

1930.  
NEW ZEALAND.

SUMMARY SHOWING THE POSITION OF LINES UNDER CONSTRUCTION, WITH ESTIMATES OF ANNUAL REVENUE, EXPENDITURE, OPERATING LOSS, INTEREST CHARGES, AND TOTAL LOSS THEREON.

*Laid on the Table by leave, and ordered to be printed.*

ESTIMATED ANNUAL REVENUE AND EXPENDITURE, LINES UNDER CONSTRUCTION.

SUMMARY.

Railway.	Miles.	Revenue.	Expenditure.	Operating Loss.	Interest Charges.	Total Loss.
		£	£	£	£	£
Okaihau-Rangiahua ..	15	7,000	8,000	1,000	34,000	35,000
Kirikopuni-Dargaville ..	18	9,000	10,170	1,170	25,500	26,670
Gisborne-Eskdale ..	121	60,876	100,459	39,583	243,550	283,133
Okahukura-Tahora ..	42	..	39,700	39,700	112,950	152,650
South Island Main Trunk ..	76	112,300	77,140	35,160*	135,160	100,000
Westport-Inangahua ..	26	43,000	36,000	7,000*	43,850	36,850
Kawatiri-Inangahua ..	47	38,200	48,800	10,600	92,650	103,250
	345	270,376	320,269	49,893	687,660	737,553

\* Profit.

COMPARISON BETWEEN LINES UNDER CONSTRUCTION AND LINES OPEN FOR TRAFFIC.

	New Lines.	Open Lines.
Average cost per mile (exclusive of rolling-stock) .. ..	£ 39,840	£ 14,109
Interest charges per mile .. ..	1,992	610
Operating earnings per mile .. ..	790	2,274
Operating expenses per mile .. ..	936	2,083
Net operating earnings per mile .. ..	146†	191
Net loss per mile .. ..	2,138	419

† Loss.

NORTH AUCKLAND MAIN TRUNK RAILWAY.

*Okaihau-Rangiahua Extension (14 miles 9 chains.)*

	£
Estimated capital cost .. ..	680,000
Total per mile .. ..	48,184
Expenditure to 30th June, 1930 .. ..	576,869
	Per Annum.
	£
Estimated additional revenue .. ..	7,000
Estimated additional expenditure .. ..	8,000
Estimated operating loss .. ..	1,000
Interest charges at 5 per cent. .. ..	34,000
Estimated total loss .. ..	35,000