

The operating revenue and expenditure for the whole branch for last year was as follows : Branch revenue, £15,860 ; feeder value, £1,996 ; total revenue, £17,856 ; working-expenses, £28,157 ; interest, £33,216 : total loss, £43,517.

This line extends from Stratford to its present terminus at Tahora, and will eventually connect with the main line at Okahukura. The capital cost of construction up to date amounts to approximately £764,000, which is an average of £16,000 per mile. In view of the fact that it is a Main Trunk line and is nearly completed, your Commission has no recommendation to make. A portion of the traffic now being carried via Marton will then go via this line when completed. Last year the total tonnage carried via Marton to stations in Taranaki, including Wanganui and New Plymouth, was 75,474 tons, and from these stations to Taumarunui and northwards 4,565 tons, or an average of 260 tons per day. The operation of this line will result in a heavy loss without any apparent increase in revenue, unless by the development of a coal-mine at Tangarakau.

Opunake Branch. (Distance, 23 miles.)

The operating expenditure and revenue per mile for the last four years was :—

Year.	Branch Revenue.	Feeder Value.	Total Revenue.	Working-expenses.	Interest.	Total Loss.
	£	£	£	£	£	£
1927	110	78	188	219	506	537
1928	172	110	282	370	817	905
1929	198	143	341	387	829	875
1930	227	122	349	414	854	919

The operating revenue and expenditure for the whole branch for the last year was as follows : Branch revenue, £5,224 ; feeder value, £2,803 ; total revenue, £8,027 ; working-expenses, £9,525 ; interest, £19,642 : total loss, £21,140.

There is practically no passenger traffic on this line, and it would be better to abandon such traffic and thereby reduce the cost of maintenance. During the last three years, however, goods traffic on this line has increased appreciably.

Your Commission recommends that goods traffic only be worked on this branch. The estimated saving amounts to £600 per annum.

Motor competition is very keen in this area, and unless the settlers and others support the railway and the position materially improves consideration should be given to abandon the line altogether.

Greytown Branch. (Distance, 3 miles.)

The operating revenue and expenditure per mile for this branch for the past four years was :—

Year.	Branch Revenue.	Feeder Value.	Total Revenue.	Working-expenses.	Interest.	Total Loss.
	£	£	£	£	£	£
1927	235	627	862	1,156	184	478
1928	189	526	715	1,116	181	582
1929	184	543	727	1,080	180	533
1930	163	377	540	974	185	619

The operating revenue and expenditure for the whole of the branch for last year was as follows : Branch revenue, £488 ; feeder value, £1,132 ; total revenue, £1,620 ; working-expenses, £2,921 ; interest, £555 : total loss, £1,856.

Owing to the heavy loss incurred in working this branch, the Department has recently made arrangements to work the traffic to and from this branch by means of a rail tractor.

The clerical and running staff located at Greytown are to be transferred elsewhere.

A porter will be located at Greytown who will operate the rail tractor and carry out the station duties at the latter town. The estimated saving will amount to £1,800 per annum.