, and floods have also been created with a view to stabilizing the finances of the Department.

The Department will be placed on a business footing—that is to say, as from 1st April, 1925, it will be required to provide full interest instead of a policy rate of interest on all capital charges. In addition to this the superannuation subsidy previously paid from the Consolidated Fund will be a direct charge against the Railways revenue.

On the revenue side, to provide for the largely increased expenditure devolving on the Department, recoveries for work done for other Government Departments will be obtained. Credit for the losses on branch lines and small isolated sections, after making full provision for the value of their branch traffic to the main lines, will be recovered from the Consolidated Fund. Remarks on these losses are referred to elsewhere.

A revision of the tariff has been made, which it is anticipated will, with the addition of the recoveries referred to above, bring in sufficient revenue to enable the Railways to pay in full all the outgoings necessary.

STATISTICS.

With the growth of the railways the necessity of adequate statistics has become an increasingly important factor, and there is probably no branch of administration that has developed in the railway world in recent years to such a degree as that of statistics.

The form of the statistics was, after much debate, practically settled in Great Britain after the passing of the Railways Act, 1921, and statistics in that country have become generally standardized. In order to establish a set of statistical returns in New Zealand on the model of those adopted in Great Britain, advantage was taken of the presence in the Dominion of Mr. J. A. Warren-King, Statistical Officer on the Great Western Railway (who was attached to the Royal Commission consisting of Sir Sam Fay and Sir Vincent Raven), to engage his services for that work. Mr. Warren-King accordingly remained in the Dominion for some months for that purpose, and duly recommended the adoption of certain forms which he considered suitable to the conditions obtaining in New Zealand. His recommendations have been put into operation, and a Statistical Officer has been appointed whose special duty will be to see that the required statistical information is properly compiled, and to analyse the same and bring under the notice of the Board all matters disclosed thereby which call for remark.

The statistics have already proved of material benefit to the Board in administering the affairs of the Department, but, as their nature largely lies in their affording a means of comparison of one period with another, the full benefit of their adoption will not be realized until they have been in operation for over a year, and their value will increase considerably as time goes on.

TRAIN SERVICES.

The growing importance of the principal business centres and the increase of commerce between them called for a radical review of express and mail-train services which would reduce as far as possible the time taken between the terminal points of the Main Trunk systems in both Islands.

It was fully appreciated that alterations such as were contemplated would react on all subsidiary trains, and, in effect, require a revision of practically the whole of the Dominion train services, with all the changes which this would entail in local arrangements to meet the requirements of the producing and trading interests.

The work devolving on the transport and operating staffs of the Department in giving effect to this extensive programme has been extremely heavy; but it has been undertaken in a spirited manner, with the result that a considerable portion of the revision has already been accomplished, and it is gratifying to find that commendations on the success of the work in meeting the desires of those bodies and groups representing the producing, manufacturing, trading, and travelling interests of the Dominion have been practically unanimous.

In December last a through express train between Auckland and Opua was inaugurated. After a trial it was found that a curtailment could be made in the running-time. The time-table has since been altered, and forty minutes have been cut off the up journey and thirty minutes off the down journey. The altered running provides more convenient hours of departure from and arrival at Auckland; and the train from Auckland also makes a connection at Newmarket with the 6.40 a.m. passenger-train from Mercer.

The Auckland-Opua express service is now running daily between Auckland and Whangarei, and thrice weekly between Whangarei and Opua.

The Thames and Rotorua expresses were maintained as separate trains a little longer than usual this year; but a fall in passenger traffic (the usual winter reduction) necessitated an amalgamation being made at the end of June. When arranging this change an alteration was made to the Thames-Paeroa local services, whereby the train which provides the express service from Thames for Auckland became a non-stop train between Thames South and Paeroa. This enabled passengers from Thames to entrain forty minutes later than formerly. Improved schedules for the Thames and Rotorua expresses are now being compiled in anticipation of the time when the traffic warrants these trains again being run separately.

As foreshadowed in last year's report, a night express was instituted between Auckland and Wellington. By limiting the load and making a minimum number of stops it was possible to reduce the through time materially, the "Limited" express making the journey in about fourteen and a quarter hours.

The Wellington-New Plymouth and Wellington-Napier express trains have been rearranged, and the time in transit has been reduced by periods varying from an hour and a quarter to an hour and a half. A later start from Wellington eliminates almost entirely the possibility of the ferry-boat from Lyttelton missing the connection with these trains, besides affording passengers off the ferry-boat ample time to obtain breakfast before entraining. In remodelling the Napier and New Plymouth expresses opportunity was taken to provide an express service connection from Napier to Wanganui and New Plymouth. The down Napier-Wellington express now connects at Palmerston North with the Wellington-New Plymouth up express. Passengers from Napier are thus enabled to travel through to New Plymouth in the one day, and passengers for Wanganui can reach their destination without being subjected to undue delay awaiting a connecting train from Palmerston North. It is anticipated that this alteration will be much appreciated.

For many years the express train from Invercargill for Christchurch started from Invercargill at 6.10 a.m., and the express from Christchurch arrived at Invercargill at 10.15 p.m. Both trains have been accelerated, the reduction of time on the journey being about an hour and a quarter in each case. At Invercargill the departure time is now 7 a.m. and arrival time from Christchurch 8.55 p.m. These alterations have met with the general approval of the people of Southland.

Although it has been customary as a measure of economy to reduce the running of the Christchurch-Invercargill express trains to three days per week during the winter months, it was hoped that the traffic would be maintained sufficiently to warrant a continuance of the daily running throughout the current year, but with the advent of the winter season the traffic dropped considerably and a curtailment of the services became inevitable. These trains are, however, being maintained on Mondays as well as on Tuesdays, Thursdays, and Saturdays. This provides an additional day's service, and has proved a convenience to passengers for south arriving in Lyttelton by the ferry-steamer on Sundays, and also to Christchurch business houses. The mail-trains between Christchurch and Dunedin and between Dunedin and Invercargill have been accelerated, about forty minutes having been cut off the journey each way.

The running-time of the Christchurch-Greymouth mail-trains has also been reduced by about half an hour.

The improvements effected in the retiming of the express trains have been favourably commented upon by travellers, public bodies, business organizations, and other commercial interests concerned.

The night "Limited" expresses between Wellington and Auckland have especially received a large measure of praise. These trains make very good connections throughout, and have the special advantage of running through the night and so leaving the daylight available for business or pleasure.

In making the alterations every effort has been made to suit the convenience of the travelling public, by fixing convenient hours for departure from and arrival at the main centres, by arranging suitable hours for meals, by making suitable connection with branch trains, and by giving the quickest possible transport.

The Sunday trains between Auckland and Helensville were reinstated in November. Additional trains were added in March, and the service is being maintained.

To meet the demand from the Napier and Hastings districts a Sunday service was instituted between Napier and Hastings, and is up to the present receiving sufficient support to warrant its continuance.

Additional Sunday trains have been provided between Wellington and Lower Hutt to meet the growing requirements of the district.

A Sunday train was also run between Dunedin and Palmerston during the summer months from January until April, and it is proposed to run this train again next summer.

The Wellington-Woodville passenger-train has been accelerated in order to make a connection at Woodville with the Wellington-Napier express train, and the Woodville-Wellington passenger-train has been altered so as to make a connection at Woodville with the Wellington-Napier express, thus providing a through service (round trip) in one day from Wellington (Thorndon) to Wellington (Lambton) via Palmerston North and Woodville. It is also possible to make this round trip in one day in the reverse direction, Wellington (Lambton) to Wellington (Thorndon).

A trial is being made of an early morning train on Wednesdays from Parnassus to Waipara to connect there with the morning train for Christchurch, and a return train from Waipara after arrival there of the evening train from Christchurch. The traffic has not so far been up to expectations, but the service is being continued in the meantime in anticipation of an improvement.

A mixed train has been provided from Christchurch to Greymouth, and from Greymouth to Christchurch, on Mondays to supplement the passenger service which runs between these towns on Tuesdays, Thursdays, and Saturdays.

A fast train from Ashburton to Christchurch each morning, and from Christchurch to Ashburton each afternoon, has been instituted, and in connection with these trains a daily fast service has been arranged on the Methven Branch.

Many other improvements have been made in the local services throughout the Dominion to meet the requirements of the districts served. The reorganization is still in progress, and further extensive improvements to local services are being prepared for the summer time-table.

A trial of a daylight express between Auckland and Wellington is under consideration for November. The continuance of this train will depend upon the patronage it receives. The intention was to try the daylight express last Easter. This, however, was found to be impracticable, and the matter had to be postponed until the summer. Time will be allowed for meals on the daylight trip, and the through times will consequently be a little longer than in the case of the night "Limited."

The desirability of running night passenger-trains between other centres besides Wellington and Auckland is being looked into. It is not yet clear that the probable additional passenger traffic which might be induced by such services would be commensurate with the heavy expense that would be involved in the running and the increase in staff that would be necessary at many of the stations *en route*.

A reorganization of train services such as is now in progress has far-reaching effects, and requires the most careful consideration not only with regard to economical working but also to the avoidance of unnecessary inconvenience and disturbance of established business relations. All proposed changes are carefully considered from all points of view, and users of the railways may be assured that everything possible will be done to meet their requirements.

Rail-motors.—During the year experiments have been made with motor rail-cars, but the trials have not yet been sufficiently exhaustive to enable us to say which is the best type of vehicle to meet New Zealand conditions.

A railway-carriage fitted with an internal-combustion engine and a "Sentinel" steam-car are making trial runs at present. A "Leyland" petrol-car and a "Clayton" steam-car are being prepared for service and will shortly be put on trial. Although only a limited measure of success has yet been obtained, it is hoped to find a rail-car which will be suitable for our services.

Suburban Settlement.—During the year the first sod of the Hutt Valley Railway was turned and work on the line commenced. It is expected that the line will be completed about eighteen months hence, and will serve new industrial and residential areas that are being opened up.

Through Service, Picton-Christchurch.—Inquiries are being made into the desirability of establishing a through one-day service by rail and motor between Picton and Christchurch. An endeavour is being made to ascertain what volume of traffic would be offering, with a view to deciding whether it would give an adequate return for the expense involved.

General.—Throughout the reorganization of services which has marked the year just passed, much thought has been devoted to the question of utilizing to the fullest extent the services available by reducing the standing-time of train gangs and making the best use of rolling-stock and engine-power. But the additional mileage incurred in duplicating services, even where this can be done without increasing engine-hours, must be reasonably justified by prospective additional traffic, and this factor has an important bearing on the application of the general principle that standing-time is wasteful. For, while the multiplicity of short branches, particularly in the South Island, led, under the old time-table, to heavy standing-time losses, it was clear that on many of these lines the additional traffic that could be induced by increased trains is not sufficient to warrant the cost of keeping the services moving. Having regard to this, the Board is devoting attention to the development of a cheaper form of rail transit, rather than additional train services of the present type, on branches coming within this category.

COMMERCIAL BRANCH.

The Commercial Branch of the Department, which has been functioning since the 14th August, 1924, has now become an important part of the machinery of our railway system.

The personnel consists of the Commercial Manager, Chief Clerk, and six Business Agents. The Business Agents work the districts allotted to them, and keep closely in touch with the Department's customers and the staff in an endeavour to regain lost traffic and secure new business. They also confer with the public bodies and clients in the various towns, and have derived much benefit by the information received from them and by co-operation with them.

The activities of the Business Agents embrace every phase of commercial life having any connection with the railways, shipping, tourist resorts, and publicity. One day an Agent will investigate an application for adjustment of rates, and next day will look into the working-conditions existing between a Harbour Board and the Railway Department, or he may be called upon to answer questions at a public meeting regarding intricate time-table arrangements. The reports and suggestions are collated and considered by the Commercial Manager, and the proposals placed before the Board.

The following are important matters that have been dealt with since the inception of the Branch:—

Running of Sunday Trains.—After mature consideration it was decided that the Department should depart from its long-established policy of curtailing the running of Sunday trains, and provide trains where the public demand and the prospective revenue warranted them. The motor services and harbour ferries have long seen the advantage of catering for Sunday business, and the Railway Department took up the work, not to induce Sunday travel, but to meet an existing public

want and demand. The patronage accorded to the Sunday trains has proved the correctness of the Department's estimate of the public requirements.

Excursions.—Various avenues of regaining revenue by means of excursions have been exploited, with satisfactory results in most cases, notwithstanding that the Department was compelled to somewhat curtail its programme on account of the outbreak of infantile paralysis and the consequent restrictions of travel. Next summer the excursions will be repeated, and experiments made in other directions. It is also proposed to arrange winter tours during the time when trade is slack and business men and others can conveniently spare the time for travel.

Availability of Tickets.—The period for which tickets are available has been considerably extended, and arrangements have also been made for intending passengers to purchase tickets up to fourteen days prior to the date they intend to travel. Reservations of sleeping-berths and seats in day coaches may also be made fourteen days ahead. These concessions have done much to facilitate booking, and have obviated in a marked degree the formation of queues at booking-offices. If any congestion occurs at ticket offices it is usually the result of passengers leaving the purchase of their tickets to the last minute, instead of taking advantage of the facilities offered by the Department.

Rail tickets are now obtainable at all offices of the Tourist Department, at the various offices of the Union Steamship Company, and on the Union Steamship Company's Wellington-Lyttelton and Wellington-Picton steamers.

Season Tickets.—Arrangements have been made whereby season-ticket holders are enabled to obtain their tickets with a minimum of inconvenience, and a wider range of season tickets is now stocked at stations than was the case formerly.

Excursion Tickets.—The excursion fares have been reduced, and also excursion tickets may now be obtained for shorter distances than previously.

Refunds and Adjustments of Minor Undercharges and Overcharges.—A new system has been instituted whereby passengers are enabled to obtain refunds with a minimum of inconvenience.

Cushions on Main Trunk Trains.—Passengers may hire cushions for use during long train journeys on the Main Trunk at a charge of 1s. each.

Checking Luggage.—The checked-luggage system has been extended to include the Picton Section from overseas stations. Luggage may also now be checked from stations in one Island to flag stations as well as officered stations in the other Island.

Storage Charges on Commercial Travellers' Samples.—The Department is now giving eighteen hours' free storage on commercial travellers' samples.

Private Tarpaulins.—Private tarpaulins are now carried free on the return journey when not in use.

Railway Department's Officers acting as Customs Clearing Agents.—Arrangements are under way for training Railway officers in the work of clearing goods through Customs. This will afford another benefit to traders in this Dominion, tending as it does towards promptness and economy, and reliability of service. The charges proposed are just sufficient to cover the cost of the work, the Department hoping to benefit by the additional transport work that will be obtained.

Collection and Delivery of Goods and Parcels.—Arrangements for the collection and delivery of goods and parcels are being made whenever necessary and where suitable agreements or contracts can be arranged. At many stations the best means of doing this is by inducing the local carriers to act in co-operation with the Railway. The carriers supply the Stationmaster with a list of their charges to and from the station, and these rates are quoted on application. The Stationmaster pays the carriers their charges for cartage to the station, and the amount is included in the charges collected from the consignee. In the case of goods arriving by rail, the Stationmaster, when advising consignee of the fact, is in a position to quote the rates for cartage from the station, and to make all arrangements for delivery of the goods.

Where a number of carriers operate at a station they are called together and asked to submit a working arrangement and uniform scale of charges. Only carriers who undertake not to compete against the Railways are given this assistance. If a contract was let for the cartage at a station lower rates might be obtained, but the contractor would have a monopoly of the work, and this would cause distress among the remaining carriers. Under the present system a very satisfactory service is given to the Department's customers and all the carriers are in a position to secure a share of the work.

Through Booking of Passengers and Goods.—The system of booking of passengers, parcels, and goods from any station in one Island to any station in the other Island was brought into operation shortly after the close of the year. This has filled a long-felt want, and the business done during the short time the facility has been afforded to the public is most gratifying.

In order to foster the through booked traffic, special arrangements have been made to give it the speediest transit possible. The labels for the packages are distinctive, and in themselves form an advertisement, and we hope that in time the Railway through booking will become synonymous with "promptness and reliability of service." The cartage between the boat and the station at Wellington is done by the Department's own motor-vehicles.

With regard to passenger traffic, the Department now gives facilities for passengers booking from any station to any station in New Zealand, including the issue of steamer tickets for the Lyttelton-Wellington ferry and reservations for the whole of the journey.

Rail Motor-cars.—The present mixed trains on lines which convey comparatively light traffic, while providing an economical means of transporting passengers and goods, occupy too much time on the journey in shunting and other operations connected with goods work; this permits the motors

catering for passenger traffic giving a speedier service. The provision of rail-motors will materially help to improve the situation for the Railways, and enable goods and passenger traffic to be dealt with separately by fairly cheap means, and provide a more convenient and faster passenger service. The activities of the Department in connection with the rail-motors are further dealt with elsewhere in this report.

Road Competition.—As in other countries, New Zealand is faced with the problem of road competition in goods and passenger traffic, and this is a matter with which the Commercial Branch is intimately concerned. Steps have been taken, wherever circumstances justified it, to confine the road-vehicles to their proper sphere—namely, as feeders to the railways—where there is ample scope for the motors to afford a real service to the community.

During the year the Commercial Branch has recommended the institution of a number of local rates for the purpose of combating competition with our services, and the effect of these rates, together with an improved standard of service to the public, is proving very satisfactory. Certain aspects of these special rates, as well as the question of regulating road traffic, are dealt with elsewhere herein.

Wool Traffic.—One of the chief sources of revenue for the motor has been the wool traffic, and the Business Agents carry out an organized system whereby every wool-grower is interviewed and impressed with the benefits of rail transport. Wherever possible representatives of the carriers who are not in competition with the Department are taken round with the Business Agents so that definite arrangements can be made on the spot for cartage to rail. Last year the results obtained from this system were very satisfactory, and it is expected to secure still better results this year. A considerable reduction has been made in the railway wool rates, and carriers carting to rail have also seen the benefit to be derived by reducing their charges, and have acted accordingly. The Department has also given special facilities for the handling of traffic forwarded by rail.

Butter and Cheese Traffic.—Last season the competition between the Department and the motor for the transport of dairy-produce was very keen, and we had to reduce our rates in many instances. A systematic canvass of the dairy factories was made, with the result that most of the traffic was secured for rail transit. It has been the experience of our Agents that representatives of dairy factory companies have come to realize they have been acting against the interests of the taxpayers, and ultimately against their own interests, by patronizing opposition services. The more extended use of insulated wagons has been a factor in restoring traffic to the railway, factory-managers having found that there is not the same risk of losing grading-points when the produce is railed.

The Personal Touch.—No innovation has earned so much appreciation by the public as the efforts that the Department is making to get into personal touch with its customers. The greater size of the business the greater the danger of losing sight of the human element, so essential to public good will; and public goodwill is essential to the successful operation of a huge department such as ours. The Commercial Branch does all its business with the public by personal contact, and every endeavour is made to train the staff to the same idea. As a result, the settlement of claims and disputes has been expedited, and more satisfactory results secured in many instances.

Conference of Staff.—The staff of the Commercial Branch meet periodically to discuss their work with the Commercial Manager and with each other. Each member also reports to the Commercial Member of the Board when visiting headquarters. In this way a system of team work is maintained, resulting in uniformity of effort. The various experiences of the members in different parts of the Dominion are made known to each other, and in the discussions which take place valuable information is gained. The Board cannot too strongly express the benefits that have been derived from the team work so evident in the activities of the Commercial Branch, and this spirit is spreading among the staff generally.

Education of Staff.—In moving about the country the members of the Commercial Branch take every opportunity of getting into touch with the staff and impressing upon them the necessity for courtesy and attention in their relations with the public, and of giving the best possible service. It is the endeavour to make each man in the Service feel that he is a business-getter for the Department, and that his own welfare is bound up in the success of the Railways.

The activities of the Commercial Branch have done much to give the public and staff a better understanding of our Railways. The members feel that the Railways are out for business, and their efforts to facilitate the business of the Department are becoming more and more apparent.

Publicity.—It is proposed to take more active steps to place before the public the facilities available to them and the benefits to be derived by patronizing the railways. A scheme for propaganda and more extensive advertising is being formulated. The possibilities of having films of railway scenes taken by the Publicity staff of the Government and screened in the theatres is being investigated, in order that the general public may be given opportunities to realize the wide scope of our activities. Films showing such diversified ramifications of railway work as the sawmills, house-making factory, workshops, Advertising Branch, and steamers on Lake Wakatipu, electric locomotives, &c., will do much to acquaint the people with the immense value of their railways, and instil in them appreciation of the largest business organization in the Dominion.

The Department is also working through the Publicity Committee in conjunction with the other Departments of the Government (Tourist, Industries and Commerce, and Internal Affairs) that are interested in advertising the Dominion. As a further avenue for publicity, and also to provide a valuable medium for the education both of the Railway staff and the public, it is proposed to publish a Railway journal. This publication will afford a ready means for ensuring the necessary publicity for the Department's side of the case in the various matters concerning the Department that become the subject of public discussion, while, as a means of rapprochement between the management and the staff, it will serve a most useful purpose.

Advertising.—The restrictions introduced as a war-time measure have now been relaxed so far as Railway advertising is concerned, and the advertising will in future conform more to ordinary business practice. In connection with shows, race meetings, and other fixtures the Department will also supply the organizers with full information regarding train services, &c., in connection therewith, so that such information may be incorporated in their official programmes, advertisements, &c. A commencement has already been made in this direction, and the secretaries of shows, race meetings, &c., have responded admirably to the Department's wishes.

Tours of Business Men.—During the year the matter of inaugurating tours for business men was taken up by the Wellington Chamber of Commerce, and suitable arrangements made between that body and the Railway Department. The object of the tour was to give facilities for parties of business men to look round their own country, and meet other local bodies *en route* and discuss subjects of mutual interest with them. It was intended that an opportunity would be taken to inspect the various Government developmental schemes, including railway extensions, hydro-electric, roads, bridges, water-supplies, harbours, and wharves. Owing, however, to the season being too far advanced before the proposal was mooted, it was decided to hold the matter over until next spring.

Exhibition Trains.—The possibilities of running exhibition trains in the North and South Islands have been considered in collaboration with the Department of Industries and Commerce and representatives of the commercial community. The proposal is, briefly, that the exhibition train will consist of about ten carriages with the internal fittings removed and fitted up with stalls containing exhibits of the manufactures of the Dominion. The train will stop for a day and a night at various towns, and the exhibits will be thrown open to the public. Suitable cinematograph displays will be given, and the attendants in charge of the exhibits will give lectures on New Zealand products. It is proposed that the train will contain an exhibition of New-Zealand-manufactured goods, and if business men take up the scheme it will give residents of the Dominion an opportunity they would not otherwise have of obtaining a general survey of the high standard that has been attained in local industry.

Dunedin Exhibition.—Proposals are being formulated for catering for the travelling public in connection with the New Zealand and South Seas Exhibition, which opens in Dunedin in November next. It is hoped the facilities and conveniences that will be offered will induce the public to travel not once but many times to the Exhibition. The services of the members of the Commercial Branch will be available for assisting in organizing excursions if so desired. The Railway Department's court at the Exhibition will give the public an opportunity of becoming acquainted with various phases of railway-working.

Railway Advertising Branch.—The work done by the Railway Advertising Branch is increasing rapidly. The high standard of the work turned out in highway signs, hoardings, posters, and carriage-signs has won the approval of the business people, who have come to recognize that not only are the railways the best medium of advertising, but that the excellence of our productions gives the best value for their outlay. In the printing section work is increasing also, and all Railway work of which the machines are capable is being done on the premises.

Public Bodies, Chambers of Commerce, &c.—Very helpful assistance and information has been furnished by the various bodies, and their co-operation with us has been valuable. It is found in most instances that these bodies regard it as their duty to fully consider all requests before submitting them to the Department.

Revenue.—The activities of the Commercial Branch are to a great extent reflected in the returns of traffic for the year ended 31st March, 1925. Notwithstanding that the year commenced with a Railway strike and closed with a serious epidemic of infantile paralysis during the usual period of holiday traffic there has been an increase in revenue of £128,314. Nearly a million and a half less passengers travelled than during the previous year, and this must be very largely attributed to the epidemic.

Staff.—Before concluding its comments on the matters affecting the Commercial Branch the Board desires to say that it cannot too strongly commend the action of the staff generally in connection with the efforts to restore traffic. Members (First and Second Division alike) have responded admirably to the many calls made on them. They have recognized that their personal efforts are required to ensure the success of the many innovations, and they have acted accordingly. They are interpreting the various instructions with judgment, and treating our clients with understanding; these are very gratifying features of their co-operation. Many expressions of appreciation of the attitude of the staff are heard from the public.

General.—Summed up, the Commercial Branch has, by keeping in close and personal touch with all sections of the community, by enlisting the whole-hearted co-operation of the staff, and by the cultivation of a spirit of *esprit de corps*, succeeded in removing anomalies, instituting reforms, and in rendering more cheerful and efficient service. By judicious propaganda and the employment of practical methods, traffic which had been lost to the Department has been regained and the Railway trade fostered. The Commercial Branch has striven to put the Railways on a business footing, ever bearing in mind that the interests of the Department are closely correlated to those of the Dominion as a whole, and that if the Department prospers the people of New Zealand, to whom the railways belong, will reap the benefit.

Central Booking-offices.—A central booking-office has been opened at Christchurch. At the commencement the office was available for the booking of passengers and the receipt from consignors of parcels to be carried by rail. The activities of the office have since been further extended in the direction of receiving luggage from intending passengers for checking. The business that has been done at the office indicates that it is meeting a real want and that it is bringing more closely under the notice of the public the facilities which the Department has to offer.

The opening of a central booking-office at Auckland is also contemplated, and investigations are now in hand with a view to securing a suitable site.

TARIFF.

The work of revising the tariff was carried on during the year, and, notwithstanding various unavoidable circumstances which tended to delay the work, it was completed shortly after the year closed. In accordance with the announcements that had previously been made in this connection, the tariff, as revised by the Department, has been submitted to the Chambers of Commerce and other interested bodies before being actually brought into operation. At the time of writing the various matters that have been made the subject of representations have been fully reviewed, and it is expected that the tariff will be brought into operation at an early date.

The Board in framing its tariff proposals has been much impressed by the change in the general attitude of the public towards the railways. There is no doubt that during the year previous to that now under review there was a noticeable measure of public demand for a decrease in the railway rates and charges. During the year, however, the public attitude in this respect has undergone a marked change, so that the demand seems now definitely to have taken the form of a desire for improved services rather than general reductions in rates. The Board, therefore, has not instituted any reductions in charges by way of concession except in those cases in which the concession could reasonably be expected to result in an increased revenue to the Department. In taking up this attitude the Board has the support of the recent Commission (consisting of Sir Sam Fay and Sir Vincent Raven) which reported that in its opinion the Department was not in a position to make any reductions in rates unless an increased revenue was to be secured thereby. A number of proposals are embodied in the new tariff, however, which it is hoped will benefit the Department's finances. These concessions are principally confined to the passenger section, and among them may be mentioned reduced excursion fares; family tickets (which permit of parents and their family to any number under sixteen years of age travelling at a cost not exceeding the price of three adult tickets); trip bearer tickets; and reductions in the suburban fares for short distances. Special competitive fares have also been instituted in certain localities where it was considered such action was justified or necessary in order to retain the traffic to the railway.

In the parcels section the principal alteration is the inauguration of a system of pre-payment of freight charges on parcels by means of stamps. This is a system which it is expected will very much facilitate parcels business with the railway, and should prove a very great convenience to the large retail firms who have an extensive parcels traffic. This system has been brought into operation on other railways with marked success, and there is no reason to doubt that the same result will be achieved in New Zealand.

In the goods section anomalies have been corrected and many improvements made. Owing to the altered financial arrangements of the Department, which require a considerably increased net revenue to be obtained, it has been found necessary to increase some of the goods charges, but every effort has been made to distribute the burden of the increased charges as equitably as possible, and to avoid any undue hardship or disturbance of business. A noticeable feature is the number of special rates which it has been found necessary to institute in order to meet competition. Very careful consideration is given to each case before any of these special rates are sanctioned. Careful inquiry as to the circumstances is made by the Commercial Branch, which reports fully as to the extent of the competition and the traffic likely to be gained, and the rates which it is considered should be charged. When it is decided to institute a special rate the matter is closely watched from the commencement, and the experience of the Department up to the present has shown that in practically every case the steps that have been taken by combining reduced rates with improved service are proving successful in regaining competitive traffic for the Department.

The Board thinks it advisable at this stage to clear up some misconception which appears to exist in the minds of some of the Department's customers regarding the nature and purpose of special rates. Frequently, when a special rate is instituted in a particular locality, interested people in other localities request that the same "concession" should be extended to them, notwithstanding that the conditions which give rise to the special rate exist only in the locality in which the rate has been made operative. In this connection the Board desires to point out that a special rate, as such, is not a concession. It is merely the highest price at which the Department can sell its transport in the particular locality, and this price happens to be below that normally charged. Its purpose is not to give those concerned a concession (although, of course, as being generally lower than the standard, it has a similar effect to a concession), but it is solely to enable the Department to sell its product (transport), which, *owing to the special circumstances existing in the particular locality*, it could not sell except at the special rate. The rate is brought into being by the special circumstances, and in the absence of those circumstances would constitute an anomaly. It would therefore be quite illogical to reduce the rate in one locality merely because it had been reduced in another locality without regard to the existence or non-existence in the former locality of the special circumstances which called for the institution of the rate. Not only would such action be illogical, but it would obviously result in financial ruin to the Department. If such a course of action were adopted throughout, the lowest rate which the Department could obtain in any locality would have to be the standard in every locality, and this, of course, is clearly impossible.

Another aspect of the special rates is that they have been considered by some to involve a differentiation against those who are not in a position to take advantage thereof. This also is quite a mistaken point of view. The fact is that it is only by retaining to itself the maximum degree of traffic that the Department can keep its general rates down. It is axiomatic in railway transport that, as the traffic increases, working-costs per unit of traffic tend to decrease. Conversely, as the traffic decreases, working-costs, and consequently rates and charges, tend to increase. This is, of course, due to the fact that in railway working the proportion of fixed charges is relatively very high, and these charges being very little affected by fluctuations in the traffic, it naturally follows that the greater the extent of the traffic over which these charges can be spread the lower falls the average working-cost. If then, the Department took no action to combat competition, and was merely content to take such traffic as came to it after its competitors had taken such portion of the traffic as they

found remunerative to themselves, the time would inevitably arrive when the Department would have to raise its general scales of rates in order to make ends meet. Those, therefore, who consider that because they are not in a position to take advantage of a competitive rate are being unfairly differentiated against should realize that they do obtain a benefit from the special rates, and that the action of the Department is in the best interests of its customers, and that all who use the railways, and especially those who are not in a position to obtain a competitive form of transport, and who therefore consider that they are to that extent at a disadvantage, are receiving a real benefit as a result of the institution by the Department of special rates.

ROAD COMPETITION.

The question of road competition is dealt with in certain of its aspects in the remarks under the headings of "Tariff" and "Commercial Branch," but there are other aspects which the Board thinks it desirable to touch upon. Much has already been written of the unfair advantage which motor-vehicles have over the Railways in respect of being provided with a way, while the Railways have to provide and maintain at considerable cost their own permanent-way. It is true that something has been done towards the correction of this anomaly by levying certain taxes on motor-vehicles. Whether these taxes are yet commensurate with the damage done by the motor-vehicles to the roads might still be a subject of debate, but the Board does not desire to further discuss this matter at this stage. The point on which it desires to offer some remarks, however, is in connection with the necessity for the proper regulation of transport by road carriers. At present it may be said that as to the service which road carriers are required to give the community the carriers have complete freedom. They take what traffic they choose and they leave what traffic they choose. They run entirely as and when it suits them. The Railways, on the other hand, are required to take practically whatever traffic is brought to them. They are expected to run strictly to time-tables and to accept practically every class of traffic that is offered, much of which may be quite unremunerative. In this latter category falls the traffic in workmen's tickets and in the lower grades of goods. The result of this state of affairs is that the road motors simply pick the eyes out of the railway traffic, taking only that which returns them a maximum profit, leaving the unremunerative and inconvenient traffic to the Railways. It is not difficult to conceive that if this position is allowed to continue unchecked the time might arrive when the Railways will be unable to continue to convey the lower rated classes of traffic at rates which those classes of traffic are capable of bearing. For example, unregulated competition for the passenger traffic in the suburban areas may result in the depletion of the traffic by rail at ordinary fares to such an extent as to render it unprofitable for the Department to run trains for that traffic. On the other hand, it is not at all likely that the road motors will undertake the essential duty now being performed by the Railways in transporting workers between their homes in the suburbs and their work in the cities at the fares which the Railways are now charging for that service. These fares, as is well known, are nominal, and are quite unremunerative to the Railways. Hitherto the fact that this traffic has been worked more or less in conjunction with the more highly rated passenger traffic has enabled the Railways to carry on without the necessity of raising the workers' fares, but if the road vehicles are left unrestricted to take the more highly rated traffic, the inevitable result must be that it will be financially impossible for the Railways to continue to cater for the workers' traffic at the very low fares now ruling. When, in addition to these facts, it is taken into consideration that the motors cannot satisfactorily cope with the workers' traffic owing to the great concentration within short periods in the morning and evening, it will be seen that the position from the point of view of the worker resident in the suburbs is likely to be seriously affected. It can scarcely be seriously contemplated that the Railways (however willing they might be out of purely financial considerations to give up the whole of the suburban traffic to the motors) could be permitted to cease to deal with that traffic, and the question therefore arises as to whether any real benefit is accruing to the community at large by the unrestricted competition of road motors with the Railways. It is to be remembered that at the inception of railways in the older countries the possibility of the railways securing a virtual monopoly and, after having ousted other forms of transport, failing to give the community the service which the interests of the community demanded was seriously apprehended, with the result that the railways were placed under severe regulation, including obligations to run workers' trains at specified fares and at specified times. The Board considers that similar considerations now call for some steps being taken to regulate the motor traffic in the interests of the community.

This might be done by the constitution of a suitable tribunal whose function it should be to decide in each case whether the establishment of a motor service is in the best interests of the community, and to define the obligations which shall rest on the motor-owner in the matter of time-tables, routes, fares, &c. Steps in this direction have already been taken in Victoria, where a system of licensing has been adopted. The necessary provisions have been embodied in the Motor Omnibus Act, 1924, of that State. Section 3 of that Act reads as follows:—

"3. (1.) The Governor in Council may by Order prescribe—

- "(a.) The routes within the metropolitan area along which motor omnibuses for which 'regular service' licenses are granted as hereinafter provided may ply for hire;
- "(b.) Sections and terminal points of, and stopping-places on, such routes;
- "(c.) Time-tables to be observed by owners of such motor-omnibuses plying for hire on prescribed routes or sections thereof;
- "(d.) The fares (including maximum and minimum fares for prescribed routes or sections thereof) to be charged for passengers carried by such motor-omnibuses; and
- "(e.) The maximum number of such motor-omnibuses which may be licensed to ply for hire on any prescribed route.

“(2.) Before any route aforesaid is so prescribed the Minister—

“(a.) Shall take into consideration the maximum number of motor-omnibuses proposed to be prescribed for the route ;

“(b.) Shall confer with the Victorian Railways Commissioners and the Board and the Council of any municipality concerned, and may confer with^e such other persons as he thinks fit ; and

“(c.) Shall satisfy himself that the condition of the roads to be included in the route is such as to be capable of carrying motor-omnibus traffic thereon without unreasonable damage to the roads, and that there are not sufficient other facilities for the conveyance of passengers to, from, or within the^e district proposed to be served.

“(3.) Notwithstanding anything in this Act or in any Order in Council, regulation, by-law, or license under this Act, the Minister, or any person authorized in that behalf by the Minister in writing (whether generally or in any particular case), may in cases of emergency, by order in writing, authorize temporary deviations from prescribed routes, and temporary alterations of any sections or terminal points thereof, or of stopping-places thereon, or authorize any motor-omnibus for which a ‘regular service’ or a ‘special service’ license has been granted to ply for hire temporarily on any route, whether a prescribed route or not, and every such Order in Council, regulation, by-law, or license shall take effect accordingly.”

Many other useful provisions are contained in the Act, the whole design of which is to secure that the interests of the community shall be the paramount consideration in every case.

This question is not raised by the Board in any spirit of controversy as to the relative merits of motor-vehicles as against railways as a means of transport. It fully and freely recognizes on the one hand that motor transport is capable of much valuable service to the community, while on the other hand it is clearly undeniable that the time is still very far distant when the railways can be dispensed with. If, in any particular case, it is found that the interests of the community can be better served by road motor-vehicles than by the railway, the Board does not desire to suggest that any artificial advantage should be given to the railways at the expense of the community as a whole. The principal concern of the Board in the present connection is to emphasize the necessity of ensuring that the service shall be available to the public on known terms and conditions. Then only can a true comparison be made between the various forms of transport, and the interests of the community be adequately conserved.

STAFF.

The conduct of the staff throughout the year has been good, and it is pleasing to be able to record that a very substantial forward movement has been made in the direction of increasing the interest of the staff in the problems with which the Department is faced, and engaging their active co-operation in the solution of those problems. The Board fully realizes that without the co-operation of the staff its efforts to improve the conditions of the Department generally, both in its relations with its customers and also with its staff, will prove nugatory, and it is equally seized with the importance of encouraging the staff to feel that they have a personal share in the responsibility of ensuring the smooth and successful working of the Department.

It is felt by the Board that the spirit permeating the staff is rapidly developing in this direction, and will continue to so develop with considerable advantage both to the Department and the staff. The Board desires that every member of the staff should have the fullest opportunity for impressing on his work the stamp of his own personality so that every member may be judged according to his true worth. The Board thinks that along this line lies the solution of many of the difficulties that have arisen in the past in making appointments and promotions, and it hopes by bringing about a closer measure of association of all the members of the staff with one another, including the management, those responsible for the selection of men for promotion will have a better opportunity of equipping themselves to discharge that most important duty, while the staff will develop that feeling of confidence regarding the assessment of their qualifications for promotion which is so essential to a full measure of contentment in the service. The Board also considers that the Department has a responsibility to the staff in the direction of affording to them the fullest opportunity for qualifying themselves to give the highest possible standard of service, and with this object the Board has in view the provision of educational facilities which have not hitherto been readily available to the staff. As development takes place in this direction it may be found possible to assist in the selection of staff for promotion by means of qualifying examinations. Indeed, it seems clear that some incentive along these lines is necessary, or at least very desirable, if the fullest benefit is to be obtained from any system of education that may be established, for although, generally speaking, railway men are academically interested in their work to a much greater extent than is met with in other occupations, it is but right that those who are willing to equip themselves by the diligent study of the deeper problems of railway-working should have a reasonable expectation of a reward for their efforts.

The importance of the railways in the economic and social life of the community is being increasingly recognized, and the science of transport is now taking its place amongst the other sciences to which attention is devoted in our higher educational institutions. In Great Britain this has been given a great fillip by the constitution of an Institute of Transport, which is ranking along with other similarly constituted bodies of long standing, such as the Institutions of Civil Engineers and of Mechanical Engineers, &c. Moreover, railway authorities in Great Britain and America are actively co-operating with the universities in order to bring about a deeper study of railway problems, with the result that the standard of service that can be rendered by railways to the community is being raised, while the expenditure of money and effort is, by the development of scientific management, being kept down to a minimum.

Stress of work arising out of the reorganization and the necessity for dealing with other problems of pressing importance has prevented the Board from accomplishing as much during the year now under review as it wished, but many data have been collected, and the way prepared for a forward advance during the current year. This is also one of the matters which is to be made the subject of careful study by one of the officers who is being sent abroad.

The relations existing between the Department and its staff have much improved during the year, notwithstanding that in the early part of the year a section of the Department's staff ceased work owing to its being found impossible for an agreement to be reached between the Government and that section of the staff regarding wages and working conditions. Negotiations had been in progress for some little time before the beginning of the year regarding claims for substantial alterations in wages and conditions that were put forward by the Amalgamated Society of Railway Servants. After several conferences between the management and the Minister of Railways on the one hand and representatives of the Amalgamated Society of Railway Servants on the other, it was still found impossible to reach an agreement on the claims of the society. It was, however, agreed between the parties that the whole of the claims should be submitted to a Board on which there should be representatives of the Department and of the Amalgamated Society of Railway Servants respectively, with an independent chairman. This Board was duly constituted, and Mr. H. D. Acland, of Christchurch, was appointed chairman. The Board duly entered on the inquiry with which it was charged, but its proceedings did not result in a settlement of the difficulties; and after further conferences between the society and the Minister, which were equally unsuccessful, the staff who were represented by the Amalgamated Society of Railway Servants ceased work on the 21st April, 1924. The other members of the staff, with a few exceptions, remained at their posts. Further conferences took place during the period of the cessation of work between the society and the Government, and it was finally agreed that the claims of the society should be referred to a tribunal consisting of the members of the Arbitration Court, with two additional members, one each being nominated by the Minister of Railways and the Amalgamated Society of Railway Servants. The men resumed work on the 29th April. The Board reported in due course, and the Government adopted its findings.

Much as such incidents as that just dealt with are to be regretted, there is no doubt that the occurrence in question cleared away many difficulties and opened the way to a better understanding between the staff and the management, and it is with much pleasure that the Board finds itself in the position to be able to record that the relations between the management and the staff have, during the year, shown a steady improvement, the position at the present time being very satisfactory in this regard.

Mr. E. E. Gillon, Chief Mechanical Engineer, retired on superannuation in December, 1924, and applications were invited for a Chief Mechanical Engineer to fill the vacancy. Mr. G. S. Lynde, O.B.E., A.M.I.Mech.E., M.I.Loco.E., was appointed to the position. Mr. Lynde served his apprenticeship in the locomotive and carriage and wagon shops of the Great Central Railway. During the war he served with the the infantry on the Western Front, and in 1916 was transferred to the Royal Engineers (Railway Operating Division) which unit he ultimately commanded.

In 1923 the Government approved of four officers being sent abroad to study the working-conditions of railways in other countries, but no officers were sent at that time. Early this year four officers were selected to go abroad. Mr. J. Mason, a member of the Board, and Mr. P. R. Angus, Locomotive Engineer, left the Dominion for Australia, South Africa, Europe, and Great Britain in January last. Mr. W. R. Davidson, Assistant Chief Engineer, and Mr. J. Pickard, of the Traffic Branch, left for Great Britain via America in February last. It is anticipated that these officers will be absent from the Dominion for about nine months, and that the information they will gain during their travels will be of great value to the management.

The administration and control of staff has been given a great deal of consideration, and proposals for reorganization of the Staff Branch are under consideration. These proposals it is expected will improve the existing system.

The total expenditure for salaries, wages, &c., for the year ended 31st March, 1925, was £4,385,000, out of a total expenditure of £6,540,000. The salaries and wages of the permanent staff for the year amounted to £3,000,000, and casual wages, overtime, Sunday duty, and night allowances to £1,385,000.

The magnitude of these figures indicates how necessary it is that the strictest supervision and control is maintained in order to keep the working-expenses within reasonable limits having regard to sound administration and public safety.

Arrangements are in hand which will ensure that the Board is kept in the closest touch with the staff requirements in the various branches throughout the system.

The Board is considering an alteration to the present method of discipline in the service, and it is hoped to discuss these proposals with the representatives of the various societies at an early date.

The scale increases for the year provided for in the schedule to the Government Railways Classification Act, 1908, and amendments, cost the Department £51,000. In addition to this promotions and improvements in grading cost £44,000.

LIBRARY.

The matter of providing a library containing books of reference and information regarding modern railway practice has been under consideration, and will be put in hand as soon as accommodation is available. A library is a necessary accompaniment of any system for educating the staff in modern methods of transport. What is aimed at is more than a mere collection of books. It is intended that the library shall embrace something in the nature of an information bureau, where matters of interest regarding transport will be collated and indexed, and preserved in a form that will admit of ready reference, so that at a moment's notice the most up-to-date information may be available on any subject of importance that may arise.

REFRESHMENT BRANCH.

During the year the refreshment-rooms at Masterton and Whangarei, which had previously been controlled by lessees, were taken over by the Refreshment Branch of the Department, making the total number of refreshment-rooms (including the Lake Wakatipu steamers) controlled by the branch at the close of the year, twenty-one.

Although the epidemic of infantile paralysis seriously affected the traffic during the last four months of the year, the volume of business done by the Refreshment Branch showed a substantial increase over previous years. The gross earnings for the year amounted to £104,797, as compared with the previous year's earnings £96,342. The staff of the branch at the close of the year numbered 274, as compared with 240 for the previous year.

The operations of the branch in connection with the purchasing of foodstuffs and groceries for other Government Departments under the Stores Control Board were further increased. During the year 2,135 requisitions were rendered by other Government Departments, involving the making of 500 contracts and the issue of 200 authorities to purchase (in cases where contracts were considered unnecessary). The purchasing done by the Refreshment Branch on behalf of other Government Departments is estimated to amount to not less than £150,000. The catering at Rotorua upon the visit there of the officers and men of His Majesty's ships "Hood" and "Repulse" was undertaken by the branch with very satisfactory results.

The same high standard of service has been maintained during the year, and it is proposed during the ensuing year to continue the policy as opportunity offers of taking over refreshment-rooms that are now leased. Among those that will be so dealt with during the year are the refreshment-rooms at Patea, Clinton, Gore, and Putaruru.

WORKSHOPS REORGANIZATION.

The report of the Royal Commission emphasized the conditions of obsolescence that obtain in our workshops with regard to buildings, machinery, and shop methods. This was shown also with regard to workshops in greater detail in the reports of the Production Engineer, and a definite programme of reconstruction and modernizing, which will take approximately three years to complete, has been decided upon along the lines recommended.

At the inception of the railways in New Zealand the system was built up by the construction of isolated sections which were gradually linked up as the years went by. Of necessity workshops were built to serve the needs of each separate section of line, and at the present time there are in consequence some nine workshops in existence.

It was recommended that concentrated shops in each Island be established. This objective will be obtained practically in the plans of reconstruction, by concentrating all the locomotive work in one workshop, and all the car and wagon stock work in another workshop, in each Island. Since, in the existing workshops, the locomotive-work organization is separate from the car and wagon work organization, the economics of having one concentrated workshop wherein quantity production and more specialized methods may be adopted will be obvious.

With regard to workshops machinery, a complete survey has been made of all the machines in the various shops, for the purpose of replacing those obsolete and worn out, with the type required in accordance with modern shop practice. A considerable amount of the new machinery required is of a different character from that which will be superseded, and it is intended to utilize such machinery that still has useful life to equip Car and Wagon Inspectors' and running-shed depots for emergent and running repairs.

The survey showed that 60 per cent. of the workshops machinery was over twenty-five years old. This is five years longer than the usual accepted useful life of this class of machinery, as allowed for the world over, in computation of depreciation and renewals expenses. Specifications and plans covering the machinery required are in course of preparation.

Electrification of workshops machinery drives and revision of shops-lighting along modern lines is being proceeded with. Petone erecting-shop and machine-shop have the modern lighting system installed, with very beneficial results.

In connection with workshops methods, production departments have been established at the main workshops to plan and schedule the detail operations in the different shops to the end that locomotives, cars, and wagons are out of service a minimum period of time. The system co-ordinates the work of all departments concerned in each individual repair or new car or locomotive, and arranges the continuity of operations so that delays are prevented, causes for delays definitely known, and constructive progress is maintained. While the installation of this system is still in process of development, there is much evidence of its results; already at Petone, where the best figures on the railway were previously obtained, the average time under repair per engine overhaul has now been reduced 25 per cent., and this is with the old shops and equipment. With regard to costs, there is evidence that a reduction is being obtained. It is thus obvious that with modern machinery and shops there will be great saving in expenses over previous costs. Allied with this work is the installation of a detailed cost system, from which it will be possible to make comparative and progressive costs of departmental work.

LOCOMOTIVE-POWER.

During the year locomotive stock was increased by five electric and one battery locomotive for use between Otira and Arthur's Pass, also seven Class AB, one WAB, and one WS class engines. One locomotive was sold during the year, and seven old engines were written off. The net increase in tractive power was 2.38 per cent.

After the completion of orders now in hand it is hoped that the Department's requirements in respect of engine-power, other than the replacement of obsolescent types, will be met without the necessity for placing further orders outside our own workshops, unless it be for some special type of engine which it may be decided to try for working traffic over the steeper gradients.

The matter of obtaining increased mileage from the engines in service is receiving consideration, and it is expected that considerable improvement in this respect will be effected in the near future.

ENGINE HEADLIGHTS.

The electric headlights on engines have proved entirely satisfactory, and the equipping of locomotives running the important long-distance mail and express trains is being pushed on to completion.

CARRIAGES.

The popularity of the ladies' carriages provided on long-distance express trains continues, and the policy of improving the type and fittings of passenger-vehicles is receiving constant consideration.

Progress is being made with the installation of electric lighting and other improvements, tending to additional comfort of passengers on long journeys.

In connection with the running of the night "Limited" express between Wellington and Auckland, which necessitated the provision of more sleeping-cars, a trial was made of converting an ordinary Main Trunk day car into a Pullman type sleeping-car. These cars have served their purpose satisfactorily as a temporary measure.

Another new sleeping-car, having nine two-berth compartments, with hot and cold water in each compartment and other improvements, is in course of construction, and it is intended to place this vehicle on view in the forthcoming Dunedin Exhibition, where it will serve to advertise not only the latest type of sleeping-carriage, but also the high class of work that is turned out in the New Zealand Railway workshops. An order for ten of these cars is now in hand.

WAGON STOCK.

Having regard to the tonnage capacity of the available goods wagons, and to the opinion expressed by the Royal Commission with respect to the number of wagons in use in the Dominion, special attention is being devoted to the matter of the control and distribution of wagons to ensure that the best possible use is obtained, in order to reduce to a minimum the inconvenience which arises at busy periods through the impossibility of the Department at once meeting all demands for trucks. The closest attention is also being given to promptitude in the loading, movement, and discharge and in this respect it is possible for our clients to assist the Department (and incidentally themselves) by using special efforts to reduce the time during which rolling-stock is rendered immobile while being loaded or discharged.

It is hardly necessary to stress the fact that railway-wagons are essentially for the transport of traffic, not for the storage of goods; and, while it is true that provision is made for imposing demurrage charges in cases where wagons are unduly delayed, the Department prefers, and it is also in the interests of all users of the railways, that wagons should be available for their legitimate purpose for the greatest possible time.

ELECTRIFICATION.

Messrs. Merz and McLennan, of London, consulting engineers, have been asked to report on the electrification of suburban lines. On receipt of their report recommendations will be made as to which, if any, of the lines should be electrified.

RAILWAYS IMPROVEMENTS.

The expenditure during the year on works authorized under the Railways Improvement Authorization Act, 1914, and charged to capital, was £251,228, making a total expenditure to the 31st March, 1925, of £1,174,717.

During the year the whole programme was reconsidered and brought up to date. With the large annual increase of business it became imperative to provide the facilities necessary to deal with the growth of work, more particularly at the terminals and large station-yards. The programme as included in D.-2A last year provides for an expenditure of £8,081,500, spread over a period of eight years. Work has been commenced, and will be pushed on so as to keep to the schedule as far as is feasible and advisable.

The programme of new works as outlined in D.-2A was submitted to the Royal Commissioners who reported on the railway system last year, and met with their approval generally. In the few cases where the Commissioners considered amendments to the proposals necessary the matter is being reconsidered.

HOUSING.

Considerable progress has been made with the house-building programme. During the year 300 five-roomed houses were cut at Frankton Junction factory, of which 253 were erected, at a total cost of £170,977, and at an average cost of—five-roomed houses, £674; six-roomed houses, £972. This cost includes all factory and overhead charges, but not cost of land, roading, drainage, water-supply, &c. The addition of these charges amounts to £87 per house, and brings the total cost up to £761 and £1,059 respectively.

The actual costs for the year were—

	£
Cutting and erection of houses	170,977
Preparation of sites	1,871
Roading of sites	1,680
Drainage and sewerage	6,442
Water-supply	1,230
Work on reserves	490
Stock of material	1,653
Land	35,494

	219,837
Completion of work in South Island	215

£220,052

The amounts referred to under "Land," "Preparation of sites," "Roading," "Drainage," &c., are for many more sections than those built on during current year.

The quantity of timber dealt with for the year by the big planer was 4,647,398 lineal feet. The quantity of timber used in cutting the 300 houses was 3,600,000 superficial feet.

The total costs to date are as follows :—

North Island houses—							£
Erection of houses	..	..	..	..	..	..	382,289
Preparation of sites	..	..	..	..	..	..	5,735
Roading of sites	..	..	..	..	..	..	8,419
Drainage and sewerage	..	..	..	..	..	..	14,861
Water-supply	..	..	..	..	..	..	2,638
Work on reserves	..	..	..	..	..	..	2,011
Land	..	..	..	..	..	..	68,652
Stocks of material held	..	..	..	..	..	..	30,245
							<u>£514,850</u>
South Island houses—							£
Erection of houses	..	..	..	..	..	..	9,401
Preparation of sites, roading, drainage, &c.	..	..	..	..	..	..	499
Land	..	..	..	..	..	..	1,596
Stocks of material on hand	..	..	..	..	..	..	778
							<u>12,274</u>
Grand total							<u>£527,124</u>

Since the inception of the scheme 477 houses have been built, at average costs as follows :—

—	Year 1920.	Year 1921.	Year 1922.	Year 1923.	Year 1924.	Year 1925.	Total.
Five-roomed houses—							
Number ..	1	56	95	19	42	252	465
Cost ..	£971	£950	£914	£831	£705	£674	£766
Six-roomed houses—							
Number ..	..	2	6	3	..	1	12
Cost ..	..	£1,297	£1,254	£1,213	..	£972	£1,227

Of these houses, those built in the years 1924 and 1925 are factory-cut, those built in the previous years being by contract.

The average additional cost to these figures to provide for land, drainage, roading, water-supply, &c., is £87.

The cost of the house-building factory, including machinery, provision of electric power, &c., is as follows: Machinery, £45,297; buildings, £33,653; land, £812; improvements, £715; sidings and yard, £7,283: total, £87,760.

A sum of £6,238 has been charged against the cost of houses for factory depreciation, leaving the capital value at present as £81,522.

Charges against the cost of houses to provide for interest and depreciation at the house-factory have been made at the following rates: For interest, 4 per cent.; for building depreciation, 2½ per cent.; for machinery depreciation, 5 per cent.

The present programme involves the construction of 1,500 houses, of which 477 have been built.

AUTOMATIC SIGNALLING.

During the year the installation of automatic signals was completed between Addington and Stillwater.

The system continues to give the utmost satisfaction, and in regard both to reliability and economy is fully justified.

This most modern system of train protection and signalling is now in operation on 134 miles of single line and 20¾ miles of double line.

The installation between Auckland and Penrose is approaching completion, and it is proposed to go on immediately with a further extension southward from Penrose.

In addition to providing for safety of train-movements, the most important factor in connection with automatic signalling is that it provides for the maximum use of the line continuously without the necessity for extra staff at stations to operate signals or tablet machines.

STORES.

The amount expended on stores during the year was £2,091,131.

Payments were divided as follows :—

	£
To merchants and manufacturers in New Zealand	1,697,410
In Great Britain and overseas British Dominions	365,547
To stores orders in railway workshops	28,174
	<u>£2,091,131</u>

British manufacturers are given a preference over those from foreign countries, and the total amount spent in countries outside the Empire is only about £17,000, practically all of which is spent in the United States of America and nearly half of it is for lubricating-oils.

A reorganization of the Stores Branch has been put in hand. In order that the reorganization may be dealt with on up-to-date lines the Comptroller of Stores and a Stores Audit Inspector were sent to Australia to investigate the methods in use there. Following on the information gained, the main stores are being remodelled on a system which will enable a thorough check to be kept on all supplies. Substores are also being provided at all workshops and depots for the purpose of enabling the Stores Branch to control the supplies until they are actually required to be put into use.

Previous to the war, stores were procured under contracts for definite terms. Owing to the want of stabilization in prices that followed on the outbreak of the war this method of procuring stores had to be abandoned, but consideration is now being given to a return to this system, and to that end arrangements are being made under the ægis of the Stores Control Board to reconstruct the contract schedules and to standardize as many of the items as is practicable, so that common contracts may be let for the regular requirements of all Departments of State.

The effect of this should be not only to afford all Government Departments the benefit of purchasing on a large scale, but also to improve the facilities under which stores are obtained for this Department. It will also relieve the Railway Stores Branch of a considerable amount of detail work that is now performed in connection with supplies for other Departments of State.

SAWMILLS.

The Mamaku Sawmill produced 4,124,301 superficial feet of sawn timber during the year. The Profit and Loss Account shows a net profit of £455 12s. 7d. after allowing interest and depreciation. The values of issues of timber from Mamaku to the construction branches totalled £34,503 14s. 10d.

The Frankton Junction sawmill is supplied from the logging areas of Pokaka and Erua. At Pokaka the logs felled totalled 3,600,182 superficial feet; at Erua, 3,617,283 superficial feet. At Frankton Junction the sawmill converted logs to 4,331,322 superficial feet of sawn timber at a cost of £41,084 2s. 10d. The Profit and Loss Account for the year, after all charges have been met, shows a profit of £1,241 8s. 6d. The value of issues of timber to the construction branches totalled £140,533 9s. 10d.

It is, of course, not intended that the sawmills should make profits. The mills serve a useful purpose to the Department in providing a sufficiency of timber of the special sizes and qualities required for the Department's work, and any gain is to the construction branches.

BRANCH LINES.

The loss, including interest, on the branch lines enumerated below was £247,810, of which £197,817 represents interest at $3\frac{1}{4}$ per cent. A statement showing the operation-costs is given below:—

Branch Lines.	Net Revenue.	Loss on Working.	Loss, including Interest.	Average per Mile of Line.		
				Revenue.	Working- expenses.	Interest.
	£	£	£	£	£	£
Waiuku	32	..	8,096	466	464	660
Waitara	..	2,370	3,938	1,320	1,847	348
Toko	..	20,424	47,997	279	473	655
Foxton	566	..	1,585	626	597	112
Greytown	..	1,919	2,425	262	901	169
Eskdale	..	5,410	11,903	179	641	555
Eyreton and Oxford..	..	3,788	10,253	186	256	120
Cheviot	..	3,142	16,973	316	388	316
Little River	534	..	4,099	376	352	207
Southbridge	4,424	..	761	846	672	204
White Cliffs	..	705	1,879	315	377	103
Methven	93	..	3,198	398	394	149
Springburn	..	11,315	14,050	233	259	100
Fairlie	1,639	..	4,846	432	387	180
Waimate	..	3,615	5,883	336	620	178
Kurow	..	1,016	6,724	299	326	153
Ngapara and Livingstone	..	3,600	10,420	208	342	254
Waihemo	..	809	2,234	160	254	165
Otago Central	14,958	..	41,437	640	538	384
Lawrence	..	2,035	14,009	453	512	346
Tapanui	..	3,729	8,743	286	429	192
Waikaka	..	1,375	4,232	208	317	227
Switzers	..	1,687	3,858	149	272	159
Glenham	..	3,938	7,184	220	644	349
Seaward Bush	2,279	..	5,213	483	413	229
Forest Hill	..	3,173	4,350	188	438	93
Mararoa	..	468	1,520	115	162	104

The figures per mile of line are very instructive when considering the value of new lines to the system :—

The length of branch lines included is 719 miles.	£
The average capital cost per mile, including rolling-stock, is only	7,333
The average revenue per mile is	406
The average expenditure per mile, exclusive of interest, is	475
Made up as follows :—	£
Maintenance of track and structures	187
Upkeep of cars, wagons, &c.	33
Transportation expenses	234
General and administration, &c.	21
Total	<u>£475</u>
The average interest per mile at $3\frac{3}{4}$ per cent. is	275
The average interest per mile at $4\frac{1}{8}$ per cent. is	302

If these lines were constructed at the prices now ruling the costs would be much higher.

An inspection of the figures in the column showing the average revenue per mile shows that, apart from exceptional cases, a revenue of more than £400 per mile cannot be expected, even after the business has had many years in which to become established.

A close analysis of the value of the branch-line traffic as feeders to the main-line traffic has been made, and this shows the value to be £100 per mile for the year's figures quoted above. Taking this into consideration, the comparative values per mile of the opened branch lines to the system may be placed as follows :—

	£		£
Revenue	406	Expenditure	475
Value as feeders to main line 100		Interest	302
	<u>506</u>		
Loss to the system ..	271		
	<u>£777</u>		<u>£777</u>

On new lines mooted and under construction, where the cost per mile runs to £15,000, £20,000, or £25,000, the interest-rate runs to £619, £825, and £1,031 per mile respectively, plus the cost of rolling-stock necessary to properly equip the lines.

The Board is giving consideration to the problem of reducing the losses on the branch lines to a minimum. The figures quoted above will show what a difficult task it is.

The following figures in amplification of the above will be of interest :—

Average Revenue per Mile of Line.

	£
All lines	2,316
North Island, exclusive of branches	3,870
North Island, inclusive of branches	3,602
South Island, exclusive of branches	2,432
South Island, inclusive of branches	1,637
North Island branches, as per list	413
South Island branches, as per list	405
Kaihu Section	378
Gisborne Section	728
Nelson Section	405
Picton Section	609
Westport Section	3,568

SUPERANNUATION FUND.

The report and balance-sheet of the Government Railways Superannuation Fund for the year ended 31st March, 1925, shows the position to be as follows :—

	Annual liability, £205,579.	£
Members contributions	139,333	
Fines and donations	436	
Interest	36,941	
Deficit, to be drawn from subsidy	28,869	
	<u>£205,579</u>	
At the same date the liability to contributors in respect of amounts paid in was	1,060,205	£
The total accumulated fund was	734,112	
Leaving a deficit of	<u>£326,093</u>	

As from the 1st April, 1924, the amount standing to the credit of the fund has been invested separately by the Public Trustee.

The amount standing in the Investment Account in the balance-sheet is represented by the following securities :—

								£
Mortgages	..	..	..	..	..	..	..	363,581
Local bodies' debentures	..	..	..	..	..	..	..	195,515
Government securities	..	..	..	..	..	..	..	93,000
In hand awaiting investment	..	..	..	..	..	..	..	3,965
								<u>£656,061</u>

The average rate of interest earned by the fund for the year was 5·59 per cent.

We have the honour to be,
Sir,
Your obedient servants,
F. J. JONES (Chairman),
H. H. STERLING,
A. W. MOUAT (Acting),

}

Board of Management.

The Hon. the Minister of Railways.

=====

APPENDIX.

MAINTENANCE.

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

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

Permanent-way.—The quantity of relaying done is smaller than that carried out during the previous year. The decrease is due to the late arrival of materials on order. The relaying during the year has been as follows :—

	Miles.
Main line and branches, 40 lb., 53 lb., 55 lb., 56 lb., 65 lb., and 70 lb. rails relaid with 70 lb. material	54 $\frac{1}{4}$
Main line and branches, 40 lb., 52 lb., and 53 lb. relaid with 55 lb. material ..	8 $\frac{3}{4}$
Main line and branches relaid with second-hand 53 lb. and 56 lb. material removed from main line	5 $\frac{1}{4}$
Total relaid for the year	68 $\frac{1}{4}$

Sleepers.—The number of new sleepers placed in the track during the year was 189,720.

Ballasting.—155,300 cubic yards of ballast were placed on track.

Slips and Floods.—Slips and floods of extensive nature were experienced in the North Island during the year. Serious damage to the track, and dislocation of traffic, was caused on several lines.

Excessive rainfall in April caused many slips on the North Auckland line, through traffic being interrupted from the 3rd April to the 13th May. Special gangs were occupied for several months clearing away the slips, and the work of repairing the damaged track took some months longer. Slips also occurred in the Auckland District during May, on the Waihi and Thames Branches, traffic being interrupted for several days. In the Ohakune district slips and washouts occurred on the main line during April, June, August, and September. The engine of the express train from Wellington was derailed through running into a slip near Kopaki on the 8th April.

In the Taranaki District the portion of the Toko Branch between Pohokura and Whangamomona was completely blocked for traffic from the 5th April to the middle of July by slips caused by exceptional rainfall. Slips and washouts near Mokoia blocked the main line for five days in April, a temporary bridge having to be erected over one portion of the track washed out. A flood covered several miles of the Foxton Branch during November, interrupting traffic for two days. Traffic on the Rimutaka Incline was blocked by slips from the 1st to the 7th November. On the Napier main line also several large slips interrupted traffic for several days in November.

Several slips and washouts occurred on the Picton Section during this month, dislocating traffic. The engine of a special train was derailed near Riverlands on the 1st November owing to a pier of a bridge being undermined by a flood.

The damage done to the Napier-Eskdale line by flood-waters during the previous year was made good by the placing of 26,000 cubic yards of filling on the track.

In the Canterbury District about ten thousand willows were planted to prevent river encroachment between Cass and Arthur's Pass. On the Westland Section over 3,000 tons of stone were used for river protective works.

Bridges.—These have been maintained in good order. Repairs and renewals have been carried out at a large number of bridges. A number of bridges of timber construction were replaced by structures of steel. A considerable amount of bridge-strengthening to allow heavier engines to run is being carried out on a number of lines.

Water-services.—These have been maintained in good order. A number of improvements have been made, and additional storage vats provided.

Wharves.—The wharves belonging to the Department have been efficiently maintained. On Lake Wakatipu the jetty at Bob's Cove has been rebuilt, and the wharf at Glenorchy was overhauled and repaired.

Buildings.—Extensive renewals and repairs have been effected. The station building at Te Horo, and dwellings at Owango and Maheno, which were destroyed by fire, have been replaced.

Station-yards.—Siding extensions and rearrangements have been carried out and additional accommodation provided at a number of stations.

Railway Improvements.—The total expenditure under the Railway Improvement Authorization Account during the year was £131,196, as against £10,827 last year.

The preliminary work on the Auckland-Westfield deviation was completed, and the actual construction was well under way by the end of the year. Considerable earthwork was done in connection with the rearrangement of Auckland station-yard. The rearrangement of Paeroa station-yard, including a new bridge over the Ohinemuri River, was put in hand, and good progress is being made. The Dunedin-Ravensbourne deviation and duplication were practically completed, and traffic will shortly be diverted on to the new line. Preliminary work was proceeded with in connection with the new station-yards at Frankton, Palmerston North, Wellington, and Christchurch, and also the duplication of line between Penrose and Papakura. The strengthening of bridges between Oamaru and Dunedin is now in hand.

Additions to Open Lines.—The expenditure under this heading during the year was £153,475, the principal works being station rearrangements at Whangarei (in hand), Maungaturoto (part), Homai, Otira (part), Hokitika and Greymouth (in hand); siding extensions at Kaukapakapa, Wharepapa, Henderson, Te Kauwhata, Frankton Junction, Hikurangi, Putaruru, New Plymouth, Tamaki, Tomoana, Christchurch, Little River, Fairlie, Methven, Kauri, Flaxmill, Waikiwi; station building erected at Waitoa; verandas erected at Mount Eden (extension), Hokitika, Ikamatua, Upper Port Chalmers, Owaka; ladies' waiting-rooms at Ahuroa, Pukerua Bay, Ngaio; road overbridges at Walton, New Lynn, Kingsland (part); subways at Hamilton and Nagio; cattle-yards erected at Whakapara, Rangiriri, Puketutu, Tamaki, Okehu, Rangitata Island, Sea View, Galloway; goods-sheds erected or extended at Takanini, Makarau, Cambridge, Taupiri, Claudelands, Bell Block, Inglewood, Granity, Medbury; new houses erected at Ikamatua, Waitoa, Glen Afton, Halcombe, Seddonville, and St. Andrew's.

Miscellaneous.—Additions and improvements amounting to £15,979 and charged to working-expenses were carried out. The works include providing ladies' waiting-room, Kaipara Flats; loading-bank, Makarau; extending platform and goods-shed, Swanson; altering cattle-yards, Papatotetoe; providing shed for motor-truck, Palmerston North; altering stock-yards, Masterton; providing loading-bank, Waipawa; altering cleaners' barracks, Cross Creek; extending platform, Orari; providing crane, Hawarden; stock-yards, Kauana; shelter for motor-cars, Reefton.

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

	£
Maintenance (charged to working-expenses)	1,109,659
New works (charged to capital)	284,671
Other Government Departments, public bodies, and private parties? ..	88,030
Total expenditure	£1,482,360

The Maintenance expenditure charged to working-expenses amounted to £362 per mile, compared with £373 per mile in 1923–24, £342 per mile in 1922–23, £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, 1925, was 3,097 miles 11 chains. During the year 33 miles 3 chains additional lines were opened for traffic.

Land and Leases.—Number of leases registered during the year, 616; aggregate rental of same, £12,316 7s. 6d. Total number of leases current on 31st March, 1925, 6,357; aggregate rental of same £52,863 17s. 6d. Private-siding agreements registered during year, 106; aggregate rental of same, £4,209. Total number of agreements current on 31st March, 1925, 491; aggregate rental of same, £18,258. Miscellaneous agreements entered into, 5; aggregate rental of same, £225. Total number of Proclamations issued, taking or giving up land, 41. Total amount of compensation paid during the year for land taken, £82,084 5s. 11d.

Staff.—Maintenance Branch: Working staff, 3,809; office staff, 150; total, 3,959.

SIGNAL AND ELECTRICAL.

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

Fixed Signals at Officered Stations.—Home and distant signals have been provided at Maungaturoto, Cambridge, Waikiwi, Wallacetown, Winton, Centre Bush, Dipton, Lumsden, and Lochiel, and a home signal at Breakwater (New Plymouth). The total number of officered stations (including tablet stations) is 480, of which 312 are equipped with fixed signals, 112 are interlocked, and 56 unequipped. Seven signal repeaters have been installed during the year, making a total of 397 now in use.

Interlocking of Points and Signals.—Detection of facing points by fixed signals has been installed at Maungaturoto, Waikiwi, Wallacetown, Centre Bush, Dipton, Lochiel, Winton, and Lumsden. Complete all-electric-power signalling and interlocking has been installed at Darfield and Sheffield. Mechanical signalling and interlocking has been provided at Ohau and Paremata. Special locking arrangements for points and signals have been installed at Riccarton. Alterations to signalling and interlocking arrangements have been carried out at Paeroa, Taumarunui, Dannevirke, Aramoho, Ngaio, Lower Hutt, Lambton, and Tinwald. At Greymouth an electric switch lock has been installed to work the points for the Hokitika line.

Interlocking with tablet system has been installed as follows: Homai Station; service siding at 42 miles 70 chains, near Paeroa; service siding near Karangahake; quarry siding near Waikino; Armstrong Whitworth's private siding at Putaruru; T. G. Martin's private siding near Te Kawa; Rangitikei County Council's private siding, Kakariki; Chaney's Station; Ashley Station; Glasnevin ballast-pit siding; Styx Station; Wilson's Crossing Station; Ryal Bush Station; Thompson's Station; Gap Road Station; Todd and McSkimming's private siding at Waikiwi.

Special switch locks have been provided at Blenheim, Riccarton, Waikiwi, Wallacetown, Lochiel, Winton, Centre Bush, Dipton, and Lumsden.

Between Addington and Rolleston the interlocking has been rearranged for automatic signalling.

Total stations now interlocked, 112; tramway crossings, 7; sidings and flag stations interlocked with tablet, 236; stations where Woods' locks are installed, 314.

Automatic Signalling.—The electric-pneumatic system of signalling at Dunedin has worked satisfactorily during the year. Automatic signalling between Dunedin and Ravensbourne is in hand, and will be brought into operation shortly. The automatic signalling between Wellington and Upper Hutt has worked satisfactorily during the year, also between Rolleston and Arthur's Pass. The section

between Otira and Stillwater has been completed and brought into operation, and is working satisfactorily. The section of double-line automatic signalling between Addington and Rolleston has also been completed, and is now in operation. Double-line automatic signalling between Auckland and Penrose will be brought into operation shortly.

Total mileage equipped with automatic signalling is as follows : Double line, 20 miles 57 chains ; single line, 133 miles 77 chains.

Block Working and Electric Tablet.—The tablet system has been installed and brought into use between Huntly and Glen Afton, comprising the following stations ; Huntly, Rotowaro, Pukemiro, and Glen Afton. Onoke ballast-pit siding and Kauri, on the Whangarei-Opua Section, have been opened as tablet stations. Riccarton has been installed as a tablet switch-out station. The installation of tablet-working between Helensville and Whangarei is well in hand, and will shortly be ready to be brought into operation.

The total mileage equipped is 1,662 miles of single track out of a total of 3,097 miles of line open for traffic. The number of tablet instruments now in use is 904, at 378 stations. The total number of automatic tablet exchangers in use is 343.

Lock and Block.—The lock-and-block system has worked satisfactorily during the year. Thirteen miles of this system have been replaced by automatic signalling, and the total mileage now equipped with the lock-and-block system is 22 miles of double line. The number of lock-and-block instruments in use is thirty-eight, at nineteen stations.

Telegraph and Telephone Facilities.—75 miles of poles and 626 miles of wire have been erected during the year. Fifty-one connections to railway telephone circuits have been provided. Twenty new connections have been made with the public telephone exchanges, and five connections given up. Thirteen electric bells and two Morse instruments have been installed. Four intercommunication sets have been installed in the Railway Head Office, comprising forty-nine telephones.

Metallic circuiting has been completed on the following sections : Mercer to Frankton ; Huntly to Glen Afton ; Henderson to Helensville ; Putaruru to Rotorua ; Palmerston North to Wanganui ; Rangiora to Waikari ; Rolleston to Oamaru ; Palmerston to Waitati ; Otira to Greymouth ; Greymouth to Hokitika ; Stillwater to Ngahere.

Totals now in use : Morse sets, 289 ; telephones, 1,824 ; electric bells, 352 ; miles of wire, 8,991 ; miles of poles, 2,833.

Electric Light and Power.—Electric-lighting installations have been made in a large number of station buildings, yards, and departmental dwellings.

Electric-power Installations.—The following work has been done in connection with the electrification of machinery in Locomotive workshops : Newmarket—twelve motors installed, 15 to 125 horse-power, and two motor-panels ; Addington—six motors, 4 to 125 horse-power, installed ; Hillside—five motors, 5 to 15 horse-power, installed. Electric-welding plant has been installed at Addington.

Motors, &c., have been installed as follows : Frankton Junction—Nine motors and two generators installed in sawmill and house-factory ; Thorndon—1 to 5 horse-power motor in lighting-depot, 1 to 5 horse-power motor in Advertising workshops ; Woolston—1 h.t. transformer installed ; Oamaru—motor for soda-fountain ; Dunedin—one radiator in reserved-seat office.

Level-crossing Automatic Alarm-bells.—Four level crossings have been equipped with automatic warning-bells, &c.—Avondale, Blake Street ("wigwag" signal) ; Hastings, Frederick Street ; Bryndwyr, Glandovey Street ; Mataura, Bridge Street. The present number of level crossings fitted with warning-bells, &c., is seventy.

Expenditure.—Particulars of expenditure for the Signal Branch for year ended 31st March, 1925, are as follows :—

New works—					£	s.	d.
Signalling and interlocking	..	..	..	..	11,611	11	1
Electric tablet-working	..	..	..	..	1,095	2	11
Telegraph and telephone facilities	..	..	..	..	44,921	13	3
Electric light	..	..	..	..	8,183	11	9
Level-crossing alarms	..	..	..	..	1,871	17	11
Automatic signalling	..	..	..	..	53,443	11	9
					121,127	8	8
Installing electric motors and work for other Departments					9,617	0	6
Total					£130,744	9	2
Maintenance—					£	s.	d.
Signalling and interlocking	..	..	..	..	22,002	12	1
Signals at level crossings	..	..	..	..	1,698	7	8
Telegraph and telephone facilities	..	..	..	..	14,450	19	1
Lines, &c., maintained by Post and Telegraph Department	..	..	..	..	1,416	9	3
Electric block and tablet working	..	..	..	..	11,539	3	9
Electric light	..	..	..	..	8,818	3	5
Electric-power signalling	..	..	..	..	16,691	9	9
Electric motors, cranes, fire-alarms, &c.	..	..	..	..	1,177	9	5
Buildings, &c.	..	..	..	..	603	1	2
General charges	..	..	..	..	2,802	19	11
Total					£81,200	15	6

LOCOMOTIVE.

Mr. G. S. Lynde, A.M.I.Mech.E., M.I.Loco.E., 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 31st March, 1925, there were 662 engines. The additional stock during the year consisted of five electric engines, one battery engine, seven Class AB (built by Messrs. A. and G. Price, Limited, of Thames), one Class WAB, and one Class Ws (built in the Government railway workshops). Seven old engines were written off stock, and one engine was sold.

In the Government railway workshops 211 engines have been built to date, and twenty-four old locomotives have been rebuilt.

Details of work on locomotives in the Government workshops during the year were as follows : Number passed through workshops, 814 ; built new, 2 ; erected new, 4 ; re-erected, 1 ; thoroughly overhauled, 142 ; heavy repairs, 96 ; light repairs, 569.

There were on order at the close of the year forty-nine Class AB (ten being built in the Government workshops, thirty-five being imported from the North British Locomotive Company, four being built by Messrs. A. and G. Price, Limited), and ten Class Ws engines being built in the Government workshops.

The tractive power of locomotives was increased by 240,599 lb., equal to 2·38 per cent.

Boilers.—Seventeen boilers were built, 153 received heavy repairs, and 277 light repairs. Forty-six new boilers were in hand at the close of the year.

Carriages.—On the 31st March, 1925, there were 1,570 cars. Forty-seven cars were added during the year, including two taken over from Westport Harbour Board and one "Sentinel" steam rail-car. Two cars were sold, one car was written off, and one converted to a wagon.

Details of car-work were as follows : Number passed through workshops, 2,972 ; built new, 44 ; erected, 1 ; converted, 9 ; thoroughly overhauled, 439 ; heavy repairs, 985 ; light repairs, 1,494. Fifty-five cars were under construction at the end of the year.

Brake-vans.—On the 31st March, 1925, there were 460 brake-vans in service. One van was built, one sold, and one condemned and written off.

Details of work done on brake-vans during the year were as follows : Number passed through workshops, 1,214 ; built new, 1 ; thoroughly overhauled, 126 ; heavy repairs, 312 ; light repairs, 775. Eight brake-vans were under construction at the end of the year.

Wagons.—The wagon stock on the 31st March, 1925, was 26,028. There were 367 wagons built in the Government workshops, comprising 50 bogie and 317 four-wheel. One wagon was converted from a Class C car. Ten four-wheel wagons were written off, and sixty-four were sold. The carrying-capacity of wagons was increased by 3,603 tons.

Details of work done on wagons were as follows : Number passed through workshops, 32,622 ; built new, 367 ; rebuilt, 36 ; converted, 18 ; thoroughly overhauled, 1,884 ; heavy repairs, 12,912 ; light repairs, 17,405.

There were on order at the end of the year 108 bogie and 511 four-wheel wagons.

Tarpaulins.—The tarpaulin stock on the 31st March, 1925, was 21,475. There were 553 new tarpaulins made in the Railway workshops, and 323 to replace missing sheets ; 340 tarpaulins shown the previous year as replacing missing sheets have now been added to stock ; 598 worn-out tarpaulins were condemned and written off, and replaced with a similar number of new tarpaulins.

The work done on tarpaulins during the year was as follows : Number passed through workshops, 37,484 ; manufactured new, 876 ; condemned and replaced, 598 ; repaired, 36,010.

Axles.—During the year 6,304 car, van, and wagon axles were replaced with modern steel axles.

Train and Engine Mileage.—The train-mileage increased by 59,120, and the engine-mileage by 403,491 miles, as compared with 1923–24.

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

Year.	Train-mileage.	Engine-mileage.	Cost, in Pence, per Train-mile.		
			Locomotive Branch.	Car and Wagon Branch.	Total.
1924–25	9,083,623	12,854,287	50·67	15·19	65·86
1923–24	9,024,503	12,450,796	50·35	14·65	65·00

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, 1925, at the various stores, depots, and sawmills amounted to £988,009 6s. 10d., as against £815,665 18s. 1d. on the 31st March, 1924.

The value of the stores on hand on account of additions to open lines amounted to £123,988 17s. 9d., as against £149,902 7s. 10d., on the 31st March, 1924.

The value of the stores on hand on account of Railway Improvement Authorization amounted to £10,816 6s. 10d., as against £9,172 19s. 2d. on the 31st March, 1924.

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

INDEX OF RETURNS

ACCOMPANYING ANNUAL REPORT OF THE BOARD OF MANAGEMENT OF THE NEW ZEALAND
GOVERNMENT RAILWAYS, 1924-1925.

No. 1. Capital Account :—

General Balance-sheet.

Income and Expenditure in respect of Railway Operation.

Income and Expenditure of the Whole Undertaking.

Net Revenue Account.

Income and Expenditure.—Lake Wakatipu Steamers.

Income and Expenditure.—Advertising Service.

Income and Expenditure.—Refreshment Service.

Appropriation Account.—Refreshment Service.

Railway Sawmill and Bush Accounts.

2. Reconciliation of Revenue and Working-expenses with Treasury Receipts and Payments as per Public Accounts.

3. Details of Classified Expenditure.

4. Classified Revenue and Expenditure and Proportion of each Class to Mileage and Revenue.

5. Comparative Statement of Passenger and Goods Traffic.

6. Expenditure on Construction of Railways, Rolling-stock, &c.; Net Revenue, and Rate of Interest earned on Capital expended on Opened Lines.

7. Expenditure under Vote "Additions to Open Lines" charged to Capital Account, also Expenditure under the Railways Improvement Authorization Act, 1914, and Section 7 of the Finance Act, 1924, 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 Australasian 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.

CAPITAL ACCOUNT AS AT 31ST MARCH, 1925.

3

GENERAL BALANCE-SHEET AS AT 31ST MARCH, 1925.

D.-2.

RETURN NO. 1. — continued.
INCOME AND EXPENDITURE OF THE WHOLE UNDERTAKING.

—	Year 1924-25.						Year 1923-24.					
	Gross Revenue.			Expenditure.			Gross Revenue.			Expenditure.		
	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.
Railway	7,080,567	13	7	5,533,136	3	11	1,547,431	9	8	6,956,519	19	0
Lake Wakatipu steamers	10,096	2	4	12,279	6	10	Dr. 2,183	4	6	8,872	5	0
Advertising	30,731	1	3	29,647	2	5	1,083	18	10	24,073	12	1
Refreshment-rooms ..	104,796	14	0	99,996	14	0	4,800	0	0	101,921	15	5
	7,226,191	11	2	5,675,059	7	2	1,551,132	4	0	7,091,387	11	6
										5,517,327	3	1
Miscellaneous receipts (net) :—												
Rents from refreshment-rooms						5,766	0	0				5,586
Rents from advertising service						1,000	0	0				196
Advertising rights						7,674	0	0				601
Commission and miscellaneous						1,536	11	0				16
Total net revenue carried to Net Revenue Account						£1,567,108	15	0				£1,580,444
												19
												5

NET REVENUE ACCOUNT FOR THE YEAR ENDED 31ST MARCH, 1925.

	£	s.	d.		£	s.	d.
To interest for the year 1924-25 on cost proportionately to the time during which lines taken over during the year were revenue-earning—				By net earnings for the year after payment of working-expenses	1,567,108	15	0
3½ per cent. on £44,059,807 11s. 8d. ..	1,652,242	15	8	Deficit for the year	87,736	9	10
Interest from 29th October, 1923, to 31st March, 1924, on £163,871 (Kaikohe-Okaihau Section) omitted from capital cost last year ..	2,602	9	2				
	£1,654,845	4	10		£1,654,845	4	10

RETURN NO. 1—continued.
INCOME AND EXPENDITURE IN RESPECT OF LAKE WAKATIPU STEAMERS.

EXPENDITURE.	1924-25.		1923-24.		Per Cent. of Revenue.		REVENUE.	1924-25.		1923-24.		Per Cent. of Revenue.	
	£ s. d.		£ s. d.		1924-25.			£ s. d.		1923-24.		1924-25.	
	£	s. d.	£	s. d.	£	s. d.		£	s. d.	£	s. d.	£	s. d.
Wages and services	8,420	13 8	7,361	0 10	83.40	82.97	Ordinary passengers	4,168	16 11	3,730	3 9	41.30	42.04
Stores and material	3,356	18 9	2,965	6 3	33.25	33.42	Season tickets	204	7 6	220	17 6	2.02	2.49
Miscellaneous	501	14 5	129	5 11	4.97	1.46	Parcels, luggage, and mails	1,327	2 5	1,174	8 6	13.14	13.24
							Goods	4,270	16 3	3,626	5 0	42.30	40.87
							Miscellaneous	124	19 3	120	10 3	1.24	1.36
							Loss on operation	10,096	2 4	8,872	5 0	100.00	100.00
	12,279	6 10	10,455	13 0	121.62	117.85		2,183	4 6	1,583	8 0		
								12,279	6 10	10,455	13 0		

INCOME AND EXPENDITURE IN RESPECT OF ADVERTISING SERVICE.

EXPENDITURE.	1924-25.		1923-24.		Per Cent. of Revenue.		REVENUE.	1924-25.		1923-24.		Per Cent. of Revenue.	
	£ s. d.		£ s. d.		1924-25.			£ s. d.		1923-24.		1924-25.	
	£	s. d.	£	s. d.				£	s. d.	£	s. d.		
Office salaries, &c. ..	3,599	10 1	3,237	9 0	11.71	13.45	Advertising, signs, printing, &c. ..	29,825	12 11	23,675	6 9	97.05	98.35
Studio wages, material, &c. ..	7,192	5 10	6,490	0 9	23.41	26.96	Poster stamps ..	35	1 0	48	15 0	0.12	0.20
Canvassers—Salaries, commission, and allowances	3,739	13 11	2,996	19 1	12.17	12.45	Advertisements in time-tables ..	870	7 4	349	10 4	2.83	1.45
Linemen—Wages, allowances, and stores	2,466	0 7	2,035	2 10	8.02	8.54							
Making and repairing advertisements ..	2,439	1 0	856	19 5	7.94	3.56							
Repairs to building and plant ..	..		205	7 5	..	0.85							
	19,436	11 5	15,841	18 6	63.25	65.81							
Railway revenue—													
Rent of premises ..	1,000	0 0	196	0 0	..	..							
Advertising rights ..	7,674	0 0	..		..	..							
Commission on collections ..	1,536	11 0	601	16 9	..	..							
Net profit ..	1,083	18 10	7,433	16 10	..	..							
	11,294	9 10	8,231	13 7	36.75	34.19							
	30,731	1 3	24,073	12 1	100.00	100.00							
								30,731	1 3	24,073	12 1	100.00	100.00

RETURN NO. 1—continued.
INCOME AND EXPENDITURE IN RESPECT OF REFRESHMENT SERVICE.

EXPENDITURE.	1924-25.	1923-24.	Per Cent. of Revenue.		REVENUE.	1924-25.	1923-24.
			1924-25.	1923-24.			
	£ s. d.	£ s. d.				£ s. d.	£ s. d.
Salaries and wages ..	31,154 2 3	28,027 5 9	29.74	29.09	Total receipts from refreshment-rooms ..	104,796 14 0	96,341 13 8
Provisions consumed ..	44,494 13 8	42,140 2 8	42.44	43.74			
Renewals ..	2,653 12 5	2,613 7 2	2.53	2.71			
Freights ..	2,598 8 0	2,736 13 2	2.48	2.84			
Light, fuel, and water ..	2,060 19 11	1,857 5 5	1.97	1.93			
Rents ..	5,766 0 0	5,586 14 3	5.50	5.80			
Repairs ..	315 8 2	334 7 3	0.30	0.35			
Miscellaneous ..	2,146 0 9	2,109 6 3	2.05	2.19			
Total ..	91,189 5 2	85,405 1 11	87.01	88.65			
Balance—Transferred to Appropriation Account	13,607 8 10	10,936 11 9	12.99	11.35			
	104,796 14 0	96,341 13 8	100.00	100.00		104,796 14 0	96,341 13 8

REFRESHMENT SERVICE.—APPROPRIATION ACCOUNT.

	1924-25.	1923-24.	1924-25.	1923-24.
	£ s. d.	£ s. d.	£ s. d.	£ s. d.
To Betterments expenditure ..	8,807 8 10	11,516 13 6	By Unappropriated profits brought forward ..	5,580 1 9
Net profits transferred to Railway revenue ..	4,800 0 0	5,000 0 0		10,936 11 9
	£13,607 8 10	£16,516 13 6		£16,516 13 6
			Account	
			Balance transferred from Income and Expenditure ..	

RETURN No. 1—*continued*.RAILWAY SAWMILL AND BUSH ACCOUNTS.—TRADING, AND PROFIT AND LOSS ACCOUNTS FOR
YEAR ENDED 31ST MARCH, 1925.

To stock of timber, firewood, and logs on hand at 1st April, 1924 ..	£	s.	d.	By sales, issues, and transfers—	£	s.	d.	£	s.	d.
Purchases and transfers—				Timber ..	190,958	5	0			
Timber ..	104,657	16	9	Firewood ..	4,587	11	5			
Firewood ..	3,683	6	0	Logs ..	35,294	15	8			
Logs ..	43,649	7	5					230,840	12	1
				Stocks on hand at 31st March, 1925—						
	151,990	10	2	Timber ..	156,758	7	7			
Royalty payments ..	16,555	4	5	Firewood ..	335	15	0			
Wages ..	51,364	6	10	Logs ..	2,444	14	9			
Salaries and miscellaneous payments, including interest on capital ..	31,313	8	6					159,538	17	4
Balance to Reserve Account ..	3,516	18	5	Rents ..				617	9	4
	<u>£390,996</u>	<u>18</u>	<u>9</u>					<u>£390,996</u>	<u>18</u>	<u>9</u>

H. VALENTINE,
Acting Chief Accountant.

RETURN No. 2.

RECONCILIATION OF REVENUE AND WORKING-EXPENSES WITH TREASURY RECEIPTS AND PAYMENTS
AS PER PUBLIC ACCOUNTS, YEAR ENDED 31ST MARCH, 1925.

	£	s.	d.	£	s.	d.
Revenue as per Public Accounts (Consolidated Fund, Ordinary Revenue Account)				7,105,106	5	2
Add Collections for refund: Balance brought forward, 1st April, 1924 ..	31,999	18	3			
Cash in hand, freights, &c., outstanding at stations, 31st March, 1925	155,478	12	0			
				187,478	10	3
				7,292,584	15	5
Deduct Collections for refund: Balance carried forward, 31st March, 1925..	33,628	18	3			
Cash in hand, freights, &c., outstanding at stations, 1st April, 1924	146,431	11	5			
				180,060	9	8
Revenue as per Return No. 5				<u>£7,112,524</u>	<u>5</u>	<u>9</u>
Expenditure as per Public Accounts (Consolidated Fund, Ordinary Revenue Account)				5,636,583	3	8
Unauthorized expenditure				517	8	7
				5,637,100	12	3
Add Accounts due to Department for work done, &c., 1st April, 1924 ..	88,310	2	0			
Stock of stores at 1st April, 1924	815,665	18	1			
Liabilities outstanding, 31st March, 1925	332,984	16	0			
				1,236,960	16	1
				6,874,061	8	4
Deduct Accounts due to Department for work done, &c., 31st March, 1925	77,382	9	5			
Stock of stores at 31st March, 1925	988,009	6	10			
Liabilities outstanding, 31st March, 1924	263,254	1	4			
				1,328,645	17	7
Working-expenses as per Return No. 4				<u>£5,545,415</u>	<u>10</u>	<u>9</u>

H. VALENTINE, Acting Chief Accountant.

RETURN No. 3.

CLASSIFIED EXPENDITURE FOR THE YEAR ENDED 31ST MARCH, 1925.

Section.	Maintenance of Way and Works.						Signal and Electrical.	Locomotive Power.						Carriages.	Wagons.	Traffic.	Head Office.	Departmental Offices.	Lake Wakatipu Steamers.	Total.
	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	£ 28,685 0 11	£ 4,859 5 9	£ 2,578 9 1	£ 291 4 10	£ ..	£ 36,414 0 7	£ 662 12 11	£ 9,604 13 9	£ 706 18 0	£ ..	£ 7,670 6 8	£ ..	£ 17,981 18 5	£ 696 9 4	£ 3,123 15 5	£ 15,390 10 11	£ 1,032 7 2	£ 4,260 10 1	£ ..	£ 79,562 4 10
Kaihu	£ 3,515 3 11	£ 86 8 7	£ 32 7 1	£ ..	£ ..	£ 3,633 19 7	£ 21 11 0	£ 895 2 6	£ 16 10 8	£ ..	£ 262 7 2	£ ..	£ 1,174 0 4	£ 62 7 7	£ 340 11 9	£ 2,018 17 8	£ 97 0 0	£ 62 18 6	£ ..	£ 7,411 6 5
Gisborne	£ 7,948 16 7	£ 722 6 10	£ 616 17 7	£ 26 18 10	£ ..	£ 9,314 19 10	£ 89 4 11	£ 3,241 14 9	£ 256 12 10	£ ..	£ 2,888 18 1	£ ..	£ 6,387 5 8	£ 547 17 3	£ 968 11 10	£ 6,478 11 5	£ 399 6 6	£ 263 18 11	£ ..	£ 24,449 16 4
North Island Main Lines and Branches	274,933 13 1	51,521 7 6	45,732 0 7	4,741 19 8	..	376,929 0 10	26,551 12 7	346,673 19 7	34,191 15 11	..	158,644 11 11	..	539,510 7 5	67,204 18 7	104,945 6 0	712,618 9 2	43,866 3 6	87,357 17 2	..	1,958,983 15 3
South Island Main Lines and Branches	277,509 13 0	53,509 16 2	42,626 1 10	2,646 18 3	..	376,292 9 3	24,609 0 1	253,069 17 8	20,247 2 7	..	113,816 3 1	..	387,133 3 4	41,143 10 6	82,023 2 0	610,542 7 7	27,346 3 11	62,230 15 8	..	1,611,320 12 4
Westport	£ 7,006 4 5	£ 1,701 3 5	£ 956 8 1	£ 35 12 1	£ ..	£ 9,699 8 0	£ 678 5 0	£ 9,542 13 3	£ 595 1 4	£ ..	£ 6,595 8 4	£ ..	£ 16,733 2 11	£ 959 1 9	£ 7,649 9 1	£ 23,609 8 11	£ 1,382 5 5	£ 3,471 0 0	£ ..	£ 64,082 1 1
Nelson	£ 7,649 15 1	£ 2,203 3 5	£ 905 3 3	£ ..	£ ..	£ 10,758 1 9	£ 92 10 5	£ 3,409 18 11	£ 201 7 10	£ ..	£ 1,656 0 10	£ ..	£ 5,267 7 7	£ 538 8 11	£ 834 8 8	£ 6,808 3 5	£ 260 1 0	£ 170 19 3	£ ..	£ 24,730 1 0
Pictou	£ 8,823 8 5	£ 1,563 18 3	£ 918 6 0	£ ..	£ ..	£ 11,305 12 8	£ 95 9 3	£ 3,950 12 3	£ 64 2 9	£ ..	£ 1,680 5 7	£ ..	£ 5,695 0 7	£ 415 7 6	£ 1,043 19 9	£ 8,669 16 0	£ 355 5 3	£ 236 2 3	£ ..	£ 27,816 13 3
Lake Wakatipu	£ ..	£ ..	£ ..	£ ..	£ ..	£ ..	£ ..	£ ..	£ ..	£ ..	£ ..	£ ..	£ ..	£ ..	£ ..	£ ..	£ ..	£ ..	£ 8,420 13 8	£ 8,420 13 8
Total	616,071 15 5	116,167 9 11	94,365 13 6	7,742 13 8	..	834,347 12 6	52,800 6 2	630,388 12 8	56,279 11 11	..	293,214 1 8	..	979,882 6 3	111,568 1 5	200,929 4 6	1,386,036 5 1	74,738 12 9	158,054 1 10	8,420 13 8	3,806,777 4 2
STORES.																				
Whangarei	£ 13,243 7 8	£ 1,015 11 9	£ 2,553 17 10	£ 288 12 9	£ ..	£ 17,101 10 0	£ 177 16 8	£ ..	£ 7,262 11 5	£ 363 4 3	£ 2,935 10 10	£ ..	£ 10,561 6 6	£ 417 4 10	£ 1,293 8 6	£ 1,387 6 8	£ 139 12 4	£ 51 18 4	£ ..	£ 31,130 3 10
Kaihu	£ 260 19 9	£ 41 10 2	£ 7 14 2	£ ..	£ ..	£ 310 4 1	£ ..	£ ..	£ 807 3 3	£ 26 2 10	£ 88 2 0	£ ..	£ 921 8 1	£ 11 1 8	£ 207 1 5	£ 101 10 4	£ 12 15 11	£ 4 16 4	£ ..	£ 1,568 17 10
Gisborne	£ 148 3 1	£ 132 2 10	£ 441 1 11	£ 80 17 7	£ ..	£ 802 5 5	£ 15 12 2	£ ..	£ 5,923 10 8	£ 123 9 8	£ 1,306 3 8	£ ..	£ 7,353 4 0	£ 424 11 8	£ 945 9 1	£ 455 4 8	£ 52 18 4	£ 19 19 0	£ ..	£ 10,069 4 4
North Island Main Lines and Branches	77,099 4 6	11,510 4 6	23,161 11 0	4,390 4 1	..	116,161 4 1	8,184 9 11	..	420,224 10 8	14,711 19 9	70,110 5 3	..	505,046 15 8	35,741 18 9	58,432 16 10	54,960 0 2	5,860 1 9	2,172 14 3	..	786,550 1 5
South Island Main Lines and Branches	42,924 3 6	13,843 9 10	14,688 10 6	2,083 16 5	..	73,540 0 3	11,770 12 10	..	250,380 9 1	8,936 5 5	44,608 13 9	..	303,925 8 3	18,761 18 5	46,580 14 6	38,335 1 5	3,659 16 3	1,379 6 3	..	497,952 18 2
Westport	£ 49 5 1	£ 339 15 1	£ 441 3 8	£ 71 6 10	£ ..	£ 901 10 8	£ 341 2 2	£ ..	£ 5,768 2 8	£ 386 0 10	£ 2,441 19 7	£ ..	£ 8,596 3 1	£ 515 8 2	£ 5,111 17 9	£ 1,328 8 10	£ 183 12 4	£ 68 10 11	£ ..	£ 17,046 13 11
Nelson	£ 434 2 3	£ 448 19 6	£ 186 0 0	£ ..	£ ..	£ 1,069 1 9	£ 21 4 1	£ ..	£ 3,143 15 11	£ 104 9 10	£ 488 14 3	£ ..	£ 3,737 0 0	£ 221 0 8	£ 627 15 3	£ 299 1 2	£ 34 13 8	£ 13 1 0	£ ..	£ 6,022 17 7
Pictou	£ 437 0 8	£ 117 2 6	£ 457 1 6	£ 5 7 7	£ ..	£ 1,016 12 3	£ 32 5 8	£ ..	£ 3,492 12 5	£ 198 8 7	£ 569 10 8	£ ..	£ 4,260 11 8	£ 189 10 1	£ 862 0 10	£ 541 7 1	£ 49 1 1	£ 18 12 1	£ ..	£ 6,970 0 9
Lake Wakatipu	£ ..	£ ..	£ ..	£ ..	£ ..	£ ..	£ ..	£ ..	£ ..	£ ..	£ ..	£ ..	£ ..	£ ..	£ ..	£ ..	£ ..	£ ..	£ 3,356 18 9	£ 3,356 18 9
Total	134,596 6 6	27,448 16 2	41,937 0 7	6,920 5 3	..	210,902 8 6	20,543 3 6	..	697,002 16 1	24,850 1 2	122,549 0 0	..	844,401 17 3	56,282 14 3	114,061 4 2	97,408 0 4	9,982 11 8	3,725 18 2	3,356 18 9	1,360,667 16 7
MISCELLANEOUS.																				
Whangarei	£ 238 7 4	£ 417 2 1	£ 379 19 3	£ 44 7 4	£ 649 17 4	£ 135 10 8	£ 146 13 3	£ ..	£ 3 7 8	£ ..	£ 2,175 13 7	£ 245 3 8	£ 2,424 4 11	£ 247 8 8	£ 931 19 11	£ 1,203 9 9	£ ..	£ ..	£ ..	£ 5,089 7 2
Kaihu	£ 4 17 11	£ 1 10 11	£ ..	£ ..	£ 40 2 8	£ 46 11 6	£ 3 1 11	£ ..	£ ..	£ ..	£ 13 5 11	£ 20 3 1	£ 33 9 0	£ 15 0 11	£ 23 13 8	£ 122 9 0	£ ..	£ ..	£ ..	£ 244 6 0
Gisborne	£ 23 14 10	£ 89 4 2	£ 87 15 4	£ 6 9 11	£ 156 19 9	£ 364 4 0	£ 26 19 8	£ ..	£ 5 1 10	£ ..	£ 572 14 5	£ 81 16 8	£ 669 12 11	£ 155 4 10	£ 211 12 0	£ 449 15 8	£ ..	£ ..	£ ..	£ 1,867 9 1
North Island Main Lines and Branches	3,630 10 9	5,398 3 3	7,498 15 2	785 0 8	18,343 12 2	35,656 2 0	4,329 7 11	..	186 15 10	..	37,306 18 8	10,484 12 5	47,978 6 11	17,874 13 1	27,376 16 2	56,741 8 2	..	..	..	189,956 14 3
South Island Main Lines and Branches	3,690 7 0	6,298 1 2	6,837 3 5	471 14 2	12,573 6 6	29,870 12 3	3,130 16 10	..	210 17 4	..	33,034 1 1	6,379 7 6	39,624 5 11	15,633 3 2	26,661 6 1	52,699 13 2	..	..	..	167,619 17 5
Westport	£ 93 14 11	£ 142 15 2	£ 109 14 4	£ 8 18 1	£ 477 1 7	£ 832 4 1	£ 171 7 7	£ ..	£ 0 3 6	£ ..	£ 1,909 2 4	£ 334 11 0	£ 2,243 16 10	£ 594 6 8	£ 2,262 7 7	£ 4,042 17 4	£ ..	£ ..	£ ..	£ 10,147 0 1
Nelson	£ 10 0 5	£ 36 4 9	£ 3 6 6	£ ..	£ 214 17 8	£ 264 9 4	£ 21 11 3	£ ..	£ ..	£ ..	£ 139 3 0	£ 62 11 7	£ 201 14 7	£ 36 14 2	£ 65 2 5	£ 519 14 9	£ ..	£ ..	£ ..	£ 1,109 6 6
Pictou	£ 116 8 3	£ 197 1 3	£ 164 13 4	£ ..	£ 150 10 3	£ 628 13 1	£ 27 7 5	£ ..	£ ..	£ ..	£ 105 12 11	£ 69 17 9	£ 175 10 8	£ 54 4 10	£ 105 3 5	£ 443 15 8	£ ..	£ ..	£ ..	£ 1,434 15 1
Lake Wakatipu	£ ..	£ ..	£ ..	£ ..	£ ..	£ ..	£ ..	£ ..	£ ..	£ ..	£ ..	£ ..	£ ..	£ ..	£ ..	£ ..	£ ..	£ ..	£ 501 14 5	£ 501 14 5
Total	7,808 1 5	11,745 18 7	14,321 8 10	1,316 10 2	32,606 7 11	67,798 6 11	7,857 5 10	..	406 6 2	..	75,256 11 11	17,678 3 8	93,341 1 9	34,610 16 4	57,638 1 3	116,223 3 6	..	..	501 14 5	377,970 10 0
Grand total	758,476 3 4	155,362 4 8	150,624 2 11	15,979 9 1	32,606 7 11	1,113,048 7 11	81,200 15 6	630,388 12 8	753,688 14 2	24,850 1 2	491,019 13 7	17,678 3 8	1,917,625 5 3	202,461 12 0	372,628 9 11	1,599,667 8 11	84,721 4 5	161,783 0 0	12,279 6 10	5,545,415 10 9

CLASSIFIED STATEMENT SHOWING REVENUE AND EXPENDITURE, AND PROPORTION OF EACH CLASS OF EXPENDITURE TO MILEAGE AND REVENUE, FOR THE YEAR ENDED 31ST MARCH, 1925.

* Includes 348,867 miles run by assisting-engines; figures for 1924-25 do not include assisting-engine miles.

H. VALENTINE, Acting Chief Accountant

RETURN NO. 5.

COMPARATIVE STATEMENT OF PASSENGER AND GOODS TRAFFIC FOR THE YEAR ENDED 31st MARCH, 1925.

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.		Goods.	Total.	
		Single.	Return.	Single.	Return.											
1924-25.	Miles.															
Whangarei ..	88	26,262	7,522	89,968	85,368	209,120	1,659	3,652	51,151	54,803	3,153	36,949	169,045	205,994	209,147	
Kaihu ..	24	576	1,014	12,303	15,028	28,921	15	34	1,347	1,381	64	8,553	3,418	11,971	12,035	
Gisborne ..	60	7,531	2,784	41,421	24,558	76,294	264	926	116,041	116,967	4,923	12,540	44,803	57,343	62,266	
North Island Main Lines	1,158	414,816	634,950	2,073,260	4,266,682	7,389,708	395,549	250,481	3,910,501	4,160,982	232,324	365,543	2,423,223	2,788,766	3,021,090	
and Branches																
South Island Main Lines	1,595	263,993	510,476	1,029,185	2,671,282	4,474,936	137,215	95,116	3,833,476	3,928,592	182,161	317,803	2,533,947	2,851,750	3,033,911	
and Branches																
Westport, ..	43	348	896	33,043	61,508	95,795	1,586	110	2,607	2,717	137	6,400	585,161	591,561	591,698	
Nelson ..	61	1,482	1,992	23,516	29,704	56,694	785	594	21,284	21,878	1,032	5,112	33,504	38,616	39,648	
Pictou, ..	56	10,162	4,860	25,117	25,472	65,611	468	768	158,908	159,676	6,589	1,071	47,861	48,931	55,521	
Lake Wakatipu steamers	..	2,830	3,230	6,069	14,804	26,933	13	192	10,282	10,474	469	663	7,011	7,674	8,143	
Totals ..	3,085	728,000	1,167,724	3,333,882	7,194,406	12,424,012	537,554	351,873	8,105,597	8,457,470	430,852	754,634	5,847,973	6,602,607	7,033,459	
1923-24.	Miles.															
Whangarei ..	88	27,167	7,284	96,829	95,136	226,416	2,090	1,513	51,727	53,240	2,528	24,580	173,638	198,218	200,746	
Kaihu ..	24	917	1,230	14,235	18,954	35,336	..	21	396	417	22	6,784	4,200	10,984	11,006	
Gisborne ..	49	8,481	3,158	48,618	33,560	93,817	364	1,072	114,529	115,601	4,906	13,061	44,162	57,223	62,129	
North Island Main Lines	1,151	445,029	737,826	2,213,133	4,926,966	8,322,954	376,759	227,809	3,409,378	3,637,187	205,408	370,517	2,295,687	2,666,204	2,871,612	
and Branches																
South Island Main Lines	1,588	282,845	560,044	1,103,830	2,950,218	4,896,937	143,043	88,216	3,982,175	4,070,391	186,019	295,792	2,705,655	3,001,447	3,187,468	
and Branches																
Westport ..	36	326	776	33,975	67,742	102,819	2,123	76	2,475	2,551	122	7,192	469,292	476,484	476,606	
Nelson ..	61	1,654	1,964	25,980	36,552	66,150	945	452	19,925	20,377	934	4,946	37,907	42,853	43,787	
Pictou ..	56	9,975	4,450	27,420	31,104	72,949	405	1,032	134,204	135,256	5,687	605	58,705	59,310	64,997	
Lake Wakatipu steamers	..	3,008	3,294	5,455	7,176	18,933	15	223	9,162	9,385	434	639	6,095	6,734	7,168	
Totals ..	3,053	779,402	1,320,026	3,569,475	8,167,408	13,836,311	525,744	320,434	7,723,971	8,044,405	406,060	724,116	5,795,341	6,519,457	6,925,517	

RETURN NO. 5—continued.
COMPARATIVE STATEMENT OF PASSENGER AND GOODS TRAFFIC FOR THE YEAR ENDED 31ST MARCH, 1925—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.
	£.	s. d.	£.	s. d.	£.	s. d.	£.	s. d.	£.	s. d.	£.	s. d.	£.	s. d.	£.	s. d.	£.	s. d.	Number.	Number.	Number.
1924-25.																					
Whangarei ..	25,695	7 7	1,254	12 1	4,364	18 10	31,314	18 6	59,518	11 4	3,990	16 3	3,554	15 11	98,379	2 0	134,858	123,501	258,359		
Kaihu ..	2,539	13 7	129	12 5	1,140	9 5	3,809	15 5	4,830	0 7	88	2 8	343	15 7	9,071	14 3	17,232	4,149	21,381		
Gisborne ..	9,626	6 1	354	4 6	2,834	8 7	12,814	19 2	23,447	0 0	393	14 1	1,345	4 7	38,000	17 10	65,609	14,533	80,142		
North Island Main Lines and Branches	1,324,019	7 4	146,917	7 1	245,668	6 6	1,716,605	0 11	2,288,618	10 10	66,607	2 5	85,680	4 1	4,157,510	18 3	5,238,099	2,089,304	7,327,403		
South Island Main Lines and Branches	692,880	1 3	59,863	15 8	157,021	17 0	909,765	13 11	1,591,972	3 3	55,529	2 11	52,973	3 4	2,610,240	3 5	3,438,695	1,419,667	4,858,362		
Westport ..	6,965	5 2	884	2 0	1,509	16 8	9,359	3 10	111,744	13 0	8,168	6 6	1,093	12 1	130,365	15 5	87,640	75,492	163,132		
Nelson ..	5,527	9 6	809	12 3	1,645	9 1	7,982	10 10	15,635	4 8	228	9 1	890	12 7	24,736	17 2	56,469	17,720	74,189		
Pictou ..	6,202	13 2	528	5 0	2,037	17 9	8,768	15 11	21,979	15 11	2,094	6 6	1,279	16 9	34,122	15 1	45,021	26,298	71,319		
Lake Wakatipu steamers	4,168	16 11	204	7 6	1,327	2 5	5,700	6 10	4,270	16 3	49	2 11	75	16 4	10,096	2 4	..	..	..		
Totals ..	2,077,625	0 7	210,945	18 6	417,550	6 3	2,706,121	5 4	4,122,016	15 10	137,149	3 4	147,237	1 3	7,112,524	5 9	9,083,623	3,770,664	12,854,287		
1923-24.																					
Whangarei ..	23,144	13 0	1,272	12 6	3,761	18 7	28,179	4 1	55,886	4 0	4,074	1 0	1,999	0 11	90,138	10 0	127,740	82,853	210,593		
Kaihu ..	2,928	12 6	80	4 1	1,128	6 7	4,137	3 2	4,387	17 4	102	10 2	315	2 3	8,942	12 11	18,132	4,814	22,946		
Gisborne ..	11,092	5 7	354	0 2	2,705	14 6	14,152	0 3	23,256	17 10	443	15 9	1,316	5 2	39,168	19 0	63,570	15,363	78,933		
North Island Main Lines and Branches	1,348,351	4 2	146,313	8 1	238,311	13 7	1,732,976	5 10	2,182,513	15 10	65,440	2 3	78,212	7 11	4,059,142	11 10	5,268,111	1,687,153	6,955,264		
South Island Main Lines and Branches	727,781	9 2	62,052	14 2	154,391	0 8	944,225	4 0	1,544,848	12 1	63,707	14 4	47,350	8 11	2,600,131	19 4	3,364,342	1,293,894	4,658,238		
Westport ..	7,798	19 7	1,032	7 4	1,633	9 8	10,464	16 7	98,728	16 5	5,228	7 8	1,220	10 11	115,642	11 7	79,482	64,387	143,868		
Nelson ..	5,529	6 1	854	11 9	1,674	8 8	8,058	6 6	15,544	6 3	222	4 7	948	8 4	24,773	5 8	58,400	17,207	75,607		
Pictou ..	6,641	15 0	420	4 3	2,050	19 1	9,112	18 4	24,420	8 1	2,727	0 6	1,137	9 7	37,397	16 6	44,726	28,733	73,459		
Lake Wakatipu steamers	3,730	3 9	220	17 6	1,174	8 6	5,125	9 9	3,626	5 0	22	2 5	98	7 10	8,872	5 0	..	..	..		
Totals ..	2,136,398	8 10	212,600	19 10	406,831	19 10	2,756,431	8 6	3,953,213	2 10	141,967	18 8	132,598	1 10	6,984,210	11 10	9,024,503	3,194,404	12,218,907		

H. VALENTINE, Acting Chief Accountant.

RETURN No. 6.

EXPENDITURE ON CONSTRUCTION OF RAILWAYS, ROLLING-STOCK, ETC., TO 31ST MARCH, 1925; 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	1,184,198	..	— 17,403	..
Kaihu	192,164	371,334	..	..
Tauranga	..	..	— 153	..
Gisborne	..	1,212,335	..	..
North Island Main Lines and Branches ..	864,825	..	1,614	0 4 4
South Island Main Lines and Branches ..	20,134,115	618,391	1,222,020	6 2 4
Westport	20,179,781	3,147,462	333,347	1 13 5
Nelson	703,063	405,420	39 090	5 11 2
Picton	445,246	113,684	..	..
Lake Wakatipu steamer service ..	688,246	124,308	— 7,125	..
<i>In suspense—</i>	..	17,493	— 2,099	..
Surveys, North Island	44,300	..	..	..
Miscellaneous, North Island	..	38,083	..	..
Surveys, South Island	..	5,169	..	..
Miscellaneous, South Island	..	5,763	..	..
P.W.D. stock of permanent-way	..	5,168	..	..
W.R.D. stock of A.O.L. and R.I.A. stores ..	..	125,951	..	..
Balance of cost of raising loan of £1,000,000 for Railways Improvement Authorization Act 1914 Account ..	134,808	..	..	..
	..	42,193	..	..
	£44,570,746	£6,262,754	£1,567,108	£3 11 0
Total cost of opened and unopened lines at 31st March, 1925	£50,833,500	..	..	£3 1 8

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 lines, taken over by the Working Railways Department, within the financial year were earning Revenue, thus:—

South Island Main Lines and Branches: Arthur's Pass—Otira, opened for traffic 25th May, 1924.
 North Island Main Lines and Branches: Pukemiro—Glen Afton, opened for traffic 14th June, 1924; Kohuratahi—Tahora, opened for traffic 21st November, 1924.
 Gisborne Section: Makaraka—Ngatapa, opened for traffic 15th December, 1924.

H. VALENTINE, Acting Chief Accountant.

RETURN No. 7.

EXPENDITURE UNDER VOTE FOR ADDITIONS TO OPEN LINES, CHARGED TO CAPITAL ACCOUNT, FOR THE YEAR ENDED 31st MARCH, 1925.

	Amount.	Total.
	£ s. d.	£ s. d.
Material on hand at 31st March, 1924	149,902 7 10	
Expenditure charged to Vote No. 45 by Treasury	742,922 6 9	
	892,824 14 7	
Less material on hand at 31st March, 1925	123,988 18 5	768,835 16 2
Expenditure on works, &c.—		
Way and Works Branch	440,946 12 11	
Locomotive Branch	327,889 3 3	768,835 16 2

WAY AND WORKS BRANCH: PARTICULARS OF WORKS, ETC.

Railway.	Work, &c.	Amount.	Total.
		£ s. d.	£ s. d.
Whangarei	Sidings, loading-banks, stockyards, crossings, &c. ..	867 17 11	
	Additions to station buildings, extension of station-yards, and other facilities	44,164 5 0	
	Purchase of land	756 6 0	
	Additional dwellings	6,876 0 2	
	Tablet installation	467 3 11	
			53,131 13 0
Kaihu	Sidings, loading-banks, stockyards, crossings, &c. ..	123 19 6	123 19 6
Gisborne	Additions to station buildings, extension of station-yards, and other facilities	653 12 8	653 12 8
North Island Main Lines and Branches	Sidings, loading-banks, stockyards, crossings, &c. ..	10,289 14 7	
	Additions to station buildings, extension of station-yards, and other facilities	52,330 5 2	
	Additional water-services for Locomotive Branch ..	52 7 1	
	Purchase of land	36,738 14 5	
	Additional dwellings	175,851 6 3	
	Bridgework and subways	9,193 2 8	
	Cranes, weighbridges, and turntables	264 7 4	
	Additions to workshops	63,138 14 5	
	Engine depots	1,420 11 4	
	Tablet installation	Cr. 237 5 7	
			349,041 17 8
South Island Main Lines and Branches	Sidings, loading-banks, stockyards, crossings, &c. ..	8,222 17 1	
	Additions to station buildings, extension of station-yards, and other facilities	8,126 18 8	
	Additional water-services for Locomotive Branch ..	66 2 2	
	Additional dwellings	3,448 3 7	
	Bridgework and subways	54 10 8	
	Cranes, weighbridges, turntables	474 7 2	
	Engine depots	289 8 2	
	Tablet installation	236 1 5	20,918 8 11
Westland	Sidings, loading-banks, stockyards, crossings, &c. ..	2,102 17 11	
	Additions to station buildings, extension of station-yards, and other facilities	7,703 15 7	
	Additional water-services for Locomotive Branch ..	154 3 5	
	Purchase of land	1,461 14 11	
	Additional dwellings	793 2 4	
	Cranes, weighbridges, turntables	69 16 6	
	Additions to workshops	79 4 4	
	Fencing of railway-line	1,489 6 8	
			13,854 1 8
Westport	Sidings, loading-banks, stockyards, crossings, &c. ..	505 0 6	
	Additions to station buildings, extension of station-yards, and other facilities	2,293 7 7	
	Additional dwellings	424 11 5	3,222 19 6
			£440,946 12 11

RETURN No. 7—continued.

LOCOMOTIVE BRANCH: PARTICULARS OF ROLLING-STOCK, ETC.

Description of Stock ordered.	Order.	Number Incomplete on 31st March, 1924.	Number Completed on 31st March, 1925.	Number Incomplete on 31st March, 1925.	Expenditure, Year ended, 31st March, 1925.
					£ s. d.
Carriages, Classes A and AA, 1916-17 programme	I-10	3	3	..	Cr. 6,257 14 11
Wagons, bogie, 1916-17 programme ..	K-10*	..	..	..	Cr. 4,879 10 0
Wagons, four-wheel, 1916-17 programme ..	L-10	..	..	..	Cr. 2,921 9 11
Fitting Westland and Westport rolling-stock with Westinghouse brake	S-10	..	..	..	2,082 13 1
Locomotives, Class AB (A. and G. Price (Limited))	A-11	11	7	4	59,287 6 9
Locomotives, Classes WAB and Ws, second lot ..	D-11	2	2	..	3,832 17 8
Replacement of cars written off or sold (difference in value)	H-11	..	..	..	8,130 15 1
Replacement of wagons written off or sold (difference in value)	I-11	..	..	..	2,439 2 0
Additional seating for cars ..	N-11	..	..	..	424 14 10
Steam-heating locomotives and cars ..	U-11	..	..	..	860 19 8
Additional superheater gear for locomotives ..	V-11	..	..	..	1,104 18 4
Replacement of brake-vans written off or sold (difference in value)	W-11	..	..	..	1,020 14 4
Electric headlights for locomotives ..	X-11	..	..	..	3,951 11 2
Carriages, Classes A and AA, 1922-23 programme	Y-11*	69	40	29	53,595 18 5
Brake-vans, Class F, 1922-23 programme ..	Z-11	3	..	3	Cr. 771 11 6
Wagons, bogie, 1922-23 programme ..	A-12†	77	45	32	11,642 1 4
Wagons, four-wheel, 1922-23 programme ..	B-12	460	298	162	50,419 11 5
Locomotives, Class AB, fourth lot ..	C-12	10	..	10	23,235 15 2
Equipment for electric locomotives and power-house, Otira	E-12	..	..	..	Cr. 993 6 8
Fitting Pintsch gas to cars, Westland Section ..	G-12	..	..	..	3,766 0 6
Locomotives, Class Ws, third lot ..	I-12	10	..	10	14,543 9 1
Wagon seats for passenger traffic, Picton Section	J-12	..	..	..	44 14 8
Electric lighting for cars ..	K-12	..	..	..	16,694 7 11
Tarpaulins, 1924-25 programme ..	L-12	953	553	400	4,484 1 1
Wagons, bogie, 1924-25 programme ..	M-12	74	5	69	19,307 12 6
Wagons, four-wheel, 1924-25 programme ..	N-12	291	..	291	19,408 0 9
Rail motors ..	P-12	5	1	4	6,307 12 7
Fitting acetylene light to vans, Westport Section	Q-12	..	..	..	19 18 4
Strengthening ends of Main Trunk cars ..	R-12	..	..	..	670 10 8
Fitting additional lavatories to cars (including double lavatories to Main Trunk cars)	S-12	..	..	..	5,156 11 10
Centre rail-gear for Class Ws locomotives, Grey-mouth	T-12	..	..	..	29 13 9
Fitting additional doors to W wagons ..	U-12	..	..	..	26 17 5
Fitting additional top doors to British LA wagons	V-12	..	..	..	1,505 8 0
Carriages, Class A, 1924-25 programme ..	W-12	10	..	10	..
Locomotives, Class AB, from North British Locomotive Company	X-12	35	..	35	..
Obsolete locomotives written off ..	..	..	..	..	Cr. 11,900 0 0
Sale of locomotives ..	..	..	..	..	Cr. 1,300 0 0
Rolling-stock written off ..	..	..	..	..	Cr. 835 0 0
Sale of rolling-stock ..	..	..	..	..	Cr. 55 0 0
Workshop machinery ..	..	..	..	..	44,783 17 11
Workshop machinery written off ..	..	..	..	..	Cr. 975 0 0
Total ..	..	..	..	..	£327,889 3 3
Total locomotives ..	..	68	9	59	..
„ carriages ..	..	87	44	43	..
„ brake-vans ..	..	3	..	3	..
„ wagons, bogie ..	..	151	50	101	..
„ wagons, four-wheel ..	..	751	298	453	..
„ tarpaulins ..	..	953	553	400	..

* Order reduced by twenty.

† Order reduced by forty.

EXPENDITURE UNDER THE RAILWAYS IMPROVEMENT AUTHORIZATION ACT, 1914, AND SECTION 7 OF FINANCE ACT, 1924, CHARGED TO CAPITAL ACCOUNT, FOR THE YEAR ENDED 31ST MARCH, 1925.

	£ s. d.	£ s. d.
Material on hand at 31st March, 1924 ..	9,172 19 2	
Expenditure charged by Treasury ..	253,874 3 6	
Proportionate cost of raising loan ..	19,532 13 10	
	282,579 16 6	
Less material on hand at 31st March, 1925 ..	10,819 10 1	
		271,760 6 5
New stations and station-yards, goods-sheds, and terminal facilities at Auckland Wellington, Christchurch and Addington, Lyttelton, Paeroa, and New Plymouth ..	108,441 15 10	£ s. d.
Duplication, Newmarket—New Lynn ..	615 4 10	
Grade easements—Penrose—Mercer ..	247 3 6	
Additions to workshops, Newmarket ..	616 1 0	
New line, Auckland—Westfield ..	15,101 6 11	
Bridge strengthening ..	651 8 10	
Pelichet Bay deviation ..	5,523 7 5	
Signalling, interlocking, and safety appliances ..	111,848 14 0	
Electric lighting ..	8,183 11 9	
		251,228 14 1
Expenditure charged by Public Works Department—		
New Line—Auckland—Westfield ..	41 1 6	
Hutt Valley Railway ..	20,490 10 10	
		20,531 12 4
		£271,760 6 5

H. VALENTINE, Acting Chief Accountant.

RETURN NO. 8.

STATEMENT SHOWING CLASSIFICATION OF EXPENDITURE ON WAY AND WORKS FOR THE YEAR ENDED 31ST MARCH, 1925.

Classification of Work.	SECTIONS.										Totals.							
	Whangarei.		Kaihu.		Gisborne.		North Island Main Line and Branches.		South Island Main Line and Branches.			Westport.	Nelson.	Picton.				
	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.					£	s. d.		
Track surfacing ..	19,677	15 10	2,372	10 5	6,543	18 8	190,490	11 4	215,785	3 8	6,015	14 7	5,888	12 1	7,130	16 2	453,905	2 9
Track renewals ..	14,660	10 8	500	1 8	198	17 11	97,482	18 9	71,871	1 4	863	15 8	295	5 11	655	15 9	186,528	7 8
Ballasting ..	5,421	3 6	173	17 9	29	15 2	20,073	0 2	14,782	17 6	117	14 3	232	18 6	63	4 10	40,894	11 8
Banks, cuttings, ditches, &c.	2,407	5 11	734	11 9	1,348	2 9	47,616	18 1	21,685	1 0	151	19 11	1,677	1 3	1,527	0 7	77,148	11 3
Tree-planting (architectural) ..	..	..	..	..	..	..	402	2 7	..	..	..	..	..	..	..	..	402	2 7
Bridges, culverts, drains ..	2,165	10 8	62	11 4	608	0 3	36,122	13 3	40,971	19 0	419	3 9	1,673	0 5	665	14 11	82,688	13 7
Fences, gates, cattlestops ..	2,380	2 0	35	12 10	173	17 4	14,479	7 4	19,726	9 1	443	0 2	813	9 6	347	19 1	38,399	17 4
Roads, approaches, &c. ..	191	1 7	18	4 7	112	12 2	7,563	8 4	5,028	5 0	46	0 0	71	15 0	50	2 2	13,081	8 10
Roads, pavements (architectural).	..	..	..	..	..	..	792	10 2	..	..	..	..	..	..	..	..	792	10 2
Water-services, cranes, &c. ..	617	6 3	0	15 1	47	13 10	10,166	13 9	7,686	9 6	45	8 4	128	17 5	323	1 1	19,016	5 3
Wharves ..	103	14 11	12	5 10	1	10 3	97	12 7	238	4 7	1,230	1 5	1	5 4	491	4 9	2,175	19 8
Buildings ..	4,752	7 8	40	1 3	1,145	14 10	73,016	11 7	64,138	3 10	1,507	6 1	1,094	9 9	1,540	0 10	147,234	15 10
Buildings (architectural) ..	..	..	..	..	..	..	2,181	2 5	13	11 11	..	..	..	..	..	..	2,194	14 4
Miscellaneous ..	624	4 11	..	..	114	6 4	9,917	4 5	5,202	8 10	115	17 0	..	..	5	7 7	15,979	9 1
General charges ..	649	17 4	40	2 8	156	19 9	18,343	12 2	12,573	6 6	477	1 7	214	17 8	150	10 3	32,606	7 11
Totals ..	53,651	1 3	3,990	15 2	10,481	9 3	528,746	6 11	479,703	1 9	11,433	2 9	12,091	12 10	12,950	18 0	1,113,048	7 11
Rate per average mile opened ..	609	13 5	166	5 8	200	18 0	458	1 3	300	16 3	312	18 1	198	4 3	231	5 4	362	18 11

RETURN NO. 8A.

STATEMENT SHOWING CLASSIFICATION OF SIGNAL AND ELECTRICAL EXPENDITURE FOR THE YEAR ENDED 31ST MARCH, 1925.

Classification of Work.	SECTIONS.										Totals.
	Whangarei.	Kaiti.	Gisborne.	North Island Main Line and Branches.		South Island Main Line and Branches.		Westport.	Nelson.	Picton.	
				£	s. d.	£	s. d.				
Signals and interlocking ..	403 13 7	..	16 6 5	12,450 10 9	8,388 14 0	704 0 0	20 18 2	18 9 2	22,002 12 1	£	s. d.
Signals at level crossings ..	43 12 2	..	..	1,295 9 11	359 5 7	..	..	..	1,698 7 8	£	s. d.
Telegraphs and telephones ..	310 6 0	21 11 0	103 3 1	7,799 10 6	7,187 14 1	274 13 7	106 2 1	64 8 0	15,867 8 4	£	s. d.
Block working ..	123 5 6	..	..	7,420 16 11	3,872 12 6	122 8 10	..	..	11,539 3 9	£	s. d.
Electric lighting ..	21 11 0	..	..	5,122 16 0	3,612 9 1	..	..	..	8,818 3 5	£	s. d.
Electric power ..	..	..	..	2,612 18 2	14,078 11 7	..	..	..	16,691 9 9	£	s. d.
Buildings ..	..	..	..	355 4 4	199 11 6	48 5 4	..	..	603 1 2	£	s. d.
Miscellaneous ..	51 8 0	..	..	543 19 6	582 1 11	..	..	..	1,177 9 5	£	s. d.
General charges ..	33 6 7	3 1 11	12 7 3	1,464 4 4	1,229 9 6	41 7 0	8 5 6	10 17 10	2,802 19 11	£	s. d.
Totals ..	987 2 10	24 12 11	131 16 9	39,065 10 5	39,510 9 9	1,190 14 9	135 5 9	155 2 4	81,200 15 6	£	s. d.
Rate per average mile opened ..	11 4 4	1 0 6	2 10 6	33 16 11	24 15 6	32 11 10	2 4 4	2 15 5	26 9 7	£	s. d.

RETURN No. 9.

STATEMENT OF SEASON TICKETS ISSUED FOR THE YEAR ENDED 31ST MARCH, 1925.

Description of Tickets.					Number.	Amount.		
						£	s.	d.
Travellers' annual, all lines	...	...	...	...	26	2,378	8	9
Travellers' annual, North Island	...	...	...	...	117	7,869	11	4
Travellers' annual, South Island	...	...	...	...	28	1,820	11	0
Reporters' annual	...	...	...	...	104	1,301	9	10
Sectional annual, North Island	...	...	...	...	519	21,868	14	3
Sectional annual, South Island	...	...	...	...	284	11,520	12	5
Tourist, all lines	...	...	...	...	310	4,893	15	0
Tourist, North Island	...	...	...	...	892	9,507	10	0
Tourist, South Island	...	...	...	...	76	852	10	0
School ...	...	...	...	...	25,983	19,921	2	3
Twelve-trip weekly	...	...	...	...	136,563	25,720	1	8
Weekly workmen's	...	...	...	...	331,861	40,784	1	3
All other season ...	...	...	...	...	40,791	62,507	10	9
Totals	...	...	...	...	537,554	210,945	18	6

H. VALENTINE, Acting Chief Accountant.

RETURN No. 10.

COMPARATIVE STATEMENT OF THE NUMBER OF EMPLOYEES FOR YEARS 1924-25 AND 1923-24.

Department.	Whangarei.	Kaihu.	Gisborne.	North Island Main Line and Branches.	South Island Main Line and Branches.	Westland.*	Westport.	Nelson.	Picton.	Stores.	Refreshment Branch.	Architectural Branch.	Total.
1924-25.													
General ..	12	1	3	537	150	..	4	4	3	327	264	190	1,495
Traffic ..	57	6	23	2,639	2,360	..	79	21	27	..	..	..	5,212
Maintenance ..	210	15	38	2,149	1,651	..	45	41	45	..	..	..	4,194
Locomotive ..	59	5	23	3,362	2,738	..	114	21	23	..	..	..	6,345
Totals ..	338	27	87	8,687	6,899	..	242	87	98	327	264	190	17,246
1923-24.													
General ..	6	1	3	479	124	28	4	4	3	160	231	104	1,147
Traffic ..	53	6	23	2,623	2,119	173	76	22	29	..	..	..	5,124
Maintenance ..	131	13	37	2,048	1,451	274	38	39	56	..	..	..	4,087
Locomotive ..	56	6	25	3,146	2,397	211	109	22	23	..	..	..	5,995
Totals ..	246	26	88	8,296	6,091	686	227	87	111	160	231	104	16,353

* Westland section now included in South Island Main Line and Branches.

RETURN NO. 11.

RETURN SHOWING NUMBER OF PASSENGER TICKETS ISSUED AT CHEAP EXCURSION RATES FOR YEAR ENDED 31st MARCH, 1925.

D.—2.

18

Sections.	SCHOOLS, FACTORIES, AND FRIENDLY SOCIETIES.					HOLIDAY EXCURSIONS.				GROSS TOTAL—SCHOOL AND HOLIDAY EXCURSIONS.			
	Schools, Factories, and Friendly Societies.		Schools only.		Schools, Factories, and Friendly Societies. Admits.	Total.	Revenue.	First Class.	Second Class.	Total.	Revenue.	Number of Tickets.	Revenue.
	Number.	Number.	Number.	Number.									
Whangarei ..	..	..	..	..	..	..	£ s. d.	Number.	Number.	Number.	£ s. d.	Number.	£ s. d.
Kaihu ..	..	..	..	..	..	..	..	399	1,704	2,503	1,725 15 5	2,503	1,725 15 5
Auckland ..	6,203	1,884	..	923	9,010	776	..	12,175	82,891	95,066	113 1 5	803	113 1 5
Ohakune ..	906	577	..	76	1,359	21,266	217 10 5	171	13,306	15,572	62,850 9 8½	104,076	63,622 3 8½
Gisborne ..	917	60	..	135	1,112	53 17 3	832 16 10	6,731	40,491	47,222	14,139 11 10	17,131	14,377 3 3
Wanganui ..	2,103	1,452	..	620	4,175	832 16 10	1,001 1 4	48,076	61,628	110,304	28,250 18 2	51,397	389 8 7½
Wellington ..	5,563	3,649	..	923	10,135	94 8 11	92 9 9	1,133	2,513	3,646	63,900 7 8	120,439	29,083 15 0
Pictou ..	1,216	129	..	179	1,524	302	..	..	4,031	4,031	621 0 2	5,170	64,901 9 0
Nelson ..	957	144	..	480	1,581	36 0 3	316 18 1	21,982	46,775	68,757	477 16 0	4,482	737 8 0
Westport ..	394	66	..	142	602	4,034	2,810 1 9	23,323	51,330	74,653	5,959 10 5	97,399	513 16 3
Westland ..	1,712	157	..	2,165	4,034	2,810 1 9	1,013 4 5	4,216	40,553	44,769	6,276 8 6	18,872	6,276 8 6
Christchurch ..	15,417	2,557	..	10,668	28,642	1,013 4 5	462 11 4	123,341	362,724	486,065	48,237 16 7	83,738	48,237 16 7
Dunedin ..	4,170	1,375	..	3,340	9,085	76,057	7,702 14 4	..	..	..	42,635 0 7	83,738	42,635 0 7
Invercargill ..	2,982	1,339	..	277	4,598	..	..	..	..	..	22,917 12 10	49,367	23,380 4 2
Totals ..	42,540	13,589	..	19,928	76,057	7,702 14 4	..	123,341	362,724	486,065	289,999 8 8	562,122	297,702 3 0
Total, year ending—	..	..	..	..	..	..	..	..	..	..	..	..	..
31st March, 1898	39,963	5,398	..	35,064	80,425	5,569 18 1	6,215 11 8	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	4,752 3 10	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	5,234 16 8	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 8	5,466 16 9	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	6,050 11 3	95,628	588,884	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	7,424 19 7	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	7,490 16 0	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	7,882 16 1	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	6,514 18 4	110,823	626,852	737,675	140,939 16 3	857,895	148,829 12 4
31st March, 1907	48,044	7,837	..	39,783	95,664	6,514 18 4	7,604 10 4	125,280	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	7,641 5 10	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	7,964 15 7	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	9,488 14 7	128,277	735,361	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	9,509 8 7	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	9,509 8 7	13,235 8 4	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	7,919 1 9	159,730	804,965	964,695	271,611 17 7	1,098,592	281,121 6 2
31st March, 1914	111,029	18,246	..	59,712	188,987	13,235 8 4	6,072 18 9	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	6,159 17 6	144,260	782,355	926,615	269,547 16 0	1,030,632	267,466 12 3
31st March, 1916	43,038	8,198	..	36,091	87,327	6,072 18 9	131 6 7	136,401	763,690	900,091	313,006 7 3	987,418	275,170 14 9
31st March, 1917	38,477	8,788	..	32,901	80,166	6,159 17 6	..	168,098	735,468	903,566	62,968 15 11	983,732	319,166 4 10
31st March, 1918	591	124	..	743	1,438	..	..	20,148	110,482	130,630	..	Nil	63,100 2 6
31st March, 1919*	Nil	Nil	..	Nil	Nil	..	..	..	..	..	..	Nil	..
31st March, 1920	38,357	3,968	..	42,461	84,786	7,173 12 2	14,966 19 8	76,713	260,159	336,872	161,401 18 3	421,658	168,575 10 5
31st March, 1921	94,175	12,346	..	70,794	177,315	14,966 19 8	14,955 1 5	146,404	524,246	670,650	371,625 9 4	847,965	386,492 9 0
31st March, 1922	76,537	13,835	..	71,852	162,224	14,955 1 5	16,228 5 3	109,414	338,791	448,205	242,464 18 6	610,429	257,419 19 11
31st March, 1923	83,716	15,700	..	73,855	173,271	16,228 5 3	19,699 5 2	119,261	393,682	512,943	322,015 18 8	686,214	339,244 3 11
31st March, 1924	96,338	18,363	..	86,047	200,748	19,699 5 2	7,702 14 4	111,124	322,061	433,185	267,717 7 0	633,933	287,416 12 2
31st March, 1925	42,540	13,589	..	19,928	76,057	7,702 14 4	..	123,341	362,724	486,065	289,999 8 8	562,122	297,702 3 0

* The issue of school, factory, friendly-society, and holiday excursion tickets was suspended in connection with staff-saving time-table on 23rd April, 1917.

RETURN No. 12.
STATEMENT OF TRAFFIC AND REVENUE FOR EACH STATION FOR THE YEAR ENDED 31ST MARCH, 1925.

Stations.		OUTWARD.										INWARD.										Stations.										
		NUMBER OF TICKETS.					Number of Season Tickets.	Cattle and Calves.	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.	Number.	Number.																Tons.	£ s. d.			£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
NORTH ISLAND MAIN LINES AND BRANCHES—																																
Auckland (Coaching) (Goods)		58,837	24,546	231,651	184,471	499,505	21,153	210	9,831	62,376	347,083	253,826	13 10	23,694	15 8	26,804	10 9	11,303	3 3	Cr. 258 5 3	1,721 18 9	2,358 2 9	319,450	19 9	582	3,261	116,287	245,335	Auckland (Coaching) (Goods).			
Newmarket		5,471	4,804	36,783	50,387	97,445	10,756	7	2,889	6,338	13,272	6 2	2,078	2 0	745	19 7	152	12 2	13,359	13 3	232 0 10	2,399 19 4	32,240	13 4	8	..	77,211	28,458	Newmarket.			
Mount Eden		1,448	1,051	27,892	38,927	69,318	5,854	16	346	1,804	5,767	3 3	960	4 6	232	9 4	39	2 11	11,885	9 6	620 19 11	482 0 4	19,987	9 9	747	1	83,834	78,283	Mount Eden.			
Avondale		537	405	34,644	85,632	121,218	52,712	137	20	902	45,118	6,529	9 5	7,512	8 7	489	13 4	21	0 4	8,120	9 8	488 12 9	78 17 0	23,240	11 1	230	1	48,420	11,820	Avondale.		
Henderson		526	503	24,008	63,340	88,377	16,780	1,413	10,021	28,255	7,717	7,381	10 11	3,379	2 4	1,230	15 6	18	16 8	6,919	7 3	64 14 11	162 3 9	19,156	11 4	580	4,048	17,243	18,734	Henderson.		
Helensville		6,473	2,309	20,280	23,585	52,647	305	7,501	36,228	24,336	11,335	9,491	1 6	227	18 3	1,887	15 3	55	18 3	15,544	18 11	285 11 2	181 18 0	27,675	1 4	2,926	10,475	8,446	29,235	Helensville.		
Wellsford		752	140	3,030	1,588	5,510	33	4,835	10,113	2,705	3,124	1,509	8 10	20	12 6	529	6 11	6	10 10	3,970	0 6	16 18 9	83 5 0	6,136	3 4	1,014	8,096	1,954	8,792	Wellsford.		
Maungaturoto		2,252	436	6,686	2,312	11,686	3	20,446	30,027	1,781	2,648	4,420	19 11	3	0 0	251	6 5	11	15 3	13,195	7 7	643 16 8	9 10 0	18,535	15 10	1,341	10,611	10,075	19,675	Maungaturoto.		
Remuera		503	360	1,592	707	3,162	2,627	409	610	148	237	168	13 6	1,189	0 11	214	10 3	2	1 3	606	16 10	11 13 6	82 10 0	2,275	6 3	923	394	24,604	1,353	Remuera.		
Green Lane		646	618	2,708	3,804	7,776	8,321	..	..	147	29	599	15 5	1,794	3 2	57	9 2	3	14 2	42	5 1	36 19 0	11 6 10	2,545	12 10	..	1	11,373	3,491	Green Lane.		
Ellerslie		1,589	3,755	10,947	20,667	36,958	13,241	31	..	29	126	2,074	0 6	2,716	18 2	2,636	16 8	11	11 2	126	4 11	17 5 6	136 12 0	7,719	8 11	47	5	4,201	1,865	Ellerslie.		
Penrose		763	1,837	12,006	20,706	35,312	6,946	526	9,758	3,582	103,305	2,063	7 5	1,158	11 0	132	3 1	13	4 4	52,191	7 10	20 7 0	90 1 6	55,669	2 2	54,864	307,317	15,816	61,317	Penrose.		
Onehunga (Town) (Wharf)		359	263	9,556	9,390	19,568	14,280	52	2	659	3,236	1,184	9 6	2,041	4 9	164	14 4	12	15 0	889	19 4	58 2 9	164 5 0	4,515	10 8	66	..	20,714	53,802	Onehunga (Town) (Wharf).		
Otahuhu		1,560	4,998	23,429	80,182	110,169	18,591	1,670	22,135	81	47,174	8,835	13 4	3,877	17 7	414	15 9	57	1 5	35,704	14 3	373 12 3	225 17 9	49,489	12 4	26,110	78,114	9,697	73,476	Otahuhu.		
Papatoetoe		917	2,696	13,973	48,738	66,324	8,824	752	2,065	2,776	3,869	5,523	1 11	2,145	15 2	1,387	4 0	19	14 8	1,626	19 5	7 8 6	109 9 5	10,819	13 1	2,172	9,516	14,701	10,961	Papatoetoe.		
Papakura		2,417	4,139	31,967	73,707	112,230	14,186	1,911	20,531	534	4,363	13,171	10 7	3,176	6 3	1,415	5 9	61	1 11	2,176	18 6	63 3 10	78 17 7	20,143	4 5	1,296	12,768	10,590	17,928	Papakura.		
Drury		317	275	5,646	7,283	13,521	154	1,021	11,390	2,723	6,617	1,942	8 4	125	18 3	610	18 3	13	5 0	5,482	14 10	31 4 1	11 13 0	8,218	1 9	278	1,468	1,966	12,736	Drury.		
Waiuku		869	401	7,164	4,187	12,621	10	506	5,479	665	513	3,300	18 10	10	0 0	150	11 8	17	5 3	1,157	18 2	48 9 5	9 0 0	4,694	3 4	219	3,527	7,568	17,523	Waiuku.		
Pukekohe		2,315	1,667	20,978	14,813	39,773	877	3,811	12,537	255	9,320	9,213	13 2	271	10 4	937	14 0	90	1 8	9,929	1 7	52 4 3	653 1 11	21,147	6 11	2,693	5,577	9,455	20,889	Pukekohe.		
Tuakau		942	646	8,032	7,153	16,773	519	2,885	39,840	622	4,477	3,434	16 9	226	4 10	325	5 6	45	3 11	4,892	4 8	30 7 5	82 5 8	9,036	8 9	1,829	20,051	4,585	10,847	Tuakau.		
Pokeno		270	120	4,306	3,395	8,091	104	844	6,998	1,149	501	1,450	13 6	61	1 0	894	1 3	8	18 9	989	1 9	28 0 3	4 0 0	3,435	16 6	357	3,958	2,009	4,759	Pokeno.		
Mercer		722	857	9,264	6,772	17,615	107	5	560	11,097	30,009	3,553	4 4	117	18 0	511	13 1	28	1 10	7,244	17 8	52 18 8	82 5 6	11,590	19 1	123	809	1,495	4,293	Mercer.		
Te Kauwhata		453	172	3,622	2,447	6,694	66	4,740	25,847	180	8,559	1,831	4 9	28	15 3	1,447	16 11	11	7 6	5,819	0 6	49 16 4	25 18 10	9,214	0 1	715	12,505	3,161	15,622	Te Kauwhata.		
Huntly		1,362	1,042	26,893	27,655	56,952	17,927	940	9,262	936	401,769	10,689	3 5	4,034	1 5	1,312	4 5	65	2 1	223,262	17 1	1,100 2 5	156 5 5	240,619	16 3	1,152	4,815	6,378	16,634	Huntly.		
Glen Afton		..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	Glen Afton.	
Taupiri		493	177	5,128	2,446	8,244	94	742	9,609	475	6,655	1,810	1 1	60	19 6	765	16 9	16	8 4	3,996	1 0	12 14 5	9 15 0	6,671	16 1	686	2,292	4,250	7,852	Taupiri.		
Ngaruawahia		986	367	10,863	4,																											

RETURN NO. 12—continued.

STATEMENT OF TRAFFIC AND REVENUE FOR EACH STATION FOR THE YEAR ENDED 31ST MARCH, 1925—continued.

Stations.		OUTWARD.										INWARD.										Stations.			
		NUMBER OF TICKETS.					Number of Season Tickets.	Cattle and Calves.	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.	Number.	Number.																Tons.	£ s. d.		
NORTH ISLAND MAIN LINES AND BRANCHES—contd.																									
Waitotara ..	193	90	1,798	1,421	3,502	7	2,356	62,917	160	738	791 11 5	5 0 0	521 12 3	8 9 3	3,610 12 0	29 3 5	4 17 6	4,971 5 10	401	29,524	1,856	3,246	Waitotara.		
Kai Iwi ..	152	194	1,847	917	3,110	18	1,174	57,083	660	382 19 1	11 5 0	466 14 8	4 3 4	2,595 1 6	7 9 4	15 15 0	3,483 7 11	230	7,163	497	7,494	Kai Iwi.			
Aramoho ..	2,257	659	10,268	2,955	16,139	34	983	16,240	1,103	5,360	6,331 6 6	52 17 0	298 17 0	138 8 7	3,258 4 10	102 19 5	192 6 3	10,374 19 7	971	25,321	13,384	10,242	Aramoho.		
Wanganui ..	10,785	3,080	44,168	13,960	71,993	119	1,771	36,143	4,951	15,831	31,324 10 9	1,396 0 3	4,699 4 4	735 4 9	23,686 0 8	6,463 6 10	2,516 12 11	70,821 0 6	8,213	406,747	56,990	45,138	Wanganui.		
(Wharf) ..									12,410	29,481					20,474 15 4	6,690 5 5		27,165 0 9	81	249	3,074	6,013	(Wharf).		
Fordell ..	265	143	2,135	756	3,299	47	1,371	45,614	99	3,494	682 8 5	44 12 6	317 18 2	13 12 1	3,255 10 4	19 2 3	7 0 0	4,340 3 9	394	18,509	3,525	2,763	Fordell.		
Turakina ..	228	96	4,070	1,095	5,489	49	919	49,647	146	2,371	880 2 10	34 7 0	335 14 11	14 4 4	2,884 2 11	19 3 9	4 10 0	4,172 5 9	370	14,574	3,074	2,216	Turakina.		
Greatford ..	310	188	1,853	1,095	3,446	8	1,037	30,471	1,363	14,895	713 9 0	8 0 7	278 4 4	14 2 8	5,577 17 7	189 14 10	53 0 0	6,814 9 0	240	16,688	1,418	2,552	Greatford.		
Halcombe ..	138	74	2,997	3,162	6,371	66	134	31,408	488	1,765	1,000 11 4	49 5 3	94 7 2	13 19 3	2,767 14 5	9 18 6	64 7 6	4,000 3 5	135	11,163	1,562	1,897	Halcombe.		
Feilding ..	4,979	1,768	21,460	1,080	39,287	189	9,215	128,909	1,375	10,327	12,998 7 6	156 11 8	1,191 9 5	260 0 6	22,080 4 10	117 15 9	329 5 0	37,133 14 8	2,952	93,091	19,028	24,185	Feilding.		
Palmerston North ..	23,417	6,831	97,224	40,592	168,064	925	10,786	48,595	3,691	31,602	61,974 9 3	1,743 4 6	5,969 2 0	1,832 11 10	46,866 19 4	740 4 5	1,805 2 11	120,931 14 3	4,382	80,470	87,669	67,575	Palmerston North.		
Ashhurst ..	873	278	5,194	3,302	9,647	55	229	38,663	94	845	1,836 7 3	48 11 8	236 7 9	24 12 7	2,322 15 2	10 13 4	82 17 8	4,562 5 5	876	7,797	2,507	62,653	Ashhurst.		
Longburn ..	539	458	7,382	9,319	17,698	84	4,200	79,728	179	13,066	2,008 14 4	50 9 7	730 10 0	16 5 7	19,797 4 7	Cr. 107 17 2	175 7 2	22,670 14 1	1,048	146,286	1,345	9,310	Longburn.		
Foxton ..	524	204	9,082	3,311	13,121	81	163	7,794	1,850	7,548	1,838 11 3	74 16 10	434 12 0	16 4 9	7,272 19 3	2,344 3 11	373 11 8	12,354 19 8	478	5,013	16,132	17,889	Foxton.		
Shannon ..	1,136	766	10,752	9,289	21,943	173	1,808	23,371	1,081	7,907	5,630 2 11	131 3 9	385 10 9	103 7 7	11,299 12 4	46 14 4	42 3 4	17,638 15 0	812	14,241	5,613	18,972	Shannon.		
Levin ..	2,667	1,251	13,762	8,485	26,165	294	3,357	29,765	2,647	4,903	8,220 12 10	195 16 5	822 14 8	139 6 8	6,749 18 2	33 18 7	121 14 2	16,284 1 6	796	19,749	10,460	11,849	Levin.		
Otaki ..	2,126	1,005	9,938	5,667	18,736	222	1,620	28,919	1,081	5,493	5,390 3 11	172 6 5	1,793 4 1	93 12 11	6,511 13 3	19 18 7	123 17 6	14,104 16 8	469	8,179	5,133	10,270	Otaki.		
Paekakariki ..	3,275	5,947	16,791	26,299	52,312	757	809	27,359	467	15,085	8,382 0 9	343 10 10	1,655 5 7	38 4 6	5,829 5 1	20 8 3	1,056 18 0	17,325 13 0	224	3,102	4,139	8,607	Paekakariki.		
Johnsonville ..	1,592	4,764	12,772	47,564	66,692	15,200	787	14,362	199	656	5,386 4 1	2,903 16 5	248 3 0	21 4 6	1,097 0 4	5 5 2	39 1 0	9,700 14 6	9,554	57,083	5,757	8,486	Johnsonville.		
Thorndon (Coaching) ..	31,265	39,683	105,372	160,919	337,239	14,051					103,498 10 5	4,691 9 1	22,546 13 10	4,520 11 5	Cr. 226 12 9	227 15 3	510 4 2	135,768 11 5					Thorndon (Coaching).		
Lambton (Coaching) ..	30,149	70,789	92,124	196,544	389,606	22,599					46,494 2 5	11,022 6 10	3,099 9 2	2,824 16 2	Cr. 25 0 9	392 0 6	1,201 19 10	65,010 4 2					Lambton (Coaching).		
Wellington (Goods) ..							400	3,140	45,132	227,663					280,004 16 8	2,263 18 8	10,851 8 8	293,120 3 9	2,893	3,744	106,570	157,039	Wellington (Goods).		
(Wharf) ..										291					21 6 8			21 6 8		24			25,738	(Wharf).	
Central Booking-office ..	16,301	6,991	13,336	9,891	46,519	5,630					89,571 8 10	16,505 17 6			Cr. 1 5 0	165 17 4		106,241 18 8					Central Booking-office.		
Ngahauranga ..	144	569	3,803	9,350	13,866	1,934	39	122		9,737	591 4 9	399 17 7	27 19 5	2 10 9	2,295 0 5	0 13 4		3,317 6 3	11,949	434,547	105	8,526	Ngahauranga.		
Petone ..	3,324	16,295	24,634	105,753	150,006	47,156	133	1,501	89	15,194	9,653 7 5	7,703 2 10	220 5 7	93 18 6	6,346 11 4	90 12 2	266 19 10	24,374 17 8	13,591	586,011	37,893	19,201	Petone.		
Lower Hutt ..	6,074	18,381	28,010	85,971	138,436	40,461	26	385	150	48,161	10,337 15 2	9,131 19 10	1,292 15 8	149 10 1	14,712 11 2	333 6 9	289 14 2	36,247 12 10	119	546	23,463	19,096	Lower Hutt.		
Upper Hutt ..	2,733	5,446	22,885	47,343	78,407	11,098	358	10,153	5,184	7,074	8,104 11 9	2,811 13 8	1,890 2 1	44 15 5	2,768 3 3	134 7 2	69 15 8	15,823 9 0	436	3,537	3,803	13,139	Upper Hutt.		
Featherston ..	3,701	1,275	7,420	5,191	17,587	157	7,079	160,422	4,030	7,566	5,279 16 6	164 8 3	1,101 9 11	100 10 8	16,077 4 1	135 10 2	94 5 0	22,953 4 7	1,069	20,797	7,688	12,010	Featherston.		
Greytown ..	783	477	2,108	1,331	4,699	42	288	9,010	71	2,289	1,454 15 5	30 12 6	340 7 11	24 0 11	2,705 10 3	5 10 2	2 7 6	4,563 4 8	104	3,094	1,324	3,080	Greytown.		

RETURN No. 12—continued.
STATEMENT OF TRAFFIC AND REVENUE FOR EACH STATION FOR THE YEAR ENDED 31st MARCH, 1925—continued.

Stations.	OUTWARD.																				INWARD.										Stations.
	NUMBER OF TICKETS.					Number of Season Tickets.	Cattle and Calves.	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—																															
Lyttelton (Wharf)	41,780	39,056	40,021	82,776	203,633	11,572	3,525	63,467	69,261	365,460	26,135	1 10	2,829	11 9	1,270	6 9	119	1 5	128,536	11 8	12,301	19 9	1,700	13 8	172,893	6 10	1,221	11,655	8,048	189,654	Lyttelton. (Wharf).
Heathcote	819	4,637	2,988	23,317	31,761	3,073			77	14,672	1,517	2 7	818	1 2	128	6 2	10	9 3	1,677	9 11	12	8 4	92	10 0	2,549	3 5			1,111	7,559	Heathcote.
Woolston	292	457	2,129	5,340	8,218	1,744		6		4,439	435	18 3	317	19 7	125	17 6	4	16 4	1,827	7 5	10	7 9	25	15 0	2,748	1 10	25	731	1,962	12,029	Woolston.
Opawa	407	535	1,491	2,701	5,134	3,521				49	438	6 2	535	4 6	26	12 5	5	13 6		10 17	0	3 4			1,016	17 9				4	Opawa.
Christchurch (Coaching) (Goods)	65,382	57,708	138,876	187,339	449,305	23,992	423	52	13,098	81,181	120,513	5 10	8,329	12 3	18,786	9 2	5,753	14 11	Cr. 123 7 3	502 3 10	1,374	10 11	155,136	9 8	487	792	181,716	291,120	Christchurch (Coaching) (Goods).		
Central Booking-office	2,606	2,078	1,513	3,066	9,263	42					13,682	9 5	709	11 0	299	8 2			Cr. 0 2 6	8 17 1			14,700	3 2	25,928	519,488	79,108	74,175			Central Booking-office.
Addington	404	849	4,665	2,813	8,731	1,619	6,794	327,755	11,125	30,735	1,653	17 5	232	11 11	680	18 11	56	9 10	24,352	9 1	319	10 0	968	5 2	28,264	2 4	25,928	519,488	79,108	74,175	Addington.
Riccarton	582	132	1,653	606	2,973	382			3,127	5,991	589	11 8	102	2 9	31	8 5	18	0 0	1,821	14 6	12	3 10	25	0 0	2,600	1 2			56,414		Riccarton.
Papanui	1,650	435	5,104	2,256	9,445	1,456	40		266	5,011	1,441	15 11	325	15 3	170	16 11	35	4 4	2,506	2 10	9	6 3	81	10 0	4,570	11 6	303	1,117	10,400	6,066	Papanui.
Belfast	450	782	4,038	8,847	14,117	226	35	1,171	99	23,220	1,069	2 4	141	3 3	51	10 4	13	5 2	10,633	16 5	5	4 4	123	19 0	12,039	18 10	302	528,342	4,892	8,816	Belfast.
Kaipoi	1,045	1,502	9,472	21,264	33,283	671	531	10,426	2,352	17,380	3,954	15 11	436	9 3	466	10 2	75	8 5	7,502	15 4	29	19 8	208	10 2	12,674	8 11	379	134,825	4,511	8,238	Kaipoi.
Rangiora	2,393	3,203	18,410	26,186	50,192	446	1,144	44,387	1,546	19,391	7,194	11 2	375	3 0	795	1 0	113	19 6	9,701	15 5	51	1 8	240	10 6	18,472	2 3	660	17,191	8,400	12,544	Rangiora.
Cust	51	30	994	922	1,997	75	464	17,959	15	2,203	306	19 0	58	10 6	67	4 11	8	3 7	1,285	7 10	2	9 3	52	15 0	1,781	10 1	126	11,551	1,475	2,479	Cust.
Oxford East	253	108	1,783	1,717	3,861	48	743	47,570	54	1,539	842	5 2	52	8 8	459	17 3	15	2 11	2,109	14 1	3	14 6	30	5 0	3,513	7 7	187	22,596	3,035	5,264	Oxford East.
Sefton	117	64	1,199	1,437	2,817	45	467	6,282		2,807	385	16 11	31	10 8	139	5 9	10	9 0	1,551	0 11	6	7 9	64	3 10	2,188	14 10	375	4,592	197	1,397	Sefton.
Amberley	641	326	1,946	1,106	4,019	68	207	57,902	166	1,334	874	6 2	51	14 9	244	2 0	22	17 5	2,259	4 6	17	7 9	126	18 0	3,596	10 7	215	22,248	837	2,402	Amberley.
Waipara	854	398	3,084	992	5,328	25	1,799	41,959	41	2,626	1,476	13 3	32	4 7	389	15 5	20	2 9	6,726	1 4	15	8 11	132	15 0	8,793	1 3	135	14,564	293	777	Waipara.
Mina	220	44	683	159	1,106		780	67,765	200	964	524	19 6			411	17 10	9	0 11	3,949	16 0	45	4 3	26	2 6	4,967	1 0	258	12,217	2,637	4,255	Mina.
Parnassus	174	81	534	171	960		1,050	60,932	30	711	451	2 8			148	18 3	10	12 11	4,034	14 6	38	13 9	46	10 0	5,070	12 1	242	4,853	1,418	1,537	Parnassus.
Waikari	633	394	3,160	2,442	6,629	12	250	35,667	36	2,507	1,489	12 2	9	7 6	143	5 5	17	19 3	2,330	6 4	6	2 2	30	15 0	4,027	7 10	84	10,231	758	1,885	Waikari.
Hawarden	402	103	1,279	564	2,348	9	972	80,429	20	2,794	757	16 11	16	17 5	261	14 9	10	8 5	5,093	8 11	7	13 2	9	5 0	6,157	4 1	172	14,514	1,142	2,056	Hawarden.
Culverden	766	88	2,142	261	3,257	1	2,104	81,779	7,146	3,070	1,367	12 3	1	5 0	476	1 9	27	2 9	7,942	1 1	66	5 2	91	1 6	9,972	5 10	680	8,923	2,420	4,728	Culverden.
Waiau	349	67	1,009	235	1,660		942	53,961	70	648	767	0 10			235	2 5	12	2 11	3,678	9 1	19	2 11	20	3 0	4,732	1 2	427	8,070	1,293	2,298	Waiau.
Hornby	128	73	1,670	1,290	3,161	61	282	4,330		47,555	378	10 8	40	12 6	1,966	4 5	6	9 9	23,511	1 2	16	4 7	115	10 0	26,034	13 1	1,284	19,003	955	35,148	Hornby.
Prebbleton	54	22	806	1,689	2,571	29	4	181		7,169	227	7 2	2	17 6	19	0 3	2	12 0	1,958	7 5	0	2 0	2	0 0	2,231	6 4	18	1,037	126	2,219	Prebbleton.
Lincoln	198	102	1,636	1,532	3,488	65	1,157	38,298	59	10,541	471	2 0	48	5 0	247	11 9	9	15 6	3,448	16 2	8	10 3	85	18 0	4,319	18 8	204	13,437	759	6,775	Lincoln.
Springston	63	40	951	1,008	2,062	25	554	21,238	6	7,173	249	5 8	23	15 0	164	9 5	4	19 3	2,897	17 4	4	2 5	2	0 0	3,346	9 1	25	4,715	225	1,608	Springston.
Leeston	415	264</																													

RETURN No. 12—continued.

STATEMENT OF TRAFFIC AND REVENUE FOR EACH STATION FOR THE YEAR ENDED 31st MARCH, 1925—continued.

Stations.	OUTWARD.																			INWARD.					Stations.
	NUMBER OF TICKETS.				Total.	Number of Season Tickets.	Cattle and Calves.	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.																					
SOUTH ISLAND MAIN LINES AND BRANCHES—contd.																									
Pelichet Bay	392	1,739	2,328	9,239	13,698	2,033	...	...	112	12,535	757 11 9	257 8 2	13 10 0	2 10 3	1,772 14 1	492 4 7	6 12 0	3,302 10 10	...	...	...	...	...	Pelichet Bay.	
Dunedin (Coaching) ..	35,550	42,702	111,391	199,737	389,380	10,366	...	...	...	132,586 9 11	9,979 13 11	18,177 2 6	3,650 3 2	Cr. 92 15 5	593 15 1	908 18 9	165,803 7 11	...	...	...	...	...	Dunedin (Coaching).		
(Goods)	613	643	4,492	8,109	13,857	1,988	535	136	29,731	123,593	1,924 6 0	268 0 9	121 14 3	22 9 7	161,581 11 9	1,759 2 16	6,837 8 3	170,178 2 10	768	1,396	113,811	247,414	...	(Goods).	
Caversham	470	1,041	4,266	12,486	18,263	2,196	3,042	42,664	431	37,415	814 15 7	416 1 6	49 9 3	4 15 5	20,471 16 3	68 9 11	90 5 0	21,915 12 11	19,380	350,224	3,136	25,913	...	Caversham.	
Burnside	713	5,310	3,640	26,828	36,491	4,808	1	...	...	35,116	1,812 11 3	1,171 3 5	29 3 4	7 5 10	5,134 5 3	3 4 5	114 3 0	8,271 16 6	...	41	545	8,075	...	Green Island.	
Abbotsford	416	3,501	3,881	26,955	34,753	6,415	...	...	12	14,758	1,946 9 2	1,190 10 2	25 11 8	10 16 0	2,495 6 11	60 18 10	51 10 0	5,781 2 9	...	...	88	2,173	...	Abbotsford.	
Wingatui	379	1,344	3,421	10,788	15,932	1,352	323	13,770	35	6,363	1,467 6 4	405 2 2	818 18 4	13 7 8	3,472 13 9	4 19 5	216 10 0	6,398 17 8	280	2,638	309	1,521	...	Wingatui.	
Middlemarch	618	183	1,645	528	2,974	16	1,023	40,493	12	1,917	916 18 2	10 0 0	687 0 8	10 15 8	4,728 14 5	12 16 2	26 0 0	6,392 5 1	190	7,449	1,751	4,031	...	Middlemarch.	
Waipia	424	129	1,116	501	2,170	322	23,367	42	798	1,052 1 1	...	...	126 15 2	9 1 6	2,771 17 1	12 14 10	4 0 0	3,976 9 8	70	3,677	2,469	4,193	...	Waipia.	
Ranfurly	718	247	1,567	647	3,179	...	311	22,454	115	1,283	1,514 19 7	...	305 19 7	12 5 4	3,117 5 5	19 13 1	22 6 0	4,992 9 0	23	4,534	3,070	2,959	...	Ranfurly.	
Oturehua	91	24	522	248	885	18	710	37,233	34	1,126	396 0 1	13 2 6	279 7 2	5 11 7	4,611 3 8	5 1 3	2 10 0	5,312 16 3	47	8,295	944	1,217	...	Oturehua.	
Omakau	468	144	1,233	468	2,313	550	33,401	16	1,340	1,170 10 5	...	...	403 2 1	6 7 2	3,735 18 2	9 10 5	24 10 0	5,349 18 3	166	9,871	2,175	3,922	...	Omakau.	
Alexandra	788	238	1,702	423	3,151	24	35	4,200	526	2,302	1,449 9 0	80 5 9	364 4 9	13 6 10	3,106 6 6	14 5 8	29 3 10	5,257 2 4	160	3,510	4,105	4,125	...	Alexandra.	
Clyde	515	147	829	291	1,782	96	23	2,345	70	1,296	861 10 4	63 15 0	184 2 0	7 9 6	2,014 9 7	9 3 11	...	3,140 10 4	50	724	1,144	1,847	...	Clyde.	
Cromwell	1,264	263	3,113	965	5,605	71	348	14,498	15	5,278	3,560 14 2	27 0 6	370 10 3	32 11 2	8,176 14 6	33 7 2	21 0 0	12,221 17 9	140	6,179	3,405	6,344	...	Cromwell.	
Mosgiel	1,482	5,462	11,894	44,525	63,363	7,293	840	8,837	227	11,227	6,686 7 1	1,766 5 4	1,889 18 1	131 14 4	2,777 8 1	10 6 8	48 5 3	13,310 4 10	527	5,007	2,036	2,692	...	Mosgiel.	
Outram	245	53	5,162	2,467	7,927	357	236	3,839	12	3,976	888 14 8	179 1 6	133 11 9	9 7 3	1,270 16 10	8 1 9	...	2,489 13 9	268	3,574	2,625	8,446	...	Outram.	
Allanton	173	328	2,144	4,748	7,393	12	655	16,084	...	4,196	868 15 2	8 5 9	268 9 7	7 5 0	2,047 8 7	12 0 11	...	3,212 5 0	1,073	10,299	1,727	3,186	...	Allanton.	
Waiholo	148	126	2,499	2,764	5,537	142	225	4,591	221	1,047	668 8 1	53 10 9	93 16 2	4 18 6	614 6 6	2 9 4	5 10 0	1,442 19 4	130	3,434	745	2,906	...	Waiholo.	
Milburn	57	37	1,205	744	2,043	85	111	9,193	...	50,143	294 4 3	30 11 6	30 6 10	4 0 9	6,653 8 9	270 6 8	53 0 0	7,335 18 9	82	1,678	408	15,767	...	Milburn.	
Milton	1,459	1,195	7,481	7,656	17,791	66	758	34,757	88	13,737	5,643 15 10	80 11 11	551 18 10	86 0 9	7,865 13 3	114 12 1	445 6 11	14,687 19 7	487	11,770	3,150	11,421	...	Milton.	
Waitahuna	67	66	798	890	1,821	18	355	12,970	150	573	405 1 5	31 0 5	131 11 6	6 18 1	980 1 8	12 17 5	2 0 0	1,569 10 6	79	2,021	1,572	2,761	...	Waitahuna.	
Lawrence	986	666	4,318	3,599	9,569	5	241	16,931	163	1,231	2,910 2 8	9 0 6	355 0 0	27 15 4	1,822 10 9	14 9 7	11 6 0	5,150 4 10	150	1,900	1,246	4,798	...	Lawrence.	
Beaumont	452	65	1,903	442	2,862	...	183	3,489	171	2,323	1,113 16 8	...	249 3 8	21 0 9	2,645 3 2	627 10 5	5 10 0	4,662 4 8	100	2,624	3,275	4,506	...	Beaumont.	
Miller's Flat	73	108	714	777	1,672	24	93	12,318	127	2,879	297 19 5	21 8 2	24 0 0	3 3 6	3,508 5 11	11 3 3	...	3,543 9 2	1	128	1,745	906	...	Miller's Flat.	
Lovell's Flat	348	301	5,287	4,337	10,273	98	3,320	5,416	30	91,105	2,441 2 10	109 2 3	240 19 1	17 2 7	41,627 19 0	77 16 9	64 15 0	45,279 17 6	1,721	3,103	2,630	7,044	...	Lovell's Flat.	
Stirling	2,232	1,240	16,305	8,757	28,534	59	1,885	63,117	1,866	8,714	8,595 14 3	168 7 11	846 13 2	216 13 2	11,796 19 5	87 10 5	152 18 1	21,864 18 5	709	42,186	8,057	14,509	...	Stirling.	
Balcutha	262	106	3,639	1,927	5,934	13	560	20,470	72,124	6,808	1,922 3 0	9 7 6	418 17 8	26 9 5	18,336 13 5	9 18 5	113 1 8	20,836 11 1	428	60,313	1,217	10,148	...	Balcutha.	
Owaka	198	109	4,423	6,045	10,775	...	238	1,599	55,226	2,210	3,093 0 9	...	160 7 1	5 4 11	11,302 0 5	97 6 5	326 7 0	14,984 6 7	326	3,823	91	4,156	...	Tahakopa.	
Tahakopa	93	53	902	601	1,649	10	366	33,605	11	1,273	478 19 9	8 15 0	309 9 3	6 1 0	2,420 7 11	11 2 1	...	3,234 15 0	113	4,809	799	5,840	...	Waiwera.	
Waiwera	504	322	8,195	6,378	15,399	34	852	40,973	313	1,266	3,589 1 7	45 15 5	113>												

RETURN No. 13.

STATEMENT OF CARRIAGE, BRAKE-VAN, AND WAGON STOCK, AND TARPAULINS, FOR THE YEAR
ENDED 31ST MARCH, 1925.

Description.	Class.	Kalbu.	North Island Main Line and Branches, and Whangarei.	Gisborne.	South Island Main Line and Branches, and Westland.	Westport.	Nelson.	Picton.	Total.
CARRIAGES.									
Sleepers, bogie, 50 ft.	AA	..	18	..	..	..	..	..	18
First-class, bogie, 50 ft.	AA	..	38	..	..	..	..	..	38
Ladies' (composite), bogie, 50 ft.	AA	..	6	..	..	..	..	..	6
Second-class bogie, 50 ft.	AA	..	54	..	..	..	..	..	54
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, 47½ ft.	A	..	1	..	..	..	..	..	1
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
" " 50 ft.	A	..	10	..	..	..	..	..	10
Motor-train, bogie, 60 ft.	A	..	4	..	1	..	..	..	5
First-class, bogie, 50 ft.	A	..	42	..	..	..	..	..	42
" " 47½ ft.	A	..	40	..	81	..	..	2	123
" " 44 ft.	A	..	3	..	2	..	..	..	5
" " 43 ft.	A	..	11	..	..	..	..	..	11
" " 30 ft.	B	..	..	..	1	..	..	..	1
Composite, bogie, 60 ft.	A	..	8	..	..	..	..	..	8
" " 50 ft.	A	..	49	..	1	..	..	..	50
" " 47½ ft.	A	..	102	2	101	1	4	2	212
" " 46 ft.	A	..	..	..	7	..	..	..	7
" " 44 ft.	A	..	66	7	92	2	1	2	170
" " 43 ft.	A	..	7	..	..	..	..	..	7
" " 42½ ft.	A	..	15	..	30	..	..	..	45
" " 39½ ft.	A	..	2	..	4	1	2	1	10
" " 30 ft.	B	..	13	..	19	..	..	..	32
" " 6-wheel	C	2	2	..	6	..	..	..	10
Second-class, bogie, 52 ft.	A	..	1	..	..	..	..	..	1
" " 50 ft.	A	..	92	..	1	..	..	..	93
" " 47½ ft.	A	..	99	..	126	3	..	..	228
" " 46 ft.	A	..	..	..	4	..	..	..	4
" " 44 ft.	A	..	86	4	109	3	3	4	209
" " 43 ft.	A	..	18	..	..	..	..	..	18
" " 42½ ft.	A	..	3	..	14	..	..	..	17
" " 39½ ft.	A	..	9	..	3	..	..	..	12
" " 35 ft.	A	..	3	..	..	..	..	..	3
" " 30 ft.	B	..	8	..	17	..	..	1	26
" " 6-wheel	C	2	6	..	12	2	4	..	26
" " 4-wheel	D	..	3	..	..	..	..	..	3
Postal, bogie, 50 ft.	A	..	7	..	2	..	..	..	9
" " 44 ft.	A	..	4	..	4	..	..	..	8
" " 39½ ft.	A	..	2	..	..	..	..	..	2
" " 30 ft.	B	..	..	..	1	..	..	..	1
Rail-motor, 58 ft.	..	..	1	..	..	..	..	..	1
" " 56½ ft.	..	..	1	..	..	..	..	..	1
" " 42½ ft.	..	..	1	..	..	..	..	..	1
Totals	..	4	853	13	662	12	14	12	1,570
BRAKE-VANS.									
Brake-vans, 4-wheel	F	2	15	..	58	2	3	..	80
" " bogie	F	..	217	4	136	5	3	4	369
" " Fell	F	..	7	..	4	..	..	..	11
Totals	..	2	239	4	198	7	6	4	460
WAGONS.									
Horse-boxes	G	..	140	1	116	..	1	4	262
Cattle	H	..	354	4	235	4	5	4	606
Sheep	J	..	963	40	904	..	10	29	1,946
Covered goods	K	1	338	2	408	5	6	3	763
Sleeping-vans	K	..	25	..	43	1	1	..	70
High sides	L	4	5,867	47	5,025	17	103	174	10,737
" "	LA	..	2,276	..	2,281	..	..	..	4,557
Wharf	LB	..	..	..	45	..	..	..	45
Low sides	M	12	415	40	916	24	14	21	1,442
" " steel	MA	..	148	12	..	..	..	..	160
Work-train	MB	..	110	..	35	..	..	..	145
Timber	N	40	177	..	196	32	8	..	453
Iron hopper	O	..	21	..	..	..	..	..	21
" " for ballast	OB	..	28	..	..	..	..	..	28
Platform coal	P	..	228	..	..	..	..	..	228
Movable hopper	Q	..	..	..	495	673	..	..	1,168
Frozen meat	W	..	259	..	80	..	15	..	354
Cool, insulated	X	..	179	..	32	..	..	..	211
" " ventilated	XA	1	165	..	145	..	..	7	318
" "	XB	..	98	..	56	..	..	..	154
Work-train hopper	Y	..	..	..	12	..	..	..	12
" "	YB	..	211	..	152	..	..	..	363
High side, bogie	R	2	223	..	84	..	..	..	309
" "	Rb	..	70	..	21	..	..	..	91
" "	Rd	..	61	..	..	..	..	..	61
" "	RN	..	34	..	..	..	..	..	34
Carried forward	..	60	11,890	146	11,281	756	163	242	24,538

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

7—D. 2.

* The figures for passenger traffic in New Zealand prior to 1912 are exclusive of season tickets.

Comparative statement of the Bureau opened, 1911, and the Bureau closed, 1912, showing the following states from which Official Records were received:

[illegible]

RETURN SHOWING MILEAGE, CAPITAL COST, TRAFFIC, REVENUE, AND EXPENDITURE OF NEW ZEALAND GOVERNMENT RAILWAYS FROM 1ST APRIL, 1917, TO 31ST MARCH, 1925.
MILEAGE, CAPITAL COST, TRAFFIC, AND REVENUE.

Year.	Miles.	Capital Cost.	Train-mileage.	Passengers.		Season Tickets.		Coaching.	Cattle.	Sheep and Pigs.	Timber.
				Number.	Revenue.	Number.	Revenue.	Revenue.			
1917-1918	2,993	£ 36,001,432	7,468,646	11,408,156	£ 1,663,922	322,487	£ 138,675	254,110	Number, 362,134	Number, 6,502,090	Tons, 523,784
1918-1919	2,993	36,167,681	7,477,533	11,374,521	1,799,381	351,124	150,901	258,524	346,544	6,691,760	487,729
1919-1920	3,006	36,390,115	7,408,608	12,760,814	2,138,391	400,621	165,596	290,453	357,976	7,316,556	611,171
1920-1921	3,018	37,235,254	9,308,392	15,315,640	2,459,362	464,691	198,717	335,754	376,745	7,129,222	717,701
1921-1922	3,030	39,309,097	8,717,265	14,262,440	2,212,633	472,865	205,394	393,822	279,304	7,635,515	708,212
1922-1923	3,037	40,275,161	8,346,731	14,256,610	2,216,514	485,681	204,106	393,822	293,930	7,367,763	663,213
1923-1924	3,053	41,899,427	9,024,503	13,836,311	2,136,999	525,744	212,601	406,832	320,434	7,723,971	724,116
1924-1925	3,085	44,570,746	9,083,623	12,424,012	2,077,625	537,554	210,946	417,550	351,873	8,105,597	754,634

Year.	Total.	Goods		Total.		Miscellaneous Revenue.		Rents and Commission.		Total Revenue.		Revenue per Train-mile.
		Tons.	Revenue.	Tons.	Revenue.	£	£	£	£	£	d.	
1917-1918	..	4,849,352	5,373,136	2,465,241	73,761	86,991	4,687,700	150-50				
1918-1919	..	4,750,728	5,238,457	2,958,336	78,828	92,662	4,988,632	160-00				
1919-1920	..	4,986,061	5,597,232	2,956,237	105,072	96,738	5,752,487	186-00				
1920-1921	..	5,367,659	6,085,360	3,676,665	136,505	101,528	6,908,531	178-00				
1921-1922	..	5,222,900	6,231,112	3,646,594	124,106	115,182	6,643,591	182-69				
1922-1923	..	5,571,594	6,234,807	3,671,008	119,933	122,919	6,727,802	193-18				
1923-1924	..	5,795,341	6,519,457	3,953,213	141,968	132,598	6,984,211	185-50				
1924-1925	..	5,847,973	6,602,607	4,122,017	137,149	147,237	7,112,524	187-65				

EXPENDITURE.

Year.	Expenditure per Train-mile.	Maintenance of Way.		Signals.		Traffic.	
		Amount.	Per Cent. of Revenue.	Amount.	Per Cent. of Revenue.	Amount.	Per Cent. of Revenue.
1917-1918	d. 97-54	£ 64-91	14-43	£ 228-01	0-75	£ 954,142	20-38
1918-1919	105-97	66-32	14-35	239-98	0-75	1,032,609	20-73
1919-1920	132-72	71-36	13-61	262-17	0-98	1,301,985	22-66
1920-1921	145-14	81-59	14-24	327-00	1-02	1,712,375	24-82
1921-1922	171-87	93-89	16-76	368-45	1-09	1,708,049	25-66
1922-1923	157-81	81-79	15-49	343-76	1-01	1,527,083	22-73
1923-1924	143-43	77-37	16-39	375-57	1-02	1,530,652	21-94
1924-1925	146-19	77-97	15-67	362-95	1-14	1,599,668	22-52

Year.	Locomotive Power.	Carriages and Wagons.		Head and Departmental Offices.		Lake Wakatipu Steamers.	
		Amount.	Per Cent. of Revenue.	Amount.	Per Cent. of Revenue.	Amount.	Per Cent. of Revenue.
1917-1918	..	£ 962,222	20-56	£ 134,976	2-67	£ 7,664	112-53
1918-1919	..	1,075,439	21-59	134,626	2-70	6,985	104-53
1919-1920	..	1,897,993	24-34	171,767	2-99	7,964	101-09
1920-1921	..	2,124,877	30-80	203,906	2-95	10,458	116-34
1921-1922	..	2,567,383	38-69	202,948	3-06	13,339	166-84
1922-1923	..	2,121,532	31-58	195,894	2-91	14,100	150-79
1923-1924	..	1,893,156	27-14	204,407	2-93	10,456	117-85
1924-1925	..	1,917,625	27-00	246,504	3-47	12,279	121-62

RETURN No. 17.

STATEMENT OF RAILS RELAID DURING THE YEAR ENDED 31ST MARCH, 1925.

Weight.	Whangarei-Kawakawa.	Kaihu.	Gisborne.	North Island Main Line and Branches.	South Island Main Line and Branches.	Westport.	Nelson.	Picton.	Total.
RAILS RELAID :—									
53 lb. steel	724	..	..	51	524	..	16	..	16
55 "	..	..	..	..	..	..	..	..	1,299
56 "	75	..	..	8,386	4,981	..	..	4	13,846
70 "	..	..	..	..	..	..	..	..	..
Totals	799	..	..	8,387	5,455	..	16	4	14,661

RETURN No. 18.

STATEMENT OF SLEEPERS RELAID AND REMOVED DURING THE YEAR ENDED 31ST MARCH, 1925.

Description.	Whangarei-Kawakawa.	Kaihu.	North Island Main Line and Branches.	Gisborne.	South Island Main Line and Branches.	Westport.	Nelson.	Picton.	Total.
SLEEPERS RELAID :—									
Ironbark	..	..	16	..	51	..	..	..	67
Jarrah	11,519	870	82,400	211	68,536	..	56	119	163,711
Totara	..	24	337	..	1,077	556	248	27	2,269
Birch	..	..	..	..	5,033	3,636	..	..	8,669
Silver-pine	..	..	3,140	6	10,668	91	101	780	14,786
Puriri	..	..	18	..	..	..	..	..	18
Hardwood	..	..	200	..	..	..	..	..	200
Powellized	..	..	..	..	..	..	..	..	..
Yellow Pine	..	..	..	..	..	..	..	..	..
Totals	11,519	894	86,111	217	85,365	4,283	405	926	189,720
SLEEPERS REMOVED :—									
Kauri	..	..	..	..	..	..	..	..	..
Maire	..	..	337	..	..	..	..	..	337
Ironbark	..	..	276	..	560	..	..	..	836
Jarrah	1,763	..	22,169	20	6,553	..	28	2	30,535
Matai and Rimu	..	..	635	..	3,202	..	..	..	3,837
Totara	7,724	338	35,991	32	2,458	..	164	3	46,710
Birch	..	..	1,603	..	1,254	172	62	36	3,127
Silver-pine	315	..	17,293	165	52,429	4,111	123	885	75,321
Powellized	..	..	232	..	4,667	..	..	..	4,899
Puriri	1,243	496	6,293	..	136	..	..	..	8,168
Creosoted	..	..	971	..	9,044	..	..	..	10,015
Grey-gum	..	..	..	..	130	..	..	..	130
Blue Gum	..	..	..	..	121	..	..	..	121
Totals	11,045	834	85,800	217	80,554	4,283	377	926	184,036

RETURN No. 19.

RETURN OF NUMBER OF STATIONS AND PRIVATE SIDINGS ON EACH SECTION FOR THE YEAR ENDED 31ST MARCH, 1925.

Section.	Length.	Number of Stations and Stopping-places in the Time-tables.	Number of Private Sidings		
			At Stations.	Out of Stations.	Total.
Whangarei	M. 87 ch. 72	35	4	6	10
Kaihu	24 10	12	1	..	1
Gisborne	60 50	20	8	2	10
North Island Main Line and Branches ..	1,166 64	419	180	38	218
South Island Main Line and Branches ..	1,598 21	593	202	37	239
Westport	43 02	18	2	2	4
Nelson	60 20	23	4	1	5
Picton	56 12	22	8	..	8
Totals	3,097 11	1,142	409	86	495

RETURN NO. 20.
COMPARATIVE STATEMENT OF MILEAGE OF RAILWAYS OPEN FOR TRAFFIC AND UNDER MAINTENANCE ON 31ST MARCH, 1925.

Section.	Mileage open for Traffic on 31st March, 1924.	Additional Lengths opened during Year.			Reduced Mileage equivalent to Maintenance for whole Period.	Length closed during Year.		Net Addition to Mileage open for Traffic.	Net Addition to Mileage under Maintenance.	Total Mileage open for Traffic on 31st March, 1925.	Equivalent Total Mileage maintained during Financial Year ended 31st March, 1925.
		Line opened.	Date of Opening.	Length opened.		Line.	Length.				
Whangarei-Kawakawa ..	M. ch. 87 72	..	..	M. ch. ..	M. ch. ..	..	..	M. ch. ..	M. ch. ..	M. ch. 87 72	M. ch. 87 72
Kaihu ..	24 10	..	..	..	..	..	..	..	..	24 10	24 10
North Island Main Lines and Branches	1,160 16	{ Pukemiro-Glenafton .. Kohuratahi-Tahora .. Makaraka-Ngatapa ..	14th June, 1924 ..	1 43	1 18	..	..	1 43	1 43	1,166 64	1,163 19
Gisborne ..	49 10		21st November, 1924 ..	5 5	1 65	..	..	5 5	5 5	60 50	52 40
South Island Main Lines and Branches	1,428 7	{ Otira-Arthur's Pass ..	15th December, 1924 ..	11 40	3 30	..	..	11 40	11 40	1,595 67	1,592 42
Westland ..	159 69		1st September, 1924 ..	7 71	4 46	..	..	7 71	7 71	2 34	2 34
South Island Main Lines and Branches, Private Line—Nightcaps Branch	2 34	..	..	..	..	..	..	..	..	43 2	43 2
Westport ..	35 78	Cape Foulwind	1st April, 1924 ..	7 4	..	..	..	7 4	7 4	60 20	60 20
Nelson ..	60 20	..	..	..	..	..	..	..	..	56 12	56 12
Piiton ..	56 12	..	..	..	..	..	..	..	..	33 3	33 3
Totals ..	3,064 8	..	..	33 3	10 79	..	..	33 3	33 3	3,097 11	3,082 11

RETURN NO. 21.
STATEMENT SHOWING WEIGHTS OF RAILS IN VARIOUS LINES ON 31ST MARCH, 1925.

Line.	40lb. Iron.	40lb. Steel.	45lb. Steel.	53lb. Iron.	52lb. Steel.	53lb. Steel.	55lb. Steel.	56lb. Iron.	56lb. Steel.	65lb. Steel.	70lb. Iron.	70lb. Steel.	100lb. Steel.	Total.
Whangarei-Kawakawa Section—														
Whangarei Line ..	..	..	..	..	..	5 41	36 4	0 17	12 51	..	..	3 39	..	57 72
Kaikohu Branch ..	..	..	..	..	..	..	24 59	..	..	..	..	..	..	24 59
Kiororo-Portland ..	..	..	..	..	..	..	5 21	..	..	..	..	..	..	5 21
Kaihu Section—														
Kaihu Branch ..	..	..	..	..	..	17 15	6 75	..	..	..	..	..	..	24 10
North Island Main Lines and Branches—														
Auckland-Wellington..	..	..	..	..	..	0 5	..	..	5 51	12 16	..	407 73	..	425 65
Kaipara Branch ..	..	..	..	..	..	0 44	26 37	..	21 42	..	..	41 77	..	90 40
Onehunga Branch ..	..	0 10	..	..	..	1 15	..	..	1 10	..	..	0 24	..	2 59
Waikuku Branch ..	..	..	..	..	..	..	12 70	..	..	..	..	..	..	12 70
Huntly-Awaroa Railway	..	..	..	..	..	..	9 6	..	..	..	..	..	..	9 6
Thames Branch ..	..	..	..	..	..	9 69	..	..	17 74	..	..	35 12	..	62 75
Waihi Branch ..	..	..	..	..	..	..	..	..	11 37	..	..	0 67	..	12 24
Cambridge Branch ..	..	..	..	..	..	6 75	2 36	..	2 42	..	..	0 8	..	12 1
Rotorua Branch ..	..	..	..	..	..	24 70	..	..	0 3	..	..	43 67	..	68 60
Raetihi Branch ..	..	..	..	..	..	6 37	2 1	..	0 3	..	..	..	..	8 28
Marton-New Plymouth	..	..	..	..	..	0 16	..	..	27 88	..	..	109 29	..	137 3
Waitara Branch ..	14	0 48	..	..	..	3 77	31 34	..	0 31	..	..	..	..	4 62
Teloto Branch ..	..	..	..	..	..	15 45	..	..	6 2	..	..	..	..	47 30
Mount Egmont Branch	..	..	..	..	..	..	..	..	6 2	..	..	1 21	..	6 2
Wanganui Branch ..	..	..	..	..	..	10 70	..	..	8 41	..	..	3 20	..	19 33
Forston Branch ..	..	..	..	..	..	0 47	11 73	..	28 12	..	..	83 24	..	123 76
Palmerston North-Eskdale	..	..	..	..	..	1 68	0 1	..	0 1	..	..	0 1	..	1 70
Port Ahuriri Branch ..	..	..	..	..	..	14 49	0 1	..	12 17	..	..	87 56	..	114 43
Wellington-Woodville	..	..	..	..	..	..	..	..	..	..	..	..	..	3 7
Greytown Branch ..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Gisborne Section—														
Gisborne Line ..	0 20	..	..	..	..	..	31 8	..	17 62	..	..	..	..	49 10
Ngatapa Branch ..	..	..	..	..	..	..	11 40	..	..	..	..	..	..	11 40
South Island Main Lines and Branches—														
Lyttelton-Bluff ..	..	0 8	..	..	..	0 3	..	..	0 67	..	..	389 49	1 31	392 1
Main North Line ..	..	11 46	..	..	..	28 28	12 79	..	3 36	..	..	39 25	..	80 52
Oxford Branch ..	..	..	..	..	..	18 35	0 2	..	..	..	..	0 6	..	33 45
Eyreton Branch ..	..	..	..	..	..	20 14	0 7	..	..	..	..	..	..	20 21
Cheviot Branch ..	..	..	..	..	..	..	12 52	..	31 29	..	..	0 5	..	44 1
Southbridge Branch ..	..	..	..	..	..	23 14	1 0	..	1 20	..	..	..	..	25 39
Little River Branch ..	..	0 9	..	..	..	0 48	17 47	..	4 24	..	..	..	..	22 48
Midland Line ..	..	..	..	..	..	0 4	..	..	13 46	..	..	108 44	8 51	130 65
White Cliffs Branch ..	..	..	..	..	..	11 29	..	..	0 10	..	..	0 7	..	11 46
Methven Branch ..	..	..	..	..	..	..	0 1	..	..	..	..	0 3	..	22 20
Springburn Branch ..	3 33	12 34	..	..	..	..	4 48	..	6 71	..	..	0 10	..	27 36
Albury Branch ..	0 65	..	..	..	..	22 40	4 78	..	7 66	..	..	0 4	..	36 13
Waimate Branch ..	..	..	..	..	..	2 44	..	..	..	..	..	..	..	4 46
Waimate Gorge Branch	..	..	..	..	..	1 0	..	..	..	..	..	..	..	8 21
Duntroon Branch ..	1 16	..	..	..	..	28 51	3 61	..	3 69	..	..	..	..	37 41
Carried forward ..	5 68	24 75	..	10 37	24 18	277 13	269 41	0 17	248 73	12 16	..	1,353 11	10 2	2,236 51

RETURN NO. 21—continued.
STATEMENT SHOWING WEIGHTS OF RAILS IN VARIOUS LINES ON 31ST MARCH, 1925—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. 24 75	M. ch. ..	M. ch. 10 37	M. ch. 24 18	M. ch. 277 13	M. ch. 269 41	M. ch. 0 17	M. ch. 248 73	M. ch. 12 16	M. ch. ..	M. ch. 1,353 11	M. ch. 10 2	M. ch. 2,236 51
South Island Main Lines and Branches—continued.														
Oamaru Breakwater Branch ..	0 23	..	..	..	..	0 40	..	..	..	..	..	..	..	0 63
Ngapara Branch ..	..	..	..	..	..	11 44	..	..	3 45	..	..	..	..	15 9
Livingstone Branch ..	..	..	..	..	..	..	10 36	..	1 39	..	..	..	..	11 75
Waitema Branch ..	..	6 76	..	0 53	..	0 16	..	..	1 0	..	..	..	..	8 65
Port Chalmers Branch ..	..	..	..	..	..	0 16	..	..	..	..	..	1 10	..	1 26
Walton Park Branch ..	0 2	..	..	..	..	1 48	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 ..	..	..	..	..	..	15 26	20 5	..	3 46	..	..	..	..	42 78
Tapanui Branch ..	..	..	..	..	..	10 40	9 3	..	6 58	..	..	..	..	26 21
Waikaka Branch ..	..	..	..	..	..	..	12 56	..	..	..	..	0 1	..	12 57
Glenham Branch ..	..	..	..	..	..	9 1	..	..	..	..	..	0 34	..	9 35
Seaward Bush Branch ..	..	..	..	..	..	1 52	25 9	..	7 4	..	..	..	..	33 65
Kingston Branch ..	..	..	..	..	..	44 56	..	..	23 57	..	..	..	..	86 78
Orepuki Branch ..	..	..	..	..	..	17 74	8 6	..	10 17	..	..	..	..	48 23
Wario Branch ..	..	..	..	..	..	..	..	..	..	..	..	..	..	22 24
Nightcaps Branch ..	..	0 17	..	..	..	..	..	..	..	..	..	..	..	2 34
Forest Hill Branch ..	2 41	7 5	..	..	..	..	3 18	..	0 2	..	..	..	..	12 66
Mararoa Branch ..	..	10 16	..	..	..	0 24	..	..	0 1	..	..	..	..	10 41
Waimea Plains Branch ..	..	..	..	..	..	..	..	..	..	..	..	..	..	36 37
Switzers Branch ..	..	..	..	..	..	1 77	11 69	..	..	..	..	..	..	13 67
Greymouth-Ross ..	..	..	..	..	..	17 54	..	..	17 42	..	..	0 1	..	38 29
Sillwater-Inangahua ..	..	..	..	..	..	30 19	14 33	..	6 64	..	..	3 13	..	56 73
Blackball Branch ..	..	..	..	..	..	..	1 0	..	2 31	..	..	5 37	..	3 31
Point Elizabeth Branch ..	..	..	..	..	..	0 15	..	..	4 46	..	..	..	..	8 5
7-Mile Branch ..	..	..	..	..	..	..	2 43	..	..	..	..	3 24	..	2 43
Westport-Mokihinui ..	..	..	..	..	..	3 49	0 1	..	5 35	..	..	21 12	..	30 17
Westport-Te Kuha ..	..	..	..	..	..	..	5 61	..	..	..	..	..	..	5 61
Cape Foulwind Line ..	..	..	..	..	..	25 38	17 60	..	7 4	..	..	..	..	7 4
Nelson Line ..	..	..	..	..	..	17 12	22 48	..	16 29	..	..	0 9	..	60 20
Pictou Line ..	..	..	..	..	..	..	..	..	..	..	..	0 3	..	56 12
Totals ..	8 55	49 29	..	11 10	24 18	562 30	468 68	0 17	466 33	12 16	..	1,483 53	10 2	3,097 11

RETURN No. 22.

STATEMENT SHOWING APPROXIMATELY SLEEPERS LAID AND REMOVED UP TO 31st MARCH, 1925.

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
1923-1924	24 66	2 43	27 29	57,461	227,075
1924-1925	18 8	14 75	33 3	69,379	184,036
Totals	..	..	..	6,440,072	8,800,268

* Complete information not recorded until 1880-81. † Nine months only.

RETURN NO. 24.

LOCOMOTIVE RETURNS FOR THE YEAR ENDED 31ST MARCH, 1925.

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

WHANGAREI SECTION.

F*	..	2	58	1,480	28,744	30,282	5,065	398	Lb.	Lb.	£	£	£	£	£	£	£	£	1-01	0-16	2-34	3-99	7-50	477	F*
FA*	..	4	4,843	3,780	28,231	36,854	9,484	565	38	124	128	19	295	504	2,959	13,881	2,959	10-50	0-18	3-58	5-01	19-27	510	FA*	
WB	..	6	66,178	25,074	3,027	94,279	56,638	3,663	267	1,295	6,540	187	3,314	3,840	13,881	16-65	0-48	8-43	9-77	35-33	1,092	1,092	WB		
WD	..	3	37,019	12,325	1,234	50,578	33,259	1,900	145	645	1,644	94	1,947	1,987	5,672	7-80	0-44	9-24	9-42	26-90	566	566	WD		
WF	..	4	26,760	6,223	24,854	57,837	22,395	1,300	97	424	2,997	64	1,311	1,230	5,602	12-43	0-26	5-44	5-10	23-23	617	617	WF		
Totals	..	19	134,858	48,882	86,090	269,830	126,841	7,826	579	2,661	12,922	391	7,417	8,330	29,060	11-49	0-35	6-59	7-41	25-84	3,262	3,262			
General charges	..	..	..	..	..	..	..	..	..	..	..	..	..	..	3,329	..	..	..	..	..	..	..	2-96	..	
					86,090	269,830									32,389								28-80	..	
					11,471	11,471+									1,421+								..	..	
Totals	..	..	134,858	48,882	74,619	258,359	..	..	..	..	..	..	..	..	30,968								..	..	

KAIHU SECTION.

F .. General charges	2 ..	17,232 ..	4,125 ..	799 ..	22,156 ..	6,838 ..	595 ..	57 ..	202 ..	360 ..	31 ..	827 ..	817 ..	2,035 166	3-90 ..	0-33 ..	8-96 ..	8-85 ..	22-04 1-80	313 ..
				2,201 72†	23-84 ..															
Totals	..	17,232	4,125	24	21,381	..	..	..	..	..	..	..	..	2,129	..	..	..	..	..	

GISBORNE SECTION.

FA	1	2,182	319	..	2,501	654	89	4	50	93	5	104	118	320	8-92	0-48	9-98	11-32	30-70	38	FA.
WA	6	63,427	14,161	82	77,670	35,796	2,803	103	953	4,501	139	5,718	2,688	13,046	13-90	0-43	17-67	8-30	40-30	678	WA.
Totals	7	65,609	14,480	82	80,171	36,450	2,892	107	1,003	4,594	144	5,822	2,806	13,366	13-75	0-43	17-43	8-40	40-01	716	
General charges	..	..	..	..	..	..	..	..	..	..	..	..	..	1,046	..	..	..	..	3-13	..	
					80,171									14,412					43-14		
					29†									12†					..		
Totals	..	65,609	14,480	53	80,142	..	..	..	..	..	..	..	..	14,400	..	..	..	..	..	..	

NOTE.—One WB loco. transferred to Westport Section, and one FA, one WD, and two WF locos. transferred from North Island Main Line and Branches to Whangarei.
 * Gang, fuel, and stores for one F for twelve months, one FA for six months, one FA for ten months, and one FA for seven 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.

RETURN NO. 24—continued.
LOCOMOTIVE RETURNS FOR THE YEAR ENDED 31ST MARCH, 1925—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.				
		Train.	Assisting, Shunting, and Empty.	Work train.		Wages and Material.	Stores.	Fuel.					Wages.								
A	50	958,998	172,841	28,616	1,160,455	595,991	50,540	2,458	18,685	51,531	2,708	63,938	40,732	158,899	10-66	0-56	13-22	8-42	32-86	10,443	A.
AA	10	207,493	33,558	1,468	242,519	134,560	9,591	688	3,549	8,418	529	14,403	8,028	31,378	8-33	0-52	14-25	7-94	31-04	2,059	AA.
AB	58	1,417,898	183,821	6,557	1,608,276	743,102	57,777	2,758	20,419	32,365	3,088	79,687	47,571	162,711	4-84	0-46	11-89	7-09	24-28	12,241	AB.
BB	30	600,960	152,944	8,033	761,937	428,829	28,766	1,373	8,597	24,484	1,493	45,979	27,370	99,326	7-71	0-47	14-48	8-62	31-28	7,131	BB.
BC	1	7,894	1,651	1,132	10,677	7,620	588	70	313	107	35	820	483	1,445	2-40	0-79	18-43	10-86	32-48	167	BC.
D	1	5,899	179,434	16,673	202,006	53,233	5,097	285	2,062	8,465	280	5,074	10,064	23,883	10-05	0-33	6-03	11-95	28-36	4,308	D.
F*	22	46	36,260	16,649	52,955	14,464	1,132	43	397	2,604	64	1,323	2,234	6,225	11-80	0-29	5-99	10-13	28-21	686	F*.
FA*	3	13,667	28,297	544	42,508	48,550	2,925	199	1,507	5,999	181	5,215	4,428	15,823	33-87	1-02	29-44	25-00	89-33	1,234	FA*.
H	6	226	271,112	162	271,500	119,163	9,370	505	3,674	6,711	546	12,298	15,720	35,275	5-93	0-48	10-87	13-90	31-18	3,124	H.
J	14	13,744	12,670	6,076	32,490	8,844	741	54	371	1,226	44	946	1,618	3,834	9-05	0-33	6-98	11-96	28-32	632	J.
L*	4	14,489	15,797	1,374	31,660	11,152	872	43	292	1,532	47	1,192	1,455	4,226	11-62	0-35	9-03	11-03	32-03	453	L*.
M	2	22,947	43,610	216	66,773	34,174	2,344	142	840	3,048	128	3,663	3,505	10,344	10-95	0-46	13-16	12-60	37-17	806	M.
N	8	3,257	2,831	..	6,088	2,466	220	14	88	51	12	263	201	527	2-01	0-47	10-37	7-92	20-77	82	N (compound).
NA	1	15,156	3,927	120	19,203	9,010	672	32	240	1,120	36	965	714	2,835	14-00	0-44	12-06	8-93	35-43	186	NA.
NC	2	12,840	3,184	..	16,024	7,967	622	35	227	2,291	34	852	685	3,862	34-32	0-50	12-76	10-26	57-84	180	NC.
OA	2	13,892	2,501	634	17,027	8,399	669	31	217	174	35	903	610	1,722	2-45	0-49	12-73	8-60	24-27	198	OA.
OB	1	40,970	5,643	2	46,615	25,747	1,601	75	495	668	84	2,759	1,573	5,084	3-43	0-43	14-20	8-11	26-17	476	OB.
OC	1	12,600	1,723	47	14,370	8,175	518	28	193	2,505	28	855	571	3,959	41-84	0-46	14-28	9-54	66-12	166	OC.
P	2	109,800	16,640	13,278	139,718	82,812	5,200	233	1,660	4,380	273	8,841	5,473	18,967	7-52	0-47	15-19	9-40	32-58	..	P.
Q	6	1,787	24,037	13,641	39,465	12,408	982	64	452	435	57	1,246	1,771	3,509	2-64	0-35	7-58	10-77	21-34	1,343	Q.
R*	5	160	4,283	10,518	14,961	1,809	113	10	60	130	7	192	337	666	2-10	0-11	3-08	5-40	10-69	782	R*.
S*	3	43	14,492	4,174	18,709	9,535	714	24	221	157	37	956	1,045	2,195	2-02	0-47	12-26	13-40	28-15	234	S*.
T	1	25,970	8,899	65	34,934	18,726	1,370	86	591	2,050	76	1,979	1,615	5,720	14-08	0-52	13-60	11-09	39-29	245	T.
Un	2	58	9,226	..	9,284	5,658	397	26	140	64	23	613	555	1,255	1-65	0-59	15-85	14-35	32-44	474	Un.
V	1	18,853	9,776	3,838	32,467	11,709	968	62	364	1,789	52	1,255	1,285	4,381	13-22	0-39	9-27	9-50	32-38	107	V.
WA	2	16,853	27,738	3,678	48,269	19,161	1,647	101	701	660	93	2,022	2,404	5,179	3-28	0-46	10-05	11-96	25-75	348	WA.
WA (converted)	3	54,461	3,042	110	57,613	33,886	2,604	149	809	1,537	134	3,634	1,930	7,235	6-40	0-56	15-14	8-03	30-13	616	WA (converted).
WAB	3	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	633	WAB.
WB	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	11	WB.

NOTE.—Two M locos. written off during the year, and one D loco. sold; one FA, one WD, and two WF locos. transferred to Whangarei, and one WF to South Island Main Line and Branches.

* Gang, fuel, and stores for one F for two months, one F for three months, one F for four months, one F for five months, one F for six months, one F for seven months, one F for eight months, one F for nine months, one F for ten months, one F for eleven months, one F for twelve months, one F for thirteen months, one F for fourteen months, one F for fifteen months, one F for sixteen months, one F for seventeen months, one F for eighteen months, one F for nineteen months, one F for twenty months, one F for twenty-one months, one F for twenty-two months, one F for twenty-three months, one F for twenty-four months, one F for twenty-five months, one F for twenty-six months, one F for twenty-seven months, one F for twenty-eight months, one F for twenty-nine months, one F for thirty months, one F for thirty-one months, one F for thirty-two months, one F for thirty-three months, one F for thirty-four months, one F for thirty-five months, one F for thirty-six months, one F for thirty-seven months, one F for thirty-eight months, one F for thirty-nine months, one F for forty months, one F for forty-one months, one F for forty-two months, one F for forty-three months, one F for forty-four months, one F for forty-five months, one F for forty-six months, one F for forty-seven months, one F for forty-eight months, one F for forty-nine months, one F for fifty months, one F for fifty-one months, one F for fifty-two months, one F for fifty-three months, one F for fifty-four months, one F for fifty-five months, one F for fifty-six months, one F for fifty-seven months, one F for fifty-eight months, one F for fifty-nine months, one F for sixty months, one F for sixty-one months, one F for sixty-two months, one F for sixty-three months, one F for sixty-four months, one F for sixty-five months, one F for sixty-six months, one F for sixty-seven months, one F for sixty-eight months, one F for sixty-nine months, one F for seventy months, one F for seventy-one months, one F for seventy-two months, one F for seventy-three months, one F for seventy-four months, one F for seventy-five months, one F for seventy-six months, one F for seventy-seven months, one F for seventy-eight months, one F for seventy-nine months, one F for eighty months, one F for eighty-one months, one F for eighty-two months, one F for eighty-three months, one F for eighty-four months, one F for eighty-five months, one F for eighty-six months, one F for eighty-seven months, one F for eighty-eight months, one F for eighty-nine months, one F for ninety months, one F for ninety-one months, one F for ninety-two months, one F for ninety-three months, one F for ninety-four months, one F for ninety-five months, one F for ninety-six months, one F for ninety-seven months, one F for ninety-eight months, one F for ninety-nine months, one F for one hundred months, one F for one hundred and one months, one F for one hundred and two months, one F for one hundred and three months, one F for one hundred and four months, one F for one hundred and five months, one F for one hundred and six months, one F for one hundred and seven months, one F for one hundred and eight months, one F for one hundred and nine months, one F for one hundred and ten months, one F for one hundred and eleven months, one F for one hundred and twelve months, one F for one hundred and thirteen months, one F for one hundred and fourteen months, one F for one hundred and fifteen months, one F for one hundred and sixteen months, one F for one hundred and seventeen months, one F for one hundred and eighteen months, one F for one hundred and nineteen months, one F for one hundred and twenty months, one F for one hundred and twenty-one months, one F for one hundred and twenty-two months, one F for one hundred and twenty-three months, one F for one hundred and twenty-four months, one F for one hundred and twenty-five months, one F for one hundred and twenty-six months, one F for one hundred and twenty-seven months, one F for one hundred and twenty-eight months, one F for one hundred and twenty-nine months, one F for one hundred and thirty months, one F for one hundred and thirty-one months, one F for one hundred and thirty-two months, one F for one hundred and thirty-three months, one F for one hundred and thirty-four months, one F for one hundred and thirty-five months, one F for one hundred and thirty-six months, one F for one hundred and thirty-seven months, one F for one hundred and thirty-eight months, one F for one hundred and thirty-nine months, one F for one hundred and forty months, one F for one hundred and forty-one months, one F for one hundred and forty-two months, one F for one hundred and forty-three months, one F for one hundred and forty-four months, one F for one hundred and forty-five months, one F for one hundred and forty-six months, one F for one hundred and forty-seven months, one F for one hundred and forty-eight months, one F for one hundred and forty-nine months, one F for one hundred and fifty months, one F for one hundred and fifty-one months, one F for one hundred and fifty-two months, one F for one hundred and fifty-three months, one F for one hundred and fifty-four months, one F for one hundred and fifty-five months, one F for one hundred and fifty-six months, one F for one hundred and fifty-seven months, one F for one hundred and fifty-eight months, one F for one hundred and fifty-nine months, one F for one hundred and sixty months, one F for one hundred and sixty-one months, one F for one hundred and sixty-two months, one F for one hundred and sixty-three months, one F for one hundred and sixty-four months, one F for one hundred and sixty-five months, one F for one hundred and sixty-six months, one F for one hundred and sixty-seven months, one F for one hundred and sixty-eight months, one F for one hundred and sixty-nine months, one F for one hundred and seventy months, one F for one hundred and seventy-one months, one F for one hundred and seventy-two months, one F for one hundred and seventy-three months, one F for one hundred and seventy-four months, one F for one hundred and seventy-five months, one F for one hundred and seventy-six months, one F for one hundred and seventy-seven months, one F for one hundred and seventy-eight months, one F for one hundred and seventy-nine months, one F for one hundred and eighty months, one F for one hundred and eighty-one months, one F for one hundred and eighty-two months, one F for one hundred and eighty-three months, one F for one hundred and eighty-four months, one F for one hundred and eighty-five months, one F for one hundred and eighty-six months, one F for one hundred and eighty-seven months, one F for one hundred and eighty-eight months, one F for one hundred and eighty-nine months, one F for one hundred and ninety months, one F for one hundred and ninety-one months, one F for one hundred and ninety-two months, one F for one hundred and ninety-three months, one F for one hundred and ninety-four months, one F for one hundred and ninety-five months, one F for one hundred and ninety-six months, one F for one hundred and ninety-seven months, one F for one hundred and ninety-eight months, one F for one hundred and ninety-nine months, one F for two hundred months, one F for two hundred and one months, one F for two hundred and two months, one F for two hundred and three months, one F for two hundred and four months, one F for two hundred and five months, one F for two hundred and six months, one F for two hundred and seven months, one F for two hundred and eight months, one F for two hundred and nine months, one F for two hundred and ten months, one F for two hundred and eleven months, one F for two hundred and twelve months, one F for two hundred and thirteen months, one F for two hundred and fourteen months, one F for two hundred and fifteen months, one F for two hundred and sixteen months, one F for two hundred and seventeen months, one F for two hundred and eighteen months, one F for two hundred and nineteen months, one F for two hundred and twenty months, one F for two hundred and twenty-one months, one F for two hundred and twenty-two months, one F for two hundred and twenty-three months, one F for two hundred and twenty-four months, one F for two hundred and twenty-five months, one F for two hundred and twenty-six months, one F for two hundred and twenty-seven months, one F for two hundred and twenty-eight months, one F for two hundred and twenty-nine months, one F for two hundred and thirty months, one F for two hundred and thirty-one months, one F for two hundred and thirty-two months, one F for two hundred and thirty-three months, one F for two hundred and thirty-four months, one F for two hundred and thirty-five months, one F for two hundred and thirty-six months, one F for two hundred and thirty-seven months, one F for two hundred and thirty-eight months, one F for two hundred and thirty-nine months, one F for two hundred and forty months, one F for two hundred and forty-one months, one F for two hundred and forty-two months, one F for two hundred and forty-three months, one F for two hundred and forty-four months, one F for two hundred and forty-five months, one F for two hundred and forty-six months, one F for two hundred and forty-seven months, one F for two hundred and forty-eight months, one F for two hundred and forty-nine months, one F for two hundred and fifty months, one F for two hundred and fifty-one months, one F for two hundred and fifty-two months, one F for two hundred and fifty-three months, one F for two hundred and fifty-four months, one F for two hundred and fifty-five months, one F for two hundred and fifty-six months, one F for two hundred and fifty-seven months, one F for two hundred and fifty-eight months, one F for two hundred and fifty-nine months, one F for two hundred and sixty months, one F for two hundred and sixty-one months, one F for two hundred and sixty-two months, one F for two hundred and sixty-three months, one F for two hundred and sixty-four months, one F for two hundred and sixty-five months, one F for two hundred and sixty-six months, one F for two hundred and sixty-seven months, one F for two hundred and sixty-eight months, one F for two hundred and sixty-nine months, one F for two hundred and seventy months, one F for two hundred and seventy-one months, one F for two hundred and seventy-two months, one F for two hundred and seventy-three months, one F for two hundred and seventy-four months, one F for two hundred and seventy-five months, one F for two hundred and seventy-six months, one F for two hundred and seventy-seven months, one F for two hundred and seventy-eight months, one F for two hundred and seventy-nine months, one F for two hundred and eighty months, one F for two hundred and eighty-one months, one F for two hundred and eighty-two months, one F for two hundred and eighty-three months, one F for two hundred and eighty-four months, one F for two hundred and eighty-five months, one F for two hundred and eighty-six months, one F for two hundred and eighty-seven months, one F for two hundred and eighty-eight months, one F for two hundred and eighty-nine months, one F for two hundred and ninety months, one F for two hundred and ninety-one months, one F for two hundred and ninety-two months, one F for two hundred and ninety-three months, one F for two hundred and ninety-four months, one F for two hundred and ninety-five months, one F for two hundred and ninety-six months, one F for two hundred and ninety-seven months, one F for two hundred and ninety-eight months, one F for two hundred and ninety-nine months, one F for three hundred months, one F for three hundred and one months, one F for three hundred and two months, one F for three hundred and three months, one F for three hundred and four months, one F for three hundred and five months, one F for three hundred and six months, one F for three hundred and seven months, one F for three hundred and eight months, one F for three hundred and nine months, one F for three hundred and ten months, one F for three hundred and eleven months, one F for three hundred and twelve months, one F for three hundred and thirteen months, one F for three hundred and fourteen months, one F for three hundred and fifteen months, one F for three hundred and sixteen months, one F for three hundred and seventeen months, one F for three hundred and eighteen months, one F for three hundred and nineteen months, one F for three hundred and twenty months, one F for three hundred and twenty-one months, one F for three hundred and twenty-two months, one F for three hundred and twenty-three months, one F for three hundred and twenty-four months, one F for three hundred and twenty-five months, one F for three hundred and twenty-six months, one F for three hundred and twenty-seven months, one F for three hundred and twenty-eight months, one F for three hundred and twenty-nine months, one F for three hundred and thirty months, one F for three hundred and thirty-one months, one F for three hundred and thirty-two months, one F for three hundred and thirty-three months, one F for three hundred and thirty-four months, one F for three hundred and thirty-five months, one F for three hundred and thirty-six months, one F for three hundred and thirty-seven months, one F for three hundred and thirty-eight months, one F for three hundred and thirty-nine months, one F for three hundred and forty months, one F for three hundred and forty-one months, one F for three hundred and forty-two months, one F for three hundred and forty-three months, one F for three hundred and forty-four months, one F for three hundred and forty-five months, one F for three hundred and forty-six months, one F for three hundred and forty-seven months, one F for three hundred and forty-eight months, one F for three hundred and forty-nine months, one F for three hundred and fifty months, one F for three hundred and fifty-one months, one F for three hundred and fifty-two months, one F for three hundred and fifty-three months, one F for three hundred and fifty-four months, one F for three hundred and fifty-five months, one F for three hundred and fifty-six months, one F for three hundred and fifty-seven months, one F for three hundred and fifty-eight months, one F for three hundred and fifty-nine months, one F for three hundred and sixty months, one F for three hundred and sixty-one months, one F for three hundred and sixty-two months, one F for three hundred and sixty-three months, one F for three hundred and sixty-four months, one F for three hundred and sixty-five months, one F for three hundred and sixty-six months, one F for three hundred and sixty-seven months, one F for three hundred and sixty-eight months, one F for three hundred and sixty-nine months, one F for three hundred and seventy months, one F for three hundred and seventy-one months, one F for three hundred and seventy-two months, one F for three hundred and seventy-three months, one F for three hundred and seventy-four months, one F for three hundred and seventy-five months, one F for three hundred and seventy-six months, one F for three hundred and seventy-seven months, one F for three hundred and seventy-eight months, one F for three hundred and seventy-nine months, one F for three hundred and eighty months, one F for three hundred and eighty-one months, one F for three hundred and eighty-two months, one F for three hundred and eighty-three months, one F for three hundred and eighty-four months, one F for three hundred and eighty-five months, one F for three hundred and eighty-six months, one F for three hundred and eighty-seven months, one F for three hundred and eighty-eight months, one F for three hundred and eighty-nine months, one F for three hundred and ninety months, one F for three hundred and ninety-one months, one F for three hundred and ninety-two months, one F for three hundred and ninety-three months, one F for three hundred and ninety-four months, one F for three hundred and ninety-five months, one F for three hundred and ninety-six months, one F for three hundred and ninety-seven months, one F for three hundred and ninety-eight months, one F for three hundred and ninety-nine months, one F for four hundred months, one F for four hundred and one months, one F for four hundred and two months, one F for four hundred and three months, one F for four hundred and four months, one F for four hundred and five months, one F for four hundred and six months, one F for four hundred and seven months, one F for four hundred and eight months, one F for four hundred and nine months, one F for four hundred and ten months, one F for four hundred and eleven months, one F for four hundred and twelve months, one F for four hundred and thirteen months, one F for four hundred and fourteen months, one F for four hundred and fifteen months, one F for four hundred and sixteen months, one F for four hundred and seventeen months, one F for four hundred and eighteen months, one F for four hundred and nineteen months, one F for four hundred and twenty months, one F for four hundred and twenty-one months, one F for four hundred and twenty-two months, one F for four hundred and twenty-three months, one F for four hundred and twenty-four months, one F for four hundred and twenty-five months, one F for four hundred and twenty-six months, one F for four hundred and twenty-seven months, one F for four hundred and twenty-eight months, one F for four hundred and twenty-nine months, one F for four hundred and thirty months, one F for four hundred and thirty-one months, one F for four hundred and thirty-two months, one F for four hundred and thirty-three months, one F for four hundred and thirty-four months, one F for four hundred and thirty-five months, one F for four hundred and thirty-six months, one F for four hundred and thirty-seven months, one F for four hundred and thirty-eight months, one F for four hundred and thirty-nine months, one F for four hundred and forty months, one F for four hundred and forty-one months, one F for four hundred and forty-two months, one F for four hundred and forty-three months, one F for four hundred and forty-four months, one F for four hundred and forty-five months, one F for four hundred and forty-six months, one F for four hundred and forty-seven months, one F for four hundred and forty-eight months, one F for four hundred and forty-nine months, one F for four hundred and fifty months, one F for four hundred and fifty-one months, one F for four hundred and fifty-two months, one F for four hundred and fifty-three months, one F for four hundred and fifty-four months, one F for four hundred and fifty-five months, one F for four hundred and fifty-six months, one F for four hundred and fifty-seven months, one F for four hundred and fifty-eight months, one F for four hundred and fifty-nine months, one F for four hundred and sixty months, one F for four hundred and sixty-one months, one F for four hundred and sixty-two months, one F for four hundred and sixty-three months, one F for four hundred and sixty-four months, one F for four hundred and sixty-five months, one F for four hundred and sixty-six months, one F for four hundred and sixty-seven months, one F for four hundred and sixty-eight months, one F for four hundred and sixty-nine months, one F for four hundred and seventy months, one F for four hundred and seventy-one months, one F for four hundred and seventy-two months, one F for four hundred and seventy-three months, one F for four hundred and seventy-four months, one F for four hundred and seventy-five months, one F for four hundred and seventy-six months, one F for four hundred and seventy-seven months, one F for four hundred and seventy-eight months, one F for four hundred and seventy-nine months, one F for four hundred and eighty months, one F for four hundred and eighty-one months, one F for four hundred and eighty-two months, one F for four hundred and eighty-three months, one F for four hundred and eighty-four months, one F for four hundred and eighty-five months, one F for four hundred and eighty-six months, one F for four hundred and eighty-seven months, one F for four hundred and eighty-eight months, one F for four hundred and eighty-nine months, one F for four hundred and ninety months, one F for four hundred and ninety-one months, one F for four hundred and ninety-two months, one F for four hundred and ninety-three months, one F for four hundred and ninety-four months, one F for four hundred and ninety-five months, one F for four hundred and ninety-six months, one F for four hundred and ninety-seven months, one F for four hundred and ninety-eight months, one F for four hundred and ninety-nine months, one F for five hundred months, one F for five hundred and one months, one F for five hundred and two months, one F for five hundred and three months, one F for five hundred and four months, one F for five hundred and five months, one F for five hundred and six months, one F for five hundred and seven months, one F for five hundred and eight months, one F for five hundred and nine months, one F for five hundred and ten months, one F for five hundred and eleven months, one F for five hundred and twelve months, one F for five hundred and thirteen months, one F for five hundred and fourteen months, one F for five hundred and fifteen months, one F for five hundred and sixteen months, one F for five hundred and seventeen months, one F for five hundred and eighteen months, one F for five hundred and nineteen months, one F for five hundred and twenty months, one F for five hundred and twenty-one months, one F for five hundred and twenty-two months, one F for five hundred and twenty-three months, one F for five hundred and twenty-four months, one F for five hundred and twenty-five months, one F for five hundred and twenty-six months, one F for five hundred and twenty-seven months, one F for five hundred and twenty-eight months, one F for five hundred and twenty-nine months, one F for five hundred and thirty months, one F for five hundred and thirty-one months, one F for five hundred and thirty-two months, one F for five hundred and thirty-three months, one F for five hundred and thirty-four months, one F for five hundred and thirty-five months, one F for five hundred and thirty-six months, one F for five hundred and thirty-seven months, one F for five hundred and thirty-eight months, one F for five hundred and thirty-nine months, one F for five hundred and forty months, one F for five hundred and forty-one months, one F for five hundred and forty-two months, one F for five hundred and forty-three months, one F for five hundred and forty-four months, one F for five hundred and forty-five months, one F for five hundred and forty-six months, one F for five hundred and forty-seven months, one F for five hundred and forty-eight months, one F for five hundred and forty-nine months, one F for five hundred and fifty months, one F for five hundred and fifty-one months, one F for five hundred and fifty-two months, one F for five hundred and fifty-three months, one F for five hundred and fifty-four months, one F for five hundred and fifty-five months, one F for five hundred and fifty-six months, one F for five hundred and fifty-seven months, one F for five hundred and fifty-eight months, one F for five hundred and fifty-nine months, one F for five hundred and sixty months, one F for five hundred and sixty-one months, one F for five hundred and sixty-two months, one F for five hundred and sixty-three months, one F for five hundred and sixty-four months, one F for five hundred and sixty-five months, one F for five hundred and sixty-six months, one F for five hundred and sixty-seven months, one F for five hundred and sixty-eight months, one F for five hundred and sixty-nine months, one F for five hundred and seventy months, one F for five hundred and seventy-one

RETURN NO. 24—continued.

LOCOMOTIVE RETURNS FOR THE YEAR ENDED 31ST MARCH, 1925—continued.

Type.	Number of Engines.	Engine-mileage.			Quantity of Stores.				Cost.				Cost per Engine-mile, in Pence.				Days in Steam.	Type.			
		Details.			Running.				Repairs.		Running.		Repairs.		Running.						
		Train.	Assisting, Shunting, and Empty.	Work train.	Total	Coal.	Oil.	Tallow.	Waste.	Wages and Material.	Stores.	Fuel.	Wages.	Total.	Wages and Material.	Stores.			Fuel.	Wages.	Total.
SOUTH ISLAND MAIN LINE AND BRANCHES.																					
A	7	89,615	6,892	2,006	98,513	59,820	4,635	237	1,740	12,180	237	6,082	3,939	22,438	29,67	0,57	14,81	9,59	54,64	869	A.
AB 409	1	8,914	810	..	9,724	5,832	371	11	138	2,985	20	607	337	3,949	73,67	0,49	14,98	8,31	97,45	82	AB 409.
AB	34	989,733	108,136	355	1,098,224	522,813	38,374	1,664	12,878	29,298	1,937	53,477	34,840	119,552	6,40	0,42	11,68	7,61	26,11	8,086	AB.
B	8	149,107	30,347	413	179,867	122,020	7,905	295	2,578	13,520	397	12,200	7,457	33,574	18,03	0,52	16,27	9,95	44,77	1,772	B.
BA	10	128,379	41,341	14	169,734	115,859	8,572	405	3,212	12,577	448	11,662	8,389	33,076	17,78	0,63	16,48	11,86	46,75	2,148	BA.
D	1	..	7,690	1,232	8,922	1,900	187	13	109	471	10	106	252	839	12,66	0,26	2,85	6,77	22,54	227	D.
D	1	..	7,690	1,232	8,922	1,900	187	13	109	471	10	106	252	839	12,66	0,26	2,85	6,77	22,54	227	D.
D	1	..	7,690	1,232	8,922	1,900	187	13	109	471	10	106	252	839	12,66	0,26	2,85	6,77	22,54	227	D.
D	1	..	7,690	1,232	8,922	1,900	187	13	109	471	10	106	252	839	12,66	0,26	2,85	6,77	22,54	227	D.
D	1	..	7,690	1,232	8,922	1,900	187	13	109	471	10	106	252	839	12,66	0,26	2,85	6,77	22,54	227	D.
D	1	..	7,690	1,232	8,922	1,900	187	13	109	471	10	106	252	839	12,66	0,26	2,85	6,77	22,54	227	D.
D	1	..	7,690	1,232	8,922	1,900	187	13	109	471	10	106	252	839	12,66	0,26	2,85	6,77	22,54	227	D.
D	1	..	7,690	1,232	8,922	1,900	187	13	109	471	10	106	252	839	12,66	0,26	2,85	6,77	22,54	227	D.
D	1	..	7,690	1,232	8,922	1,900	187	13	109	471	10	106	252	839	12,66	0,26	2,85	6,77	22,54	227	D.
D	1	..	7,690	1,232	8,922	1,900	187	13	109	471	10	106	252	839	12,66	0,26	2,85	6,77	22,54	227	D.
D	1	..	7,690	1,232	8,922	1,900	187	13	109	471	10	106	252	839	12,66	0,26	2,85	6,77	22,54	227	D.
D	1	..	7,690	1,232	8,922	1,900	187	13	109	471	10	106	252	839	12,66	0,26	2,85	6,77	22,54	227	D.
D	1	..	7,690	1,232	8,922	1,900	187	13	109	471	10	106	252	839	12,66	0,26	2,85	6,77	22,54	227	D.
D	1	..	7,690	1,232	8,922	1,900	187	13	109	471	10	106	252	839	12,66	0,26	2,85	6,77	22,54	227	D.
D	1	..	7,690	1,232	8,922	1,900	187	13	109	471	10	106	252	839	12,66	0,26	2,85	6,77	22,54	227	D.
D	1	..	7,690	1,232	8,922	1,900	187	13	109	471	10	106	252	839	12,66	0,26	2,85	6,77	22,54	227	D.
D	1	..	7,690	1,232	8,922	1,900	187	13	109	471	10	106	252	839	12,66	0,26	2,85	6,77	22,54	227	D.
D	1	..	7,690	1,232	8,922	1,900	187	13	109	471	10	106	252	839	12,66	0,26	2,85	6,77	22,54	227	D.
D	1	..	7,690	1,232	8,922	1,900	187	13	109	471	10	106	252	839	12,66	0,26	2,85	6,77	22,54	227	D.
D	1	..	7,690	1,232	8,922	1,900	187	13	109	471	10	106	252	839	12,66	0,26	2,85	6,77	22,54	227	D.
D	1	..	7,690	1,232	8,922	1,900	187	13	109	471	10	106	252	839	12,66	0,26	2,85	6,77	22,54	227	D.
D	1	..	7,690	1,232	8,922	1,900	187	13	109	471	10	106	252	839	12,66	0,26	2,85	6,77	22,54	227	D.
D	1	..	7,690	1,232	8,922	1,900	187	13	109	471	10	106	252	839	12,66	0,26	2,85	6,77	22,54	227	D.
D	1	..	7,690	1,232	8,922	1,900	187	13	109	471	10	106	252	839	12,66	0,26	2,85	6,77	22,54	227	D.
D	1	..	7,690	1,232	8,922	1,900	187	13	109	471	10	106	252	839	12,66	0,26	2,85	6,77	22,54	227	D.
D	1	..	7,690	1,232	8,922	1,900	187	13	109	471	10	106	252	839	12,66	0,26	2,85	6,77	22,54	227	D.
D	1	..	7,690	1,232	8,922	1,900	187	13	109	471	10	106	252	839	12,66	0,26	2,85	6,77	22,54	227	D.
D	1	..	7,690	1,232	8,922	1,900	187	13	109	471	10	106	252	839	12,66	0,26	2,85	6,77	22,54	227	D.
D	1	..	7,690	1,232	8,922	1,900	187	13	109	471	10	106	252	839	12,66	0,26	2,85	6,77	22,54	227	D.
D	1	..	7,690	1,232	8,922	1,900	187	13	109	471	10	106	252	839	12,66	0,26	2,85	6,77	22,54	227	D.
D	1	..	7,690	1,232	8,922	1,900	187	13	109	471	10	106	252	839	12,66	0,26	2,85	6,77	22,54	227	D.
D	1	..	7,690	1,232	8,922	1,900	187	13	109	471	10	106	252	839	12,66	0,26	2,85	6,77	22,54	227	D.
D	1	..	7,690	1,232	8,922	1,900	187	13	109	471	10	106	252	839	12,66	0,26	2,85	6,77	22,54	227	D.
D	1	..	7,690	1,232	8,922	1,900	187	13	109	471	10	106	252	839	12,66	0,26	2,85	6,77	22,54	227	D.
D	1	..	7,690	1,232	8,922	1,900	187	13	109	471	10	106	252	839	12,66	0,26	2,85	6,77	22,54	227	D.
D	1	..	7,690	1,232	8,922	1,900	187	13	109	471	10	106	252	839	12,66	0,26	2,85	6,77	22,54	227	D.
D	1	..	7,690	1,232	8,922	1,900	187	13	109	471	10	106	252	839	12,66	0,26	2,85	6,77	22,54	227	D.
D	1	..	7,690	1,232	8,922	1,900	187	13	109	471	10	106	252	839	12,66	0,26	2,85	6,77	22,54	227	D.
D	1	..	7,690	1,232	8,922	1,900	187	13	109	471	10	106	252	839	12,66	0,26	2,85	6,77	22,54	227	D.
D	1	..	7,690	1,232	8,922	1,900	187	13	109	471	10	106	252	839	12,66	0,26	2,85	6,77	22,54	227	D.
D	1	..	7,690	1,232	8,922	1,900	187	13	109	471	10	106	252	839	12,66	0,26	2,85	6,77	22,54	227	D.
D	1	..	7,690	1,232	8,922	1,900	187	13	109	471	10	106	252	839	12,66	0,26	2,85	6,77	22,54	227	D.
D	1	..	7,690	1,232	8,922	1,900	187	13	109	471	10	106	252	839	12,66	0,26	2,85	6,77	22,54	227	D.
D	1	..	7,690	1,232	8,922	1,900	187	13	109	471	10	106	252	839	12,66	0,26	2,85	6,77	22,54	227	D.
D	1	..	7,690	1,232	8,922	1,900	187	13	109	471	10	106	252	839	12,66	0,26	2,85	6,77	22,54	227	D.
D	1	..	7,690	1,232	8,922	1,900	187	13	109	471	10	106	252	839	12,66	0,26	2,85	6,77	22,54	227	D.
D	1	..	7,690	1,232	8,922	1,900	187	13	109	471	10	106	252	839	12,66	0,26	2,85	6,77	22,54	227	D.
D	1	..	7,690	1,232	8,922	1,900	187	13	109	471	10	106	252	839	12,66	0,26	2,85	6,77	22,54	227	D.
D	1	..	7,690	1,232	8,922	1,900	187	13	109	471	10	106	252	839	12,66	0,26	2,85	6,77	22,54	227	D.
D	1	..	7,690	1,232	8,922	1,900	187	13	109	471	10	106	252	839	12,66	0,26	2,85	6,77	22,54	227	D.
D	1	..	7,690	1,232	8,922	1,900	187	13	109	471	10	106	252	839	12,66	0,26	2,85	6,77	22,54	227	D.
D	1	..	7,690	1,232	8,922	1,900	187	13	109	471	10	106	252	839	12,66	0,26	2,85	6,77	22,54	227	D.
D	1	..	7,690	1,232	8,922	1,900	187	13	109	471	10	106	252	839	12,66	0,26	2,85	6,77	22,54	227	D.
D	1	..	7,690	1,232	8,922	1,900	187	13	109	471	10	106	252	839	12,66	0,26	2,85	6,77	22,54	227	D.
D	1	..	7,690	1,232	8,922	1,900	187	13	109	471	10	106	252	839	12,66	0,26	2,85	6,77	22,54	227	D.
D	1	..	7,690	1,232	8,922	1,900	187	13	109	471	10	106	252	839	12,66	0,26	2,85	6,77	22,54	227	D.
D	1	..	7,690	1,232	8,922	1,900	187	13	109	471	10	106	252	839	12,66	0,26	2,85	6,77	22,54	227	D.
D	1	..	7,690	1,232	8,922	1,900	187	13	109	471	10	106	252	839	12,66	0,26	2,85	6,77	22,54	227	D.
D	1	..	7,690	1,232	8,922	1,900	187	13	109	471	10	106	252	839	12,66	0,26	2,85	6,77	22,54	227	D.
D	1	..	7,690	1,232	8,922	1,900	187	13	109	471	10	106	252	839	12,66	0,26	2,85	6,77	22,54		

NOTE.—Two LA locos, one T loco, and two V locos, written off during the year; and one W loco transferred from North Island Main Line and Branches.

* Gang, fuel, and stores for one F for four months, two F's for twelve months, and one F for seven 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. § Electric locos, at O.T.R.

RETURN NO. 24—continued.
LOCOMOTIVE RETURNS FOR THE YEAR ENDED 31ST MARCH, 1925—continued.

Type.	Number of Engines.	Engine-mileage.			Quantity of Stores.				Cost.				Cost per Engine-mile, in Pence.				Days in Steam.	Type.				
		Details.			Running.				Running.				Running.									
		Train.	Assisting, Shunting, and Empty.	Work train.	Total	Coal.	Oil.	Tallow.	Waste.	Repairs.	Stores.	Fuel.	Wages.	Total.	Repairs.	Stores and Material.			Wages.	Fuel.	Wages.	Total.
WESTPORT SECTION.																						
C	1	Not working																		C.		
F	5	2,502	24,485	4,393	31,380	8,735	1,255	103	540	1,110	73	555	2,042	3,780	8-49	0-56	4-24	15-62	28-91	F.		
FA	2	14,749	13,980	617	29,346	12,390	1,093	75	457	769	64	788	1,483	3,104	6-29	0-52	6-44	12-13	25-38	FA.		
WB*	6	70,389	32,908	124	103,421	65,807	4,076	258	1,800	8,335	245	4,185	4,390	17,155	19-34	0-57	9-71	10-19	39-81	WB*.		
Totals	14	87,640	71,373	5,134	164,147	86,932	6,424	436	2,797	10,214	382	5,528	7,915	24,039	14-93	0-56	8-08	11-57	35-14			
General charges	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	5-32			
																			40-46			
Totals	..	87,640	71,373	4,119	163,132	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..		

NELSON SECTION.

F	1	1,153	6,025		7,178	1,637	265	17	166	347	13	188	335	883	0-43	6-29	11-20	29-52	F.
FA	3	28,685	8,151	366	37,202	12,601	1,056	68	530	471	47	1,434	1,235	3,187	0-30	9-25	7-97	20-56	FA.
WF	2	26,631	3,398	10	30,039	12,267	1,081	60	471	979	59	1,384	988	3,401	0-40	11-06	7-89	27-17	WF.
Totals	6	56,469	17,574	376	74,419	26,505	2,402	145	1,167	1,797	110	3,006	2,558	7,471	0-35	9-69	8-25	24-09	
General charges														1,791				5-78	
Totals														9,262				29-87	
														56†					
Totals														9,206					

PICTON SECTION.

FA	2	7,456	4,982	10	12,448	4,874	497	35	355	707	33	575	582	1,897	0-63	11-09	11-22	36-57	FA.
WF	4	37,565	21,316	1,022	59,903	23,390	2,099	129	1,099	1,240	130	2,756	2,391	6,517	0-52	11-04	9-58	26-11	WF.
Totals	6	45,021	26,298	1,032	72,351	28,264	2,596	164	1,454	1,947	163	3,331	2,973	8,414	0-54	11-05	9-86	27-91	
General charges														1,832				6-08	
Totals														10,246				33-99	
														115†					
Totals														10,131					

* One WB loco. transferred from Whangarei Section.

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

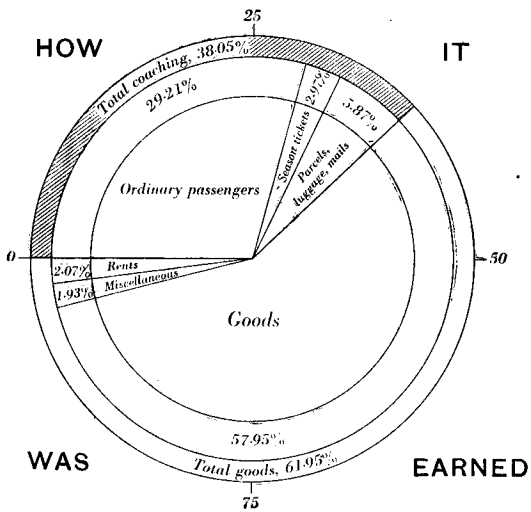
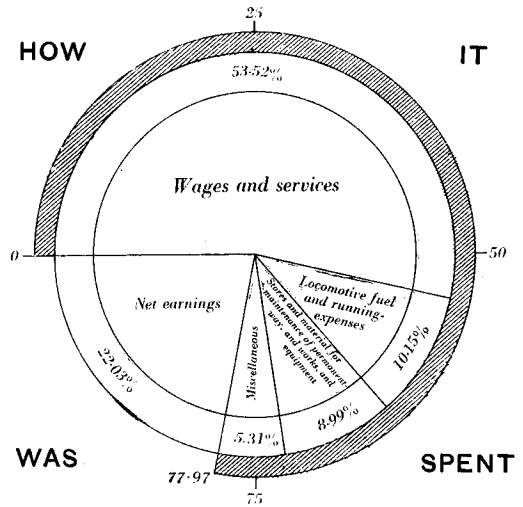
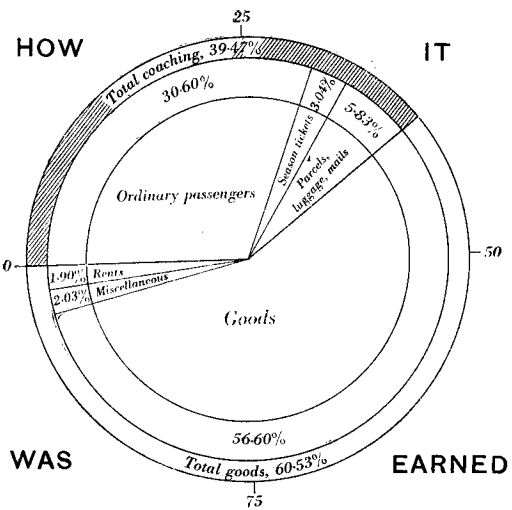
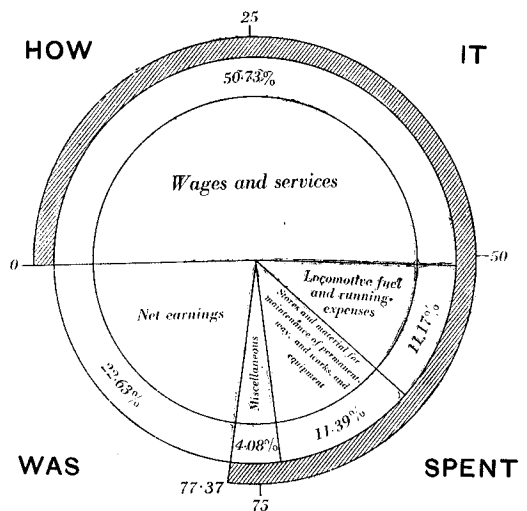
Credits for same from Maintenance Branch.

REPORT ON THE PROGRESS OF THE WORK DURING THE YEAR 1900

Name of the person or institution to which the work was done	Amount of money expended		Amount of money received		Balance	
	To	By	To	By	To	By
For the purchase of books	100.00		50.00		50.00	
For the purchase of stationery	20.00		10.00		10.00	
For the purchase of postage	10.00		5.00		5.00	
For the purchase of printing	50.00		25.00		25.00	
For the purchase of other materials	10.00		5.00		5.00	
Total	190.00		95.00		95.00	

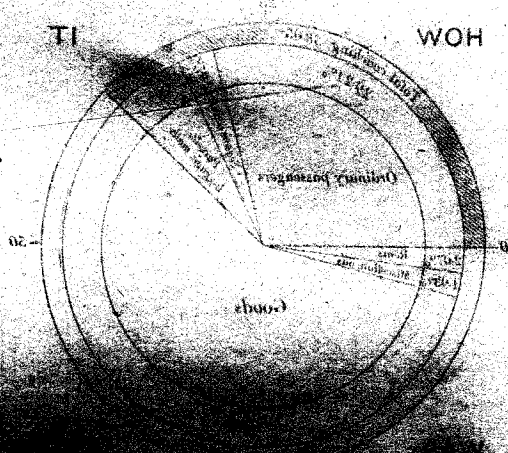
APPENDIX

Name of the person or institution to which the work was done	Amount of money expended		Amount of money received		Balance	
	To	By	To	By	To	By
For the purchase of books	100.00		50.00		50.00	
For the purchase of stationery	20.00		10.00		10.00	
For the purchase of postage	10.00		5.00		5.00	
For the purchase of printing	50.00		25.00		25.00	
For the purchase of other materials	10.00		5.00		5.00	
Total	190.00		95.00		95.00	

REVENUE.**1924-1925.****EXPENDITURE.****1924-1925.****1923-1924.****1923-1924.**

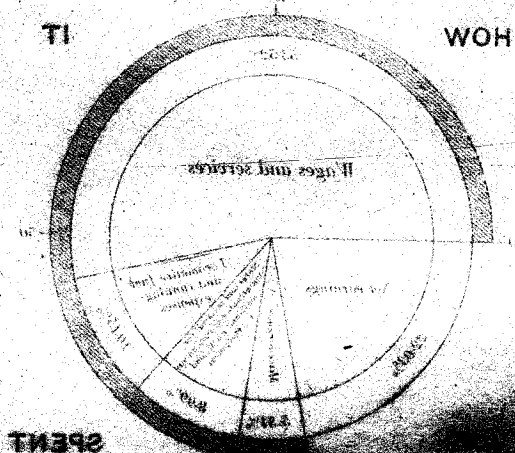
REVENUE.

1924-1925

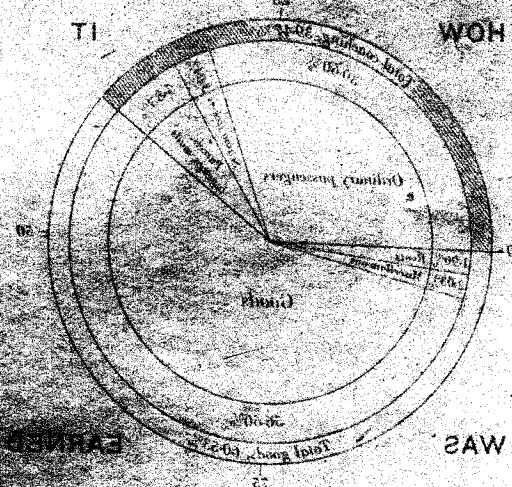


EXPENDITURE.

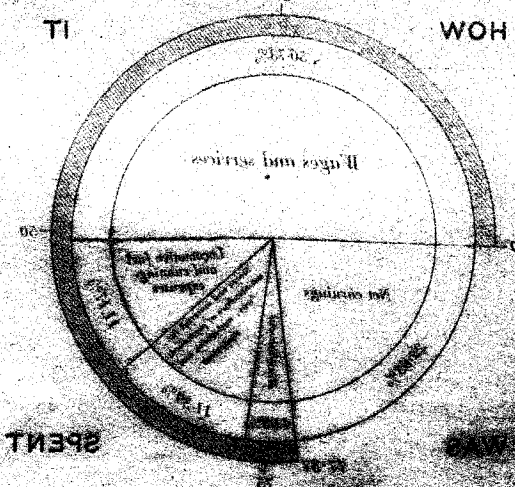
1924-1925



1923-1924



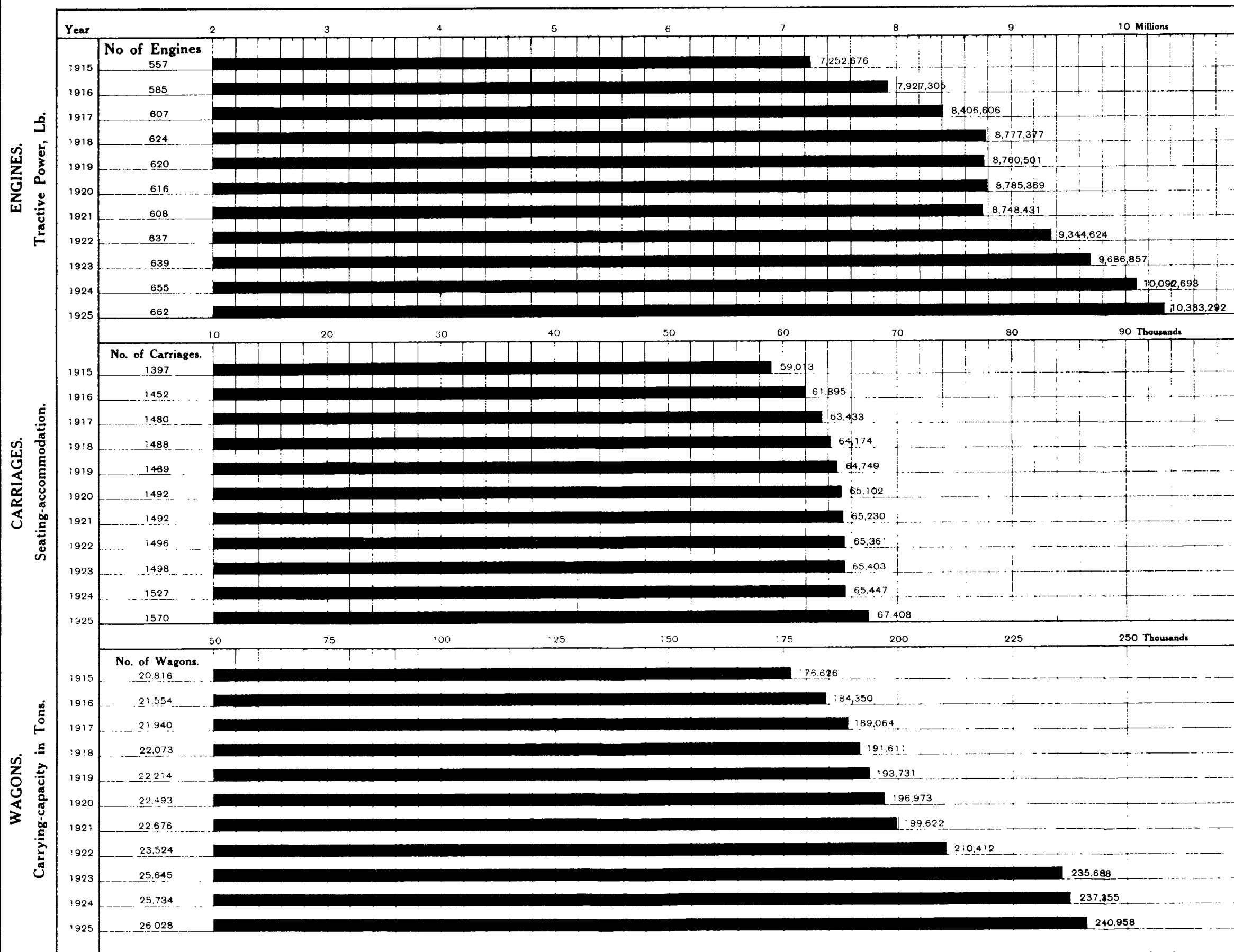
1923-1924



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 1915 to 1925.

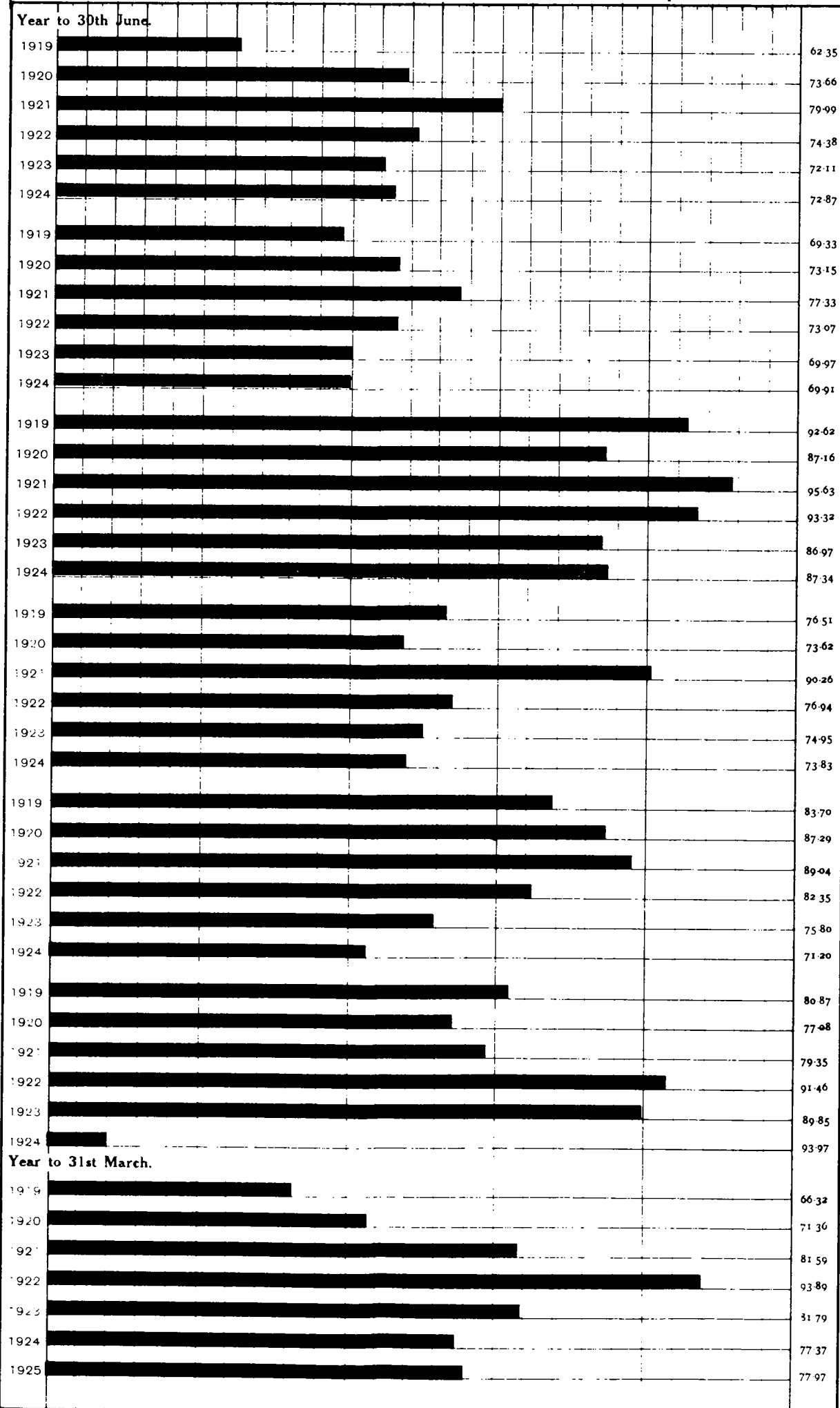
Percentage of Increase,
1915-1925Engines
18.85 per cent.Tractive Power
42.48 per cent.Percentage of Increase,
1915-1925Carriages
12.38 per cent.Seating-accommodation
14.23 per cent.Percentage of Increase,
1915-1925.Wagons
25.04 per cent.Carrying-capacity
36.42 per cent.

GOVERNMENT RAILWAYS OF AUSTRALASIA.

COMPARATIVE STATEMENT.

Percentage of Working-expenses to Earnings from 1919 to 1925

50 60 70 80 90 per cent.

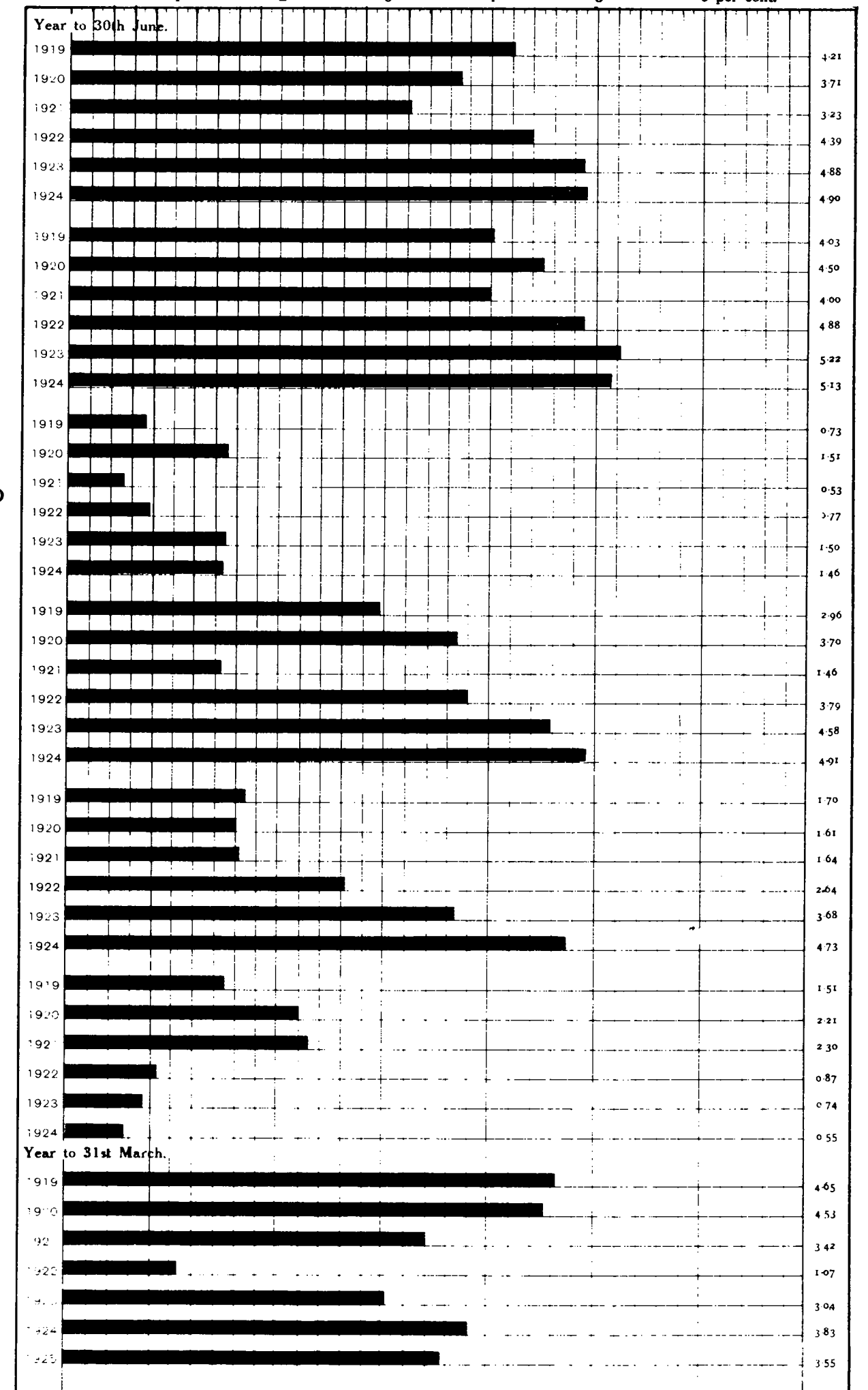


GOVERNMENT RAILWAYS OF AUSTRALASIA.

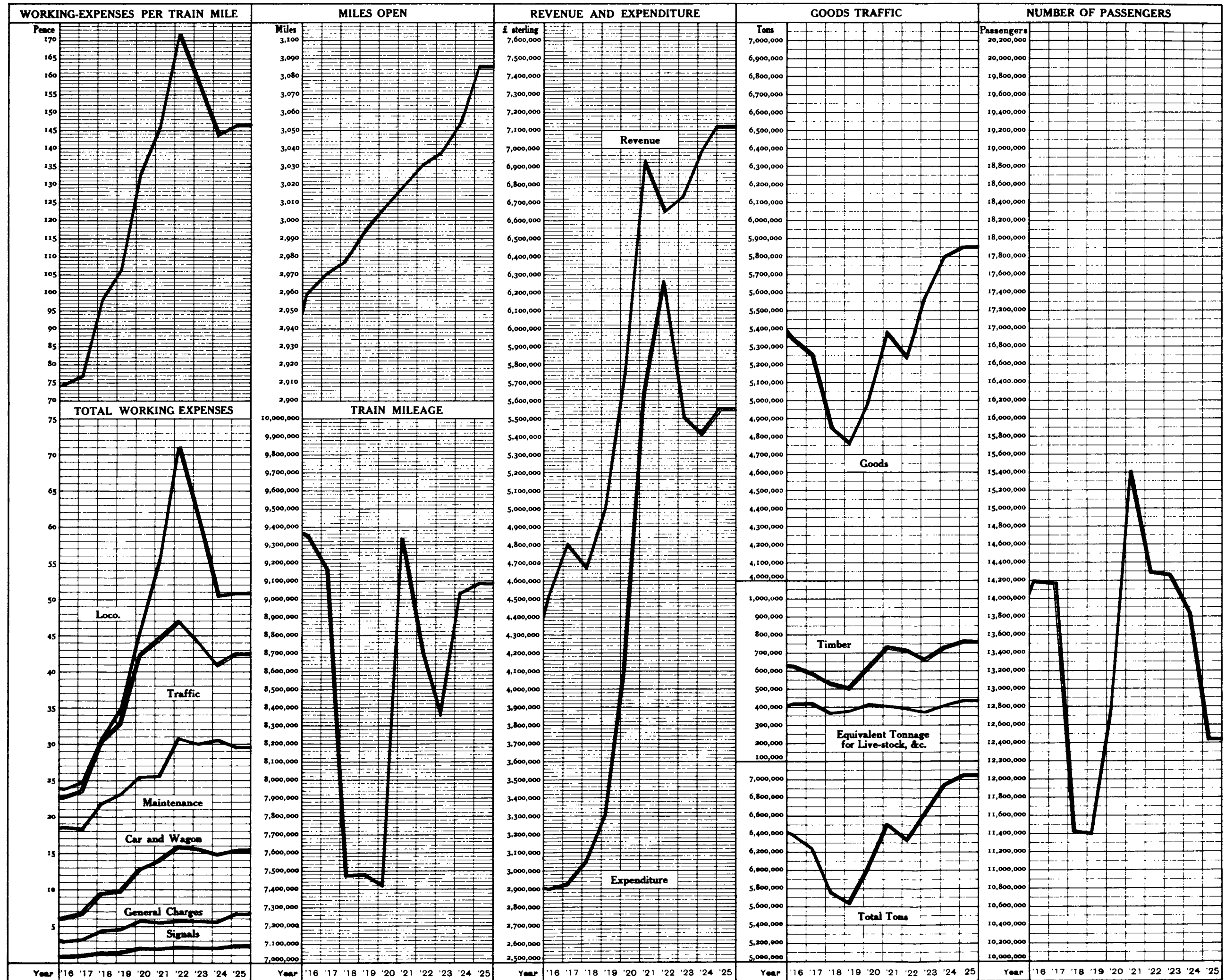
COMPARATIVE STATEMENT.

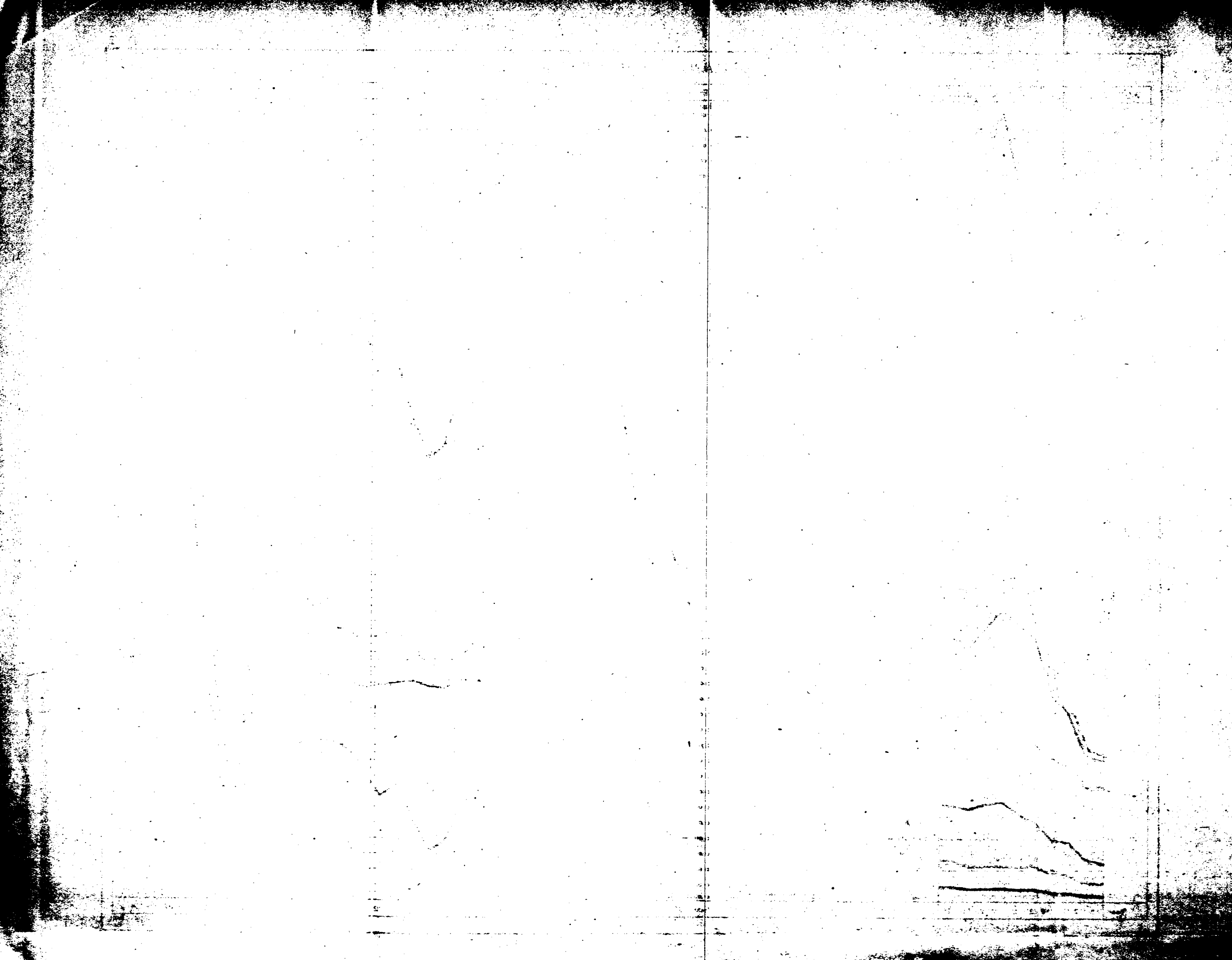
Percentage of Net Earnings to Capital from 1919 to 1925

1 2 3 4 5 6 per cent.



NEW ZEALAND GOVERNMENT RAILWAYS





MAP OF NEW ZEALAND, SHOWING RAILWAY AND STEAMER ROUTES, AND ROAD CONNECTIONS.

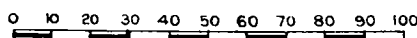
STATISTICS.

Government Railways open for traffic on 31st March, 1925	..	3,085 miles.
Capital cost of Government Railways open on 31st March, 1925	..	£44,570,746
Revenue from Government Railways, year ending 31st March, 1925	..	£7,112,524
Expenditure on " "	..	£5,545,416
Gauge " "	..	3'6"
Passengers carried on " "	.. year ending 31st March, 1925	12,424,012
Number of season tickets issued, " "	..	537,554
Live-stock, tonnage carried, " "	..	430,852
Goods, tonnage carried, " "	..	6,602,607
Number of miles travelled by trains, " "	..	9,083,623
Number of locomotives, " "	..	662
Number of passenger-carriages, " "	..	1,568
Number of wagons and brake-vans, " "	..	26,488
Area of Dominion, square miles	..	103,861
Population, estimated, at 31st March, 1925 (including Maoris)	..	1,379,487

Chief Cities:—

Auckland	Population with Suburbs	..	180,790
Wellington	"	..	118,490
Christchurch	(approximate)	..	118,270
Dunedin	"	..	77,480

Scale of English miles.



REFERENCE.

Government railways shown thus:	
Road connections	
Steamer routes	

NORTH ISLAND

SOUTH ISLAND

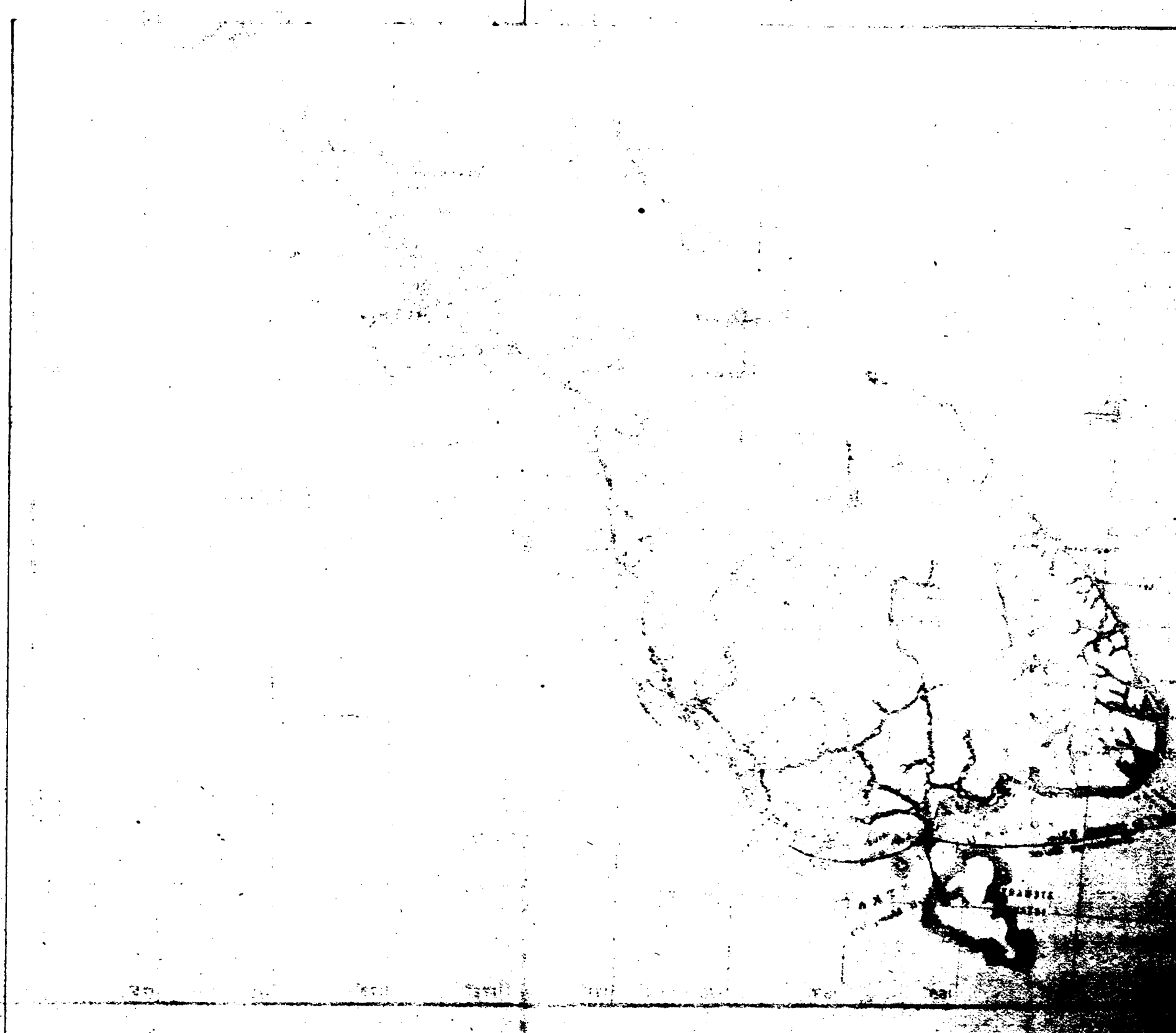
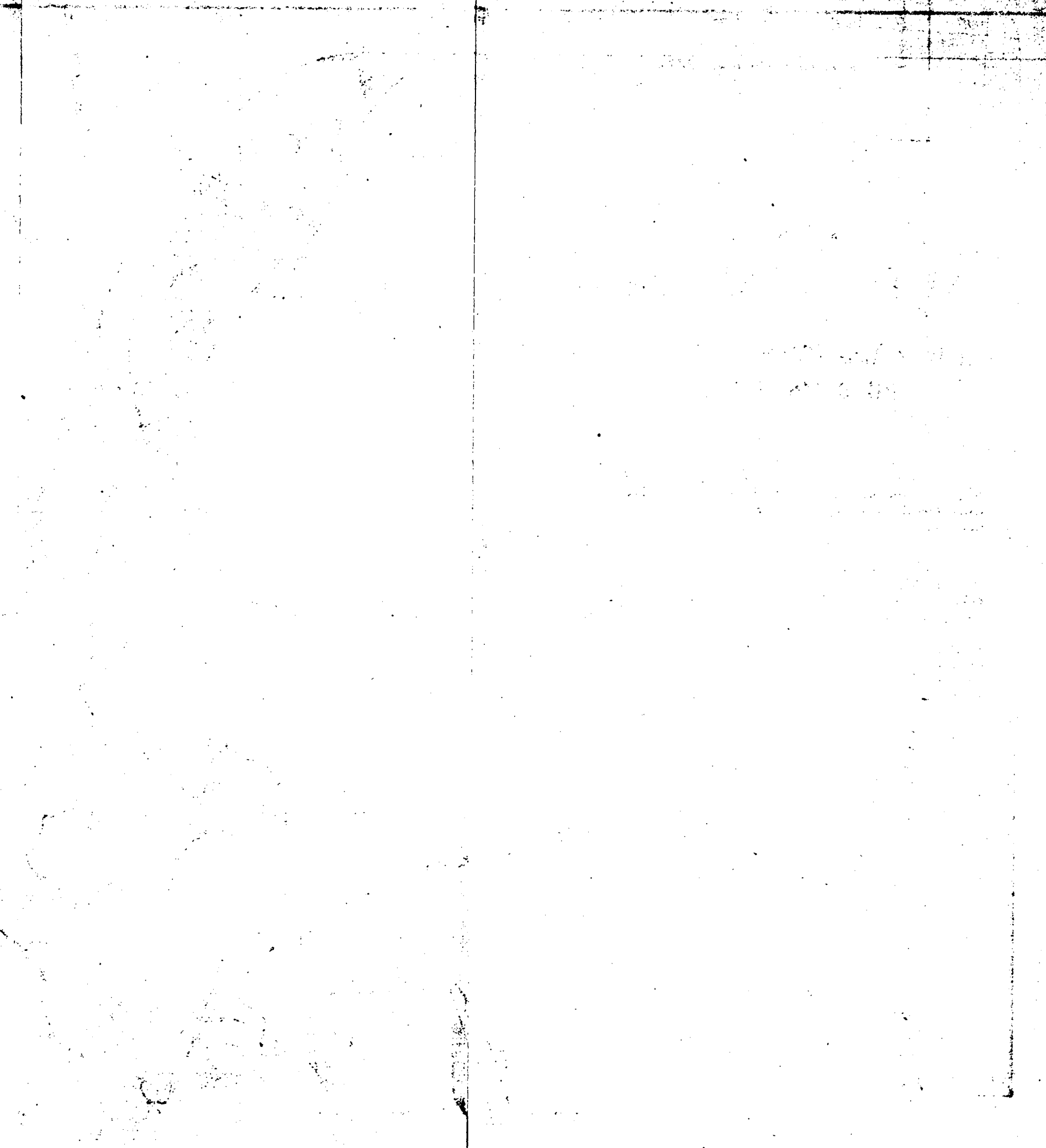
DISTANCES BY RAILWAY.

	Miles.
Auckland to Opua	184
" Whangarei	131
" Rotorua	171
" Thames	148
" Wanganui	344
" New Plymouth	445
" Napier	451
New Plymouth to Wanganui	107
" Napier	276
" Rotorua	447
" Wellington (via Manawatu)	251
" Wellington (via Wairarapa)	296
Napier to Wellington (via Manawatu)	199
" (via Wairarapa)	210
Wellington to Rotorua	428
" Auckland	426
Pictou to Blenheim	18
" Whararui	56
Nelson to Glenhope	59
Inangahua Jn. to Greymouth	66
Greymouth to Hokitika	24
Hokitika to Ross	15
Christchurch to Waiau	82
" Culverden	69
" Parnassus	85
" Arthur's Pass	87
" Greymouth	145
" Hokitika	170
" Timaru	100
" Dunedin	230
" Invercargill	369
Timaru to Oamaru	53
Oamaru to Dunedin	78
Dunedin to Cromwell	155
" Gore	100
" Kingston (via Waimea line)	174
" Kingston (via Invercargill)	226
" Invercargill	139
Invercargill to Kingston	87
" Tuatapere	56
" Bluff	17
Kingston to Queenstown (by steamer)	25
Queenstown to Head of Lake (by steamer)	35

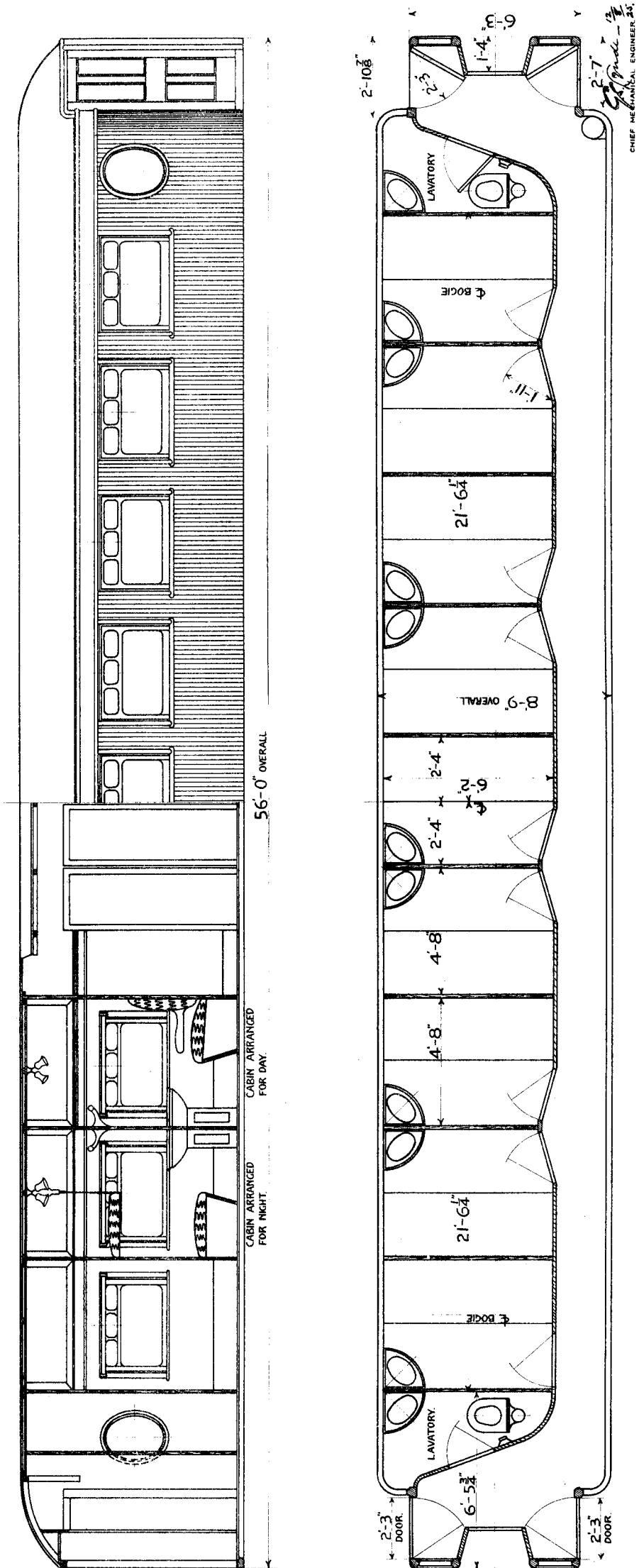
2-11

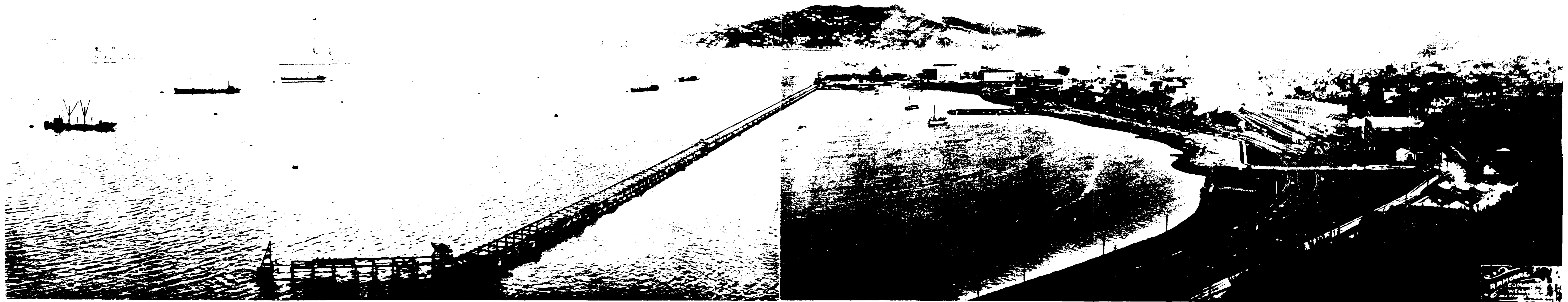
BT

1. The first part of the report is a description of the area of study. It is a coastal area, and the main feature is the coastline. The coastline is irregular, with many bays and inlets. The area is bounded by the sea to the west and the land to the east. The land is mostly flat, with some low hills in the south. The sea is deep, and there are many small islands and rocks in the water. The area is very fertile, and there is a lot of vegetation. The main crops are rice and sugarcane. There are also some other crops, such as corn and beans. The people who live in the area are mostly farmers. They work the land and grow the crops. They also fish in the sea. The area is very important for the country. It is the main source of food and raw materials. It is also a very beautiful area, with a lot of natural beauty. The area is a very important part of the country's economy. It is the main source of income for the people who live there. It is also a very important part of the country's culture. The area is a very important part of the country's history. It is the place where many important events have taken place. The area is a very important part of the country's future. It is the place where many important things will happen. The area is a very important part of the country's identity. It is the place where many important things are. The area is a very important part of the country's soul. It is the place where many important things are. The area is a very important part of the country's heart. It is the place where many important things are. The area is a very important part of the country's mind. It is the place where many important things are. The area is a very important part of the country's spirit. It is the place where many important things are. The area is a very important part of the country's life. It is the place where many important things are. The area is a very important part of the country's death. It is the place where many important things are. The area is a very important part of the country's everything. It is the place where many important things are.

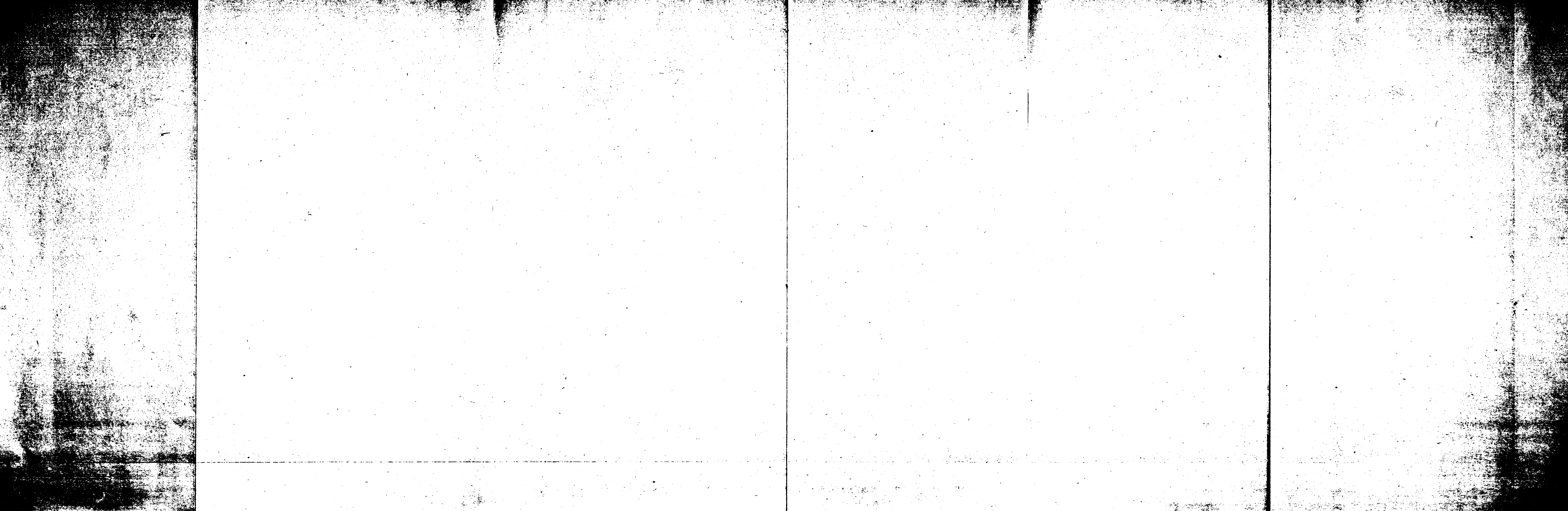


1. The first part of the report is a description of the area of study. It is a coastal area, and the main feature is the coastline. The coastline is irregular, with many bays and inlets. The area is bounded by the sea to the west and the land to the east. The land is mostly flat, with some low hills in the south. The sea is deep, and there are many small islands and rocks in the water. The area is very fertile, and there is a lot of vegetation. The main crops are rice and sugarcane. There are also some other crops, such as corn and beans. The people who live in the area are mostly farmers. They work the land and grow the crops. They also fish in the sea. The area is very important for the country. It is the main source of food and raw materials. It is also a very beautiful area, with a lot of natural beauty. The area is a very important part of the country's economy. It is the main source of income for the people who live there. It is also a very important part of the country's culture. The area is a very important part of the country's history. It is the place where many important events have taken place. The area is a very important part of the country's future. It is the place where many important things will happen. The area is a very important part of the country's identity. It is the place where many important things are. The area is a very important part of the country's soul. It is the place where many important things are. The area is a very important part of the country's heart. It is the place where many important things are. The area is a very important part of the country's mind. It is the place where many important things are. The area is a very important part of the country's spirit. It is the place where many important things are. The area is a very important part of the country's life. It is the place where many important things are. The area is a very important part of the country's death. It is the place where many important things are. The area is a very important part of the country's everything. It is the place where many important things are.

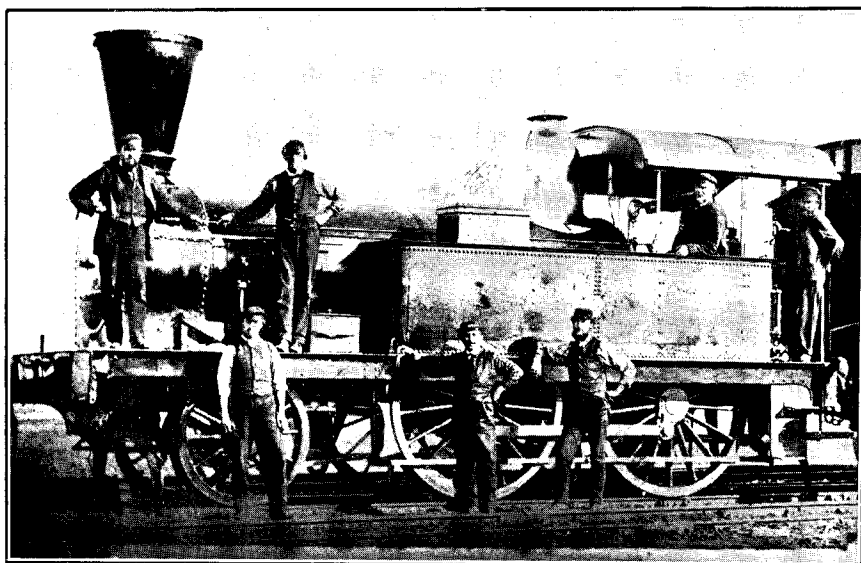




WELLINGTON.
SITE OF NEW RAILWAY-YARD AND LOCOMOTIVE-DEPOT, SHOWING SEA-WALL AND RECLAMATION IN PROGRESS. 11TH AUGUST, 1925.



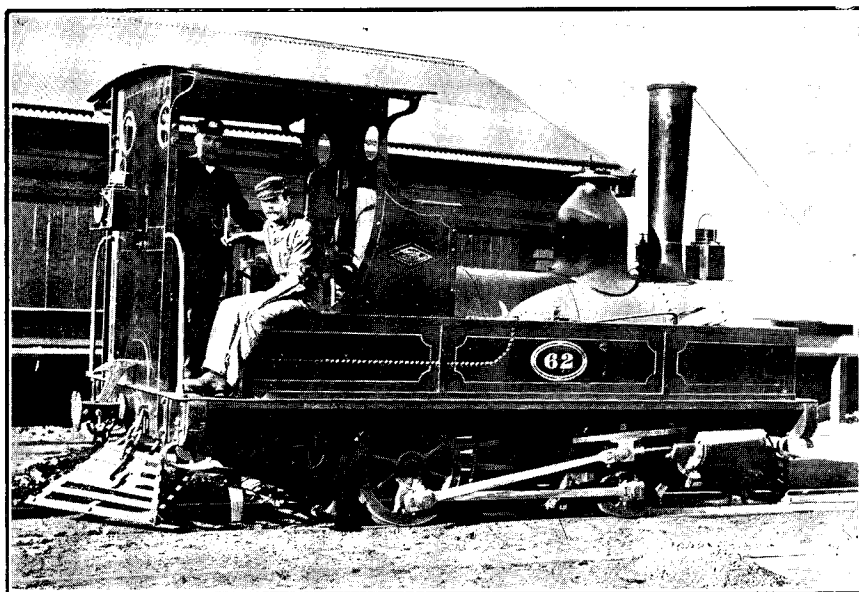
ENGINES ON NEW ZEALAND RAILWAYS: PAST.

*Photo, W. Stewart.*

OLD BROAD-GAUGE LOCOMOTIVE, 2-4-0 TYPE.

Makers, Slaughter, Grunning, and Co., Bristol (now Avonside Engine Company), 1862. Diameter of coupled wheels, 5 ft. 6 in.; cylinders (inside), 15 in. by 21 in. Working-pressure, 130 lb. per square inch; water capacity, 600 gallons; tractive power, 7,450 lb. Weight in working trim, 32 tons 10 cwt.

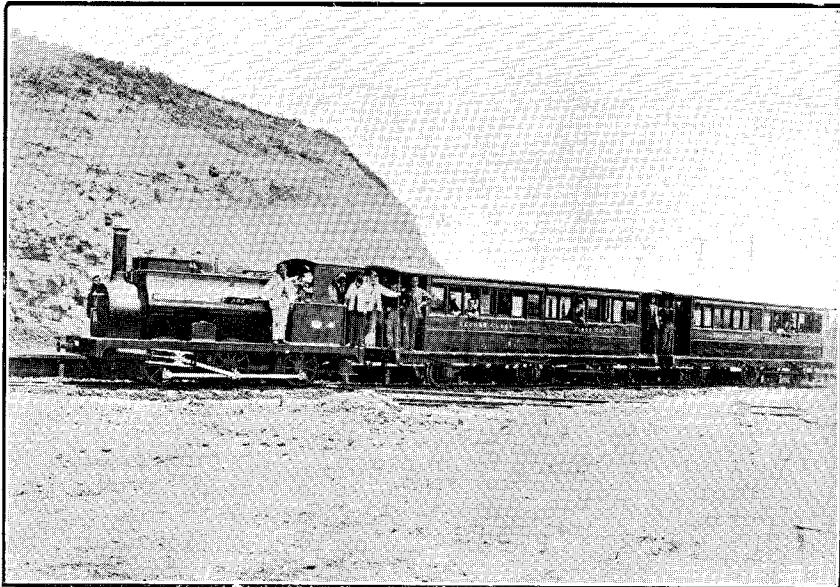
This engine ran on the pioneer New Zealand railway opened in the Canterbury Province in 1863 between Christchurch and Ferrymead (Heathcote) and Christchurch and Dunsandel. Gauge, 5 ft. 3 in. This engine, together with the greater part of the broad-gauge stock, was sold to the South Australian Government Railway in 1878.



OLD CLASS A TANK ENGINE, 0-4-0 TYPE.

Makers, Dubs and Co., Glasgow, 1873. Diameter of wheels, 2 ft. 6½ in.; cylinders, 8 in. by 15 in. Working-pressure, 120 lb. per square inch; tractive power, 3,000 lb. Water capacity, 250 gallons. Weight in working trim, 11½ tons.

ENGINES ON NEW ZEALAND RAILWAYS: PAST.



Photo, W. Stewart.

OPENING OF THE AUCKLAND-ONEHUNGA RAILWAY, 24TH DECEMBER, 1873.

The train ready to leave Auckland Station.

Engine, "Ada," Class F, 0-6-0 type. Makers, Stephenson and Co., 1873. Diameter coupled wheels, 3 ft. 0½ in.; cylinders, 10½ in. by 18 in. Working-pressure, 160 lb. per square inch. Water capacity, 450 gallons. Tractive power, 6,960 lb. Weight in working trim, 20 tons.

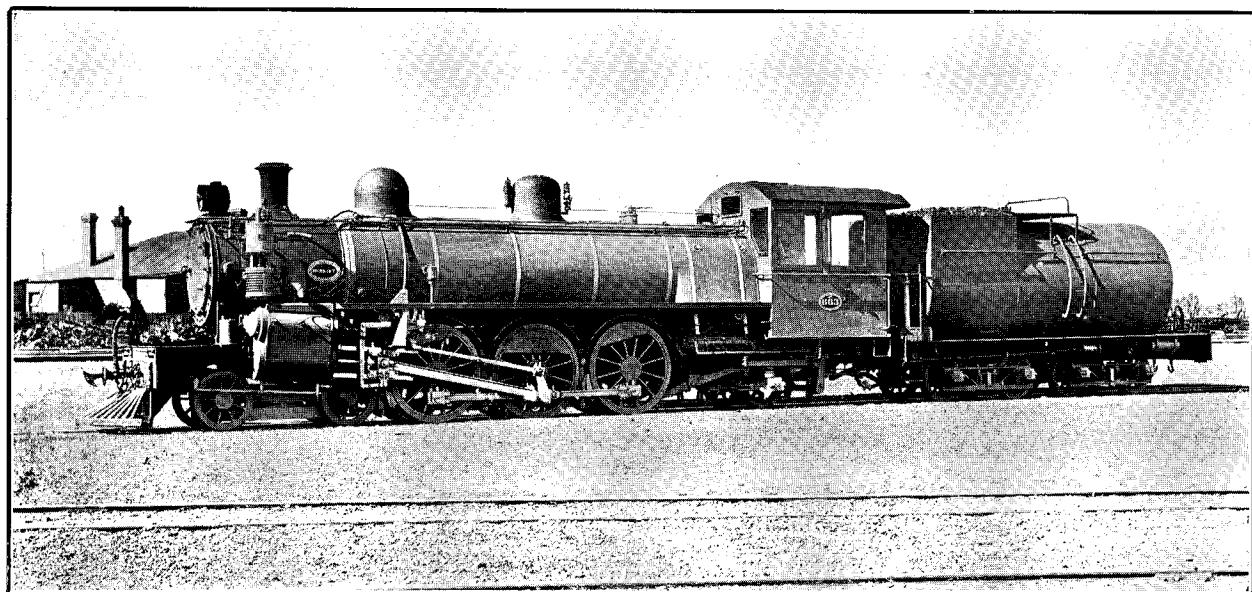


Photo, W. Stewart.

OLD CLASS B DOUBLE FAIRLIE TANK ENGINE, 0-4-4-0 TYPE.

Makers, Avonside Engineering Company, Bristol, 1874. Diameter of coupled wheels, 3 ft. 3 in.; cylinders, 9 in. by 16 in. Working-pressure, 130 lb. per square inch; tractive power, 6,900 lb. Water capacity, 750 gallons. Weight in working trim, 32 tons.

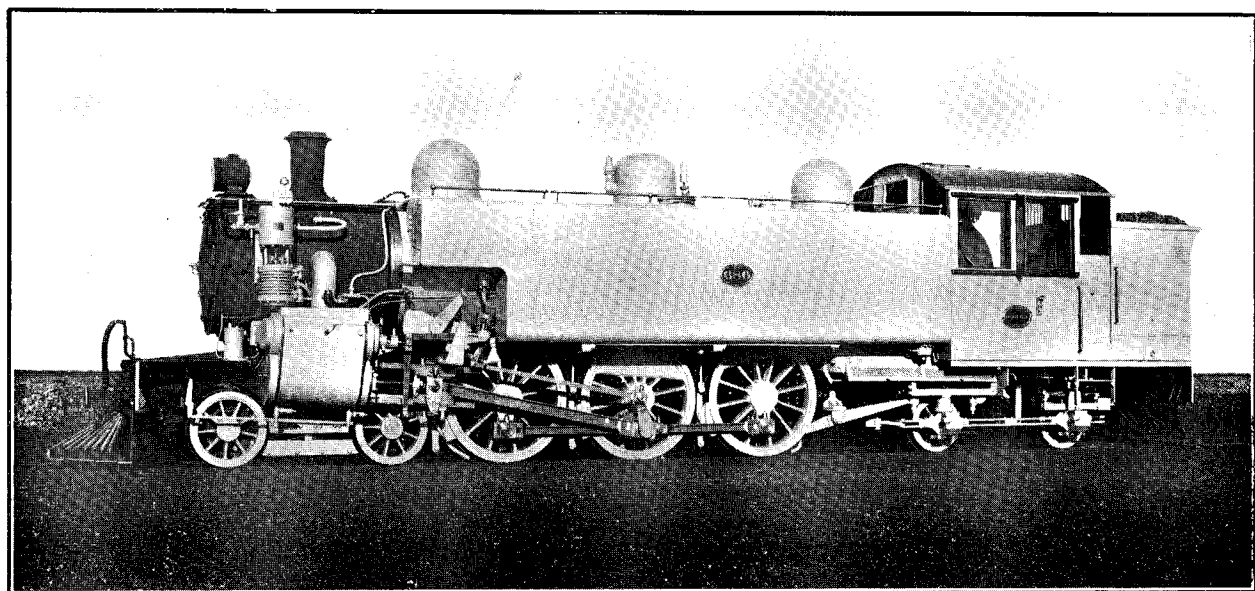
ENGINES ON NEW ZEALAND RAILWAYS: PRESENT.



CLASS AB, SIMPLE SUPERHEATED TENDER ENGINE, 4-6-2, "PACIFIC" TYPE.

Built in New Zealand Government Railway Workshops.

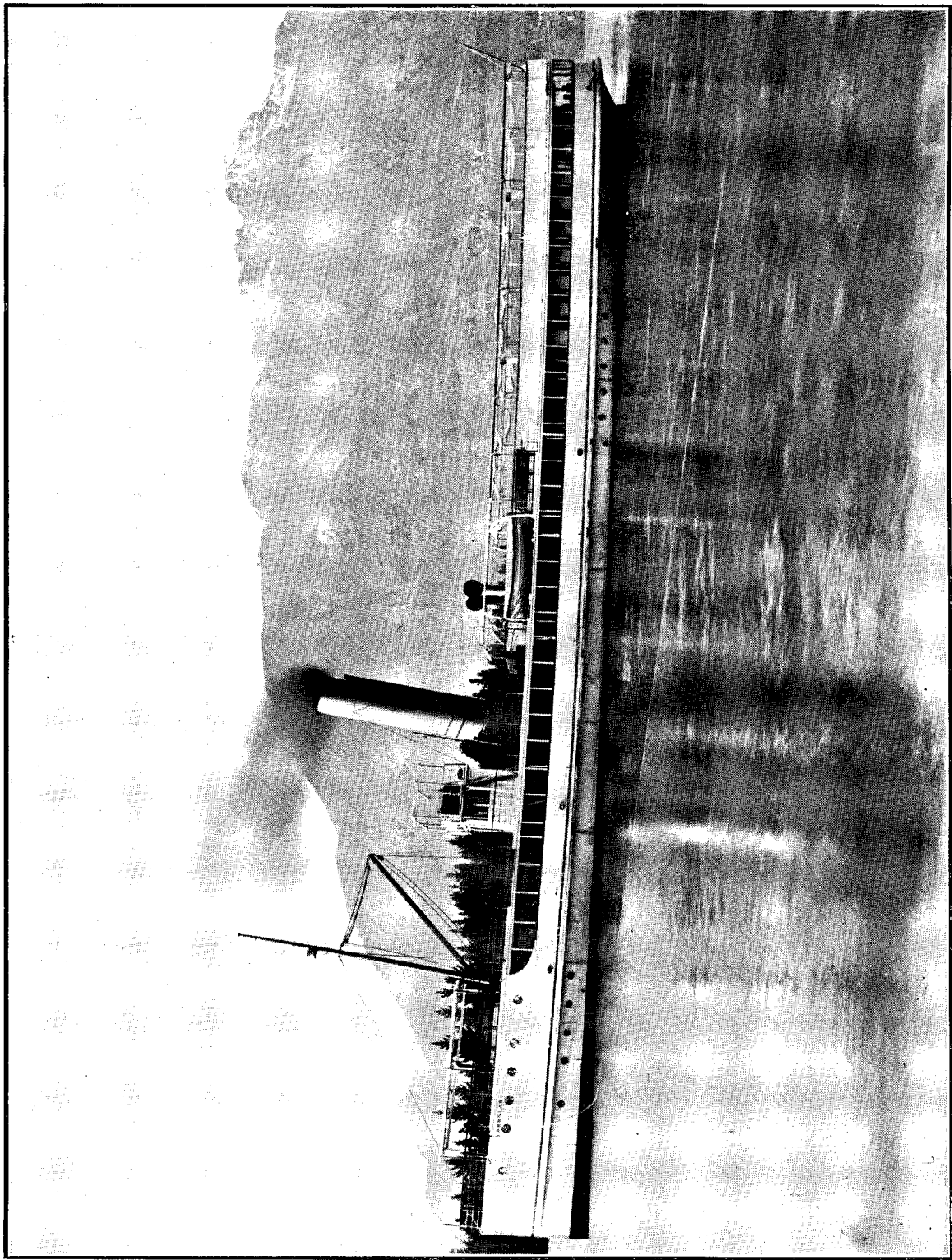
Diameter coupled wheels, 4 ft. 6 in.; cylinders, 17 in. by 26 in. Working-pressure, 180 lb. per square inch. Water capacity, 3,500 gallons. Tractive power, 20,000 lb. Weight in working trim, 84 tons 15 cwt.



CLASS WS, SIMPLE SUPERHEATED TANK ENGINE, 4-6-4 TYPE.

Built in New Zealand Government Railway Workshops.

Diameter coupled wheels, 4 ft. 6 in.; cylinders, 17 in. by 26 in. Working-pressure, 200 lb per square inch. Water capacity, 1,700 gallons. Tractive power, 22,250 lb. Weight in working trim, 71 tons 10 cwt.



TWIN-SCREW STEAMER "EARNSLAW," OF THE NEW ZEALAND GOVERNMENT RAILWAYS LAKE WAKATIPU FLEET.

Length, 160 ft.; beam, 24 ft.; draught, 6 ft. 6 in. Passenger accommodation : Cabin, 312; deck, 760; total 1,072. Hold capacity, 40 tons. Engines : Two sets triple-expansion engines, each developing 500 h.p. at 200 revolutions. Speed, 15 knots per hour. Designed and built in New Zealand.