

1930.
NEW ZEALAND.

RAILWAYS STATEMENT

BY THE MINISTER OF RAILWAYS, THE HON. W. A. VEITCH.

MR. SPEAKER,—

I have pleasure in presenting my first annual Railway Statement.

During the short period in which I have had the honour of administering the Department I have not had an opportunity of doing more than adopt such measures as have been necessary to effect immediate economy. No comprehensive changes of policy will be instituted until the report of the Royal Commission, which is now investigating the Department's operations, has been considered.

I submit hereunder the financial figures for the year ended 31st March, 1930.

The gross income from all sources was £8,288,116, an increase of £39,078 on that of the previous year, while the expenditure was £7,358,859, an increase of £509,476. The net earnings were £929,257, as compared with £1,399,655, a decrease of £470,398.

On the 31st March, 1930, the capital invested in the lines open for traffic, including the steamers and plant on Lake Wakatipu and other subsidiary services, was £57,787,671, as compared with £56,568,598 on the 31st March, 1929, an increase of £1,219,073 on the capital account of the previous year.

The increase in capital comprises £393,072, expended chiefly on rolling-stock and signal-construction, and charged against capital account under "Additions to open lines," and £824,496 expended under the Railways Improvement Authorization Act, 1914," on work such as new workshops, &c.

A sum of £699,177 was charged against revenue for depreciation and provision of renewals, and the amount expended from this fund was £339,635 for assets written off on renewals effected during the year. The accumulated credit balance in this fund at the 31st March, 1930, was £1,687,562.

The Finance Act, 1929, section 20, provides that interest will be charged on the total amount of capital moneys expended in respect of railways, reduced by the sum of £8,100,000. The interest charges, amounting to £2,132,324, have therefore been computed in terms of the Finance Act. The interest charges for the year ended 31st March, 1929, totalled £2,331,335, and the decrease in these charges for the year under review is £199,011. The deficit on account of revenue and expenditure on the year's working was £1,203,067, to which must be added the sum of £8,202, an adjustment of the branch-line debit for 1929, making a total deficit for the year of £1,211,269, an increase of £778,526 as compared with the results for the previous year.

The Finance Act of 1929 cancelled as from the 1st April, 1929, the credit which had been received since the 1st April, 1925, for the losses incurred in working certain branch lines and isolated sections, and this, together with the fact that the Railway Department was called upon to bear a higher proportion of the concession rates on fertilizers and lime, had a substantial effect on the deficit incurred in the past year's operations.

BRANCH LINES.

As indicated in my predecessor's last report, a thorough investigation was being made into the whole of the train services, with particular reference to the branch lines. Since I assumed control comprehensive reports have been submitted, and in view of the heavy annual losses I was reluctantly compelled to authorize the closing down of certain branch lines and isolated sections.

In order to effect further economies in train operation, certain passenger-train services have also been curtailed.

I found that the Department in this connection had been striving to regain lost passenger business by providing attractive services over long distances, and, although train-mileage had increased, there was still a decline in passenger revenue.

The following table of figures will emphasize the position :—

Year.	Train-mileage.	Increase over Previous Year.	Passenger Revenue (including Season Tickets).	Increase or Decrease over Previous Year.
			£	£
1924-25	9,083,623	59,120	2,288,571	61,029 decrease.
1925-26	10,319,407	1,235,784	2,537,047	248,476 increase.
1926-27	10,723,864	404,457	2,304,180	232,867 decrease.
1927-28	10,838,594	114,730	2,145,296	158,884 ..
1928-29	11,113,482	274,888	2,124,746	20,550 ..
1929-30	12,022,043	908,561	1,995,927	128,819 ..

The train-mileage increase was due, to a fairly large extent, to the growth of goods traffic; but even with this favourable aspect a large proportion of the increased mileage was due to passenger services.

In view of the financial position of the Department the running of several of the passenger-trains has had to be restricted, at least until the busy season commences.

AUCKLAND NEW STATION.

It is anticipated that the opening of the new station at Auckland will take place towards the end of October. This will enable the staff to become familiar with the working of the station before the busy season commences.

It is anticipated that the final cost of the station and yards, which includes interlocking, signalling, &c., will approximate £1,210,000, while the cost of the Westfield Deviation, including several stations *en route*, will be £790,000, making a total expenditure of £2,000,000.

WELLINGTON NEW STATION.

The work of reorganizing the Wellington station-yard is progressing satisfactorily.

The completion of the Tawa Flat Deviation works and the rearrangement of the railway facilities will synchronize with the completion of the new station.

The sum of £468,000 has already been spent on reclamation works and new yard accommodation, and it is estimated that £1,085,000 will be required to complete the undertaking—*i.e.*, station buildings and yard.

This figure does not include the Tawa Flat Deviation. At the 31st March, 1930, the sum of £670,000 had been expended on this work. It is estimated that a further sum of £545,000 will be required to complete it. The total cost, therefore, will be £1,215,000.

ROYAL COMMISSION.

With a view to investigating all branches of the Department's activities, and to advise where economies could be effected, the Government decided to set up a Royal Commission.

The order of reference was a comprehensive one, and it is anticipated that the Commission's report will be submitted to the Government on the 1st September.

The Commission has visited the four main centres, where considerable evidence and data have been collected.

WORKSHOPS REORGANIZATION.

This scheme, covering the four main centres, is now practically completed.

The original estimates in connection with it have been considerably exceeded, and it is doubtful whether the annual savings contemplated will be effected.

It may be appropriate to furnish the following figures, which will indicate the position when I assumed control of the Department.

On the 11th April, 1925, the Acting Chief Mechanical Engineer recommended the construction of—

	£
(1) Loco workshops at Auckland	540,088
(2) Car and wagon shops at Lower Hutt	442,134
(3) Car and wagon shops at Addington	269,571
(4) Locomotive shops, Hillside	391,060
	£1,642,853

This estimate was afterwards increased to £1,696,000, at which figure the scheme was approved.

The final capital cost is now estimated at £2,297,865, or £601,865 in excess of the original estimate.

This will increase the strain upon the Department's finances and will necessitate economy in the conduct of operations in the Shops.

In his original estimate the Acting Chief Mechanical Engineer intimated that an annual saving of £270,000 would result from the new scheme; but it has yet to be proved whether this measure of economy will accrue as a set-off against the heavy capital expenditure.

COAL-SUPPLIES.

It is pleasing to note that, of the 476,251 tons purchased during the year, 355,214 tons, or 74.59 per cent. of the total, comprised New Zealand coal.

An interesting comparison of the purchases of coal appear in a table of figures embodied in the General Manager's report. From this schedule it is satisfactory to note the large increase in the use of New Zealand coal since 1924-25.

As a result of important tests which have been carried out for some time past, there appears to be a very encouraging prospect of our being able to utilize a still greater proportion of New Zealand coal.

The whole fuel position was very complicated during the year owing to the flooding of the Hikurangi Mine and to the difficulties that arose as a result of the stoppage of supplies to the open market from Newcastle. This latter feature affected the Department more indirectly than directly by throwing several large gas-producing concerns (which previously used a large proportion of Newcastle coal) almost entirely on to the New Zealand market.

The Department had considerable difficulty during the year in maintaining its supplies, and although it is regrettable that inferior qualities of coal had to be used, with the consequent increase in departmental costs, it is gratifying to know that it was found possible to maintain the services.

It is also to be noted to the Department's credit that it was able to render very timely assistance to some of the gas-producing concerns by allowing them to draw on the Department's stock of coal.

GARRATT LOCOMOTIVES.

The three locomotives of the Garratt type which were imported from Great Britain are now in commission. Their working has, however, not yet proved satisfactory. Certain adjustments have been found necessary in order to fit the engines to our conditions. Some progress has been made with tests and improvements on these locomotives, and it is hoped that they will prove effective. There is no doubt

about their tractive effort ; most of the difficulty having arisen in connection with their coal-consumption. This can only be finally adjusted by exhaustive trials under working-conditions. No effort will be spared to bring them to a satisfactory state of efficiency.

MOTIVE POWER.

During the year one of the Department's Mechanical Engineers has been abroad looking into the latest developments regarding motive power, including such matters as the application of the Diesel engine to traction. This officer obtained a large amount of very valuable information, and the data which he was able to obtain indicate that the time has not yet arrived in the development of the application of the Diesel engine to traction when we would be justified in adopting it. This officer was able to make contacts while abroad which will enable us to keep closely in touch with motive-power developments, so that we shall be in a position to obtain full and first-hand information as to what is being done in this connection in other parts of the world.

CONCLUSION.

In conclusion, I desire to express to all members of the Service my appreciation of the manner in which they have carried out their difficult duties. I know I can rely on the entire Service to exercise such discretion in expenditure of money and use of materials as will ensure that all increases of revenue and economy measures will be available to put the Department into a more stable financial position.

RESULTS OF WORKING.

The following is a statement of the results of working for the past five years:—

PARTICULARS.	Year ended 31st March,				
	1930.	1929.	1928.	1927.	1926.
Total miles open for traffic	3,287	3,287	3,180	3,164	3,138
Average miles open for year	3,287	3,254	3,178	3,157	3,103
Capital cost of opened and unopened lines	£65,526,089	£62,276,214	£58,797,458	£56,028,477	£53,716,455
Capital cost of open lines	£57,787,671	£56,568,598	£51,187,376	£49,183,916	£47,608,676
Capital cost per mile of open lines ..	£17,581	£17,210	£16,097	£15,545	£15,172
Gross earnings	£8,279,914	£8,747,975	£8,524,538	£8,434,654	£8,460,762
Working-expenses	£7,358,859	£6,849,383	£6,685,123	£6,490,880	£6,468,428
NET EARNINGS	£921,055	£1,898,592	£1,839,415	£1,943,774	£1,992,334
Interest charges	£2,132,324	£2,331,335	£2,130,867	£2,043,433	£1,913,311
Appropriation for betterments	..	..	..	..	£58,000
Unappropriated surplus	..	..	..	..	£21,023
Deficit	£1,211,269	£432,743	£291,452	£99,659	..
PERCENTAGE OF TOTAL WORKING-EXPENSES TO GROSS EARNINGS	88·88	78·30	78·42	76·95	76·45
PERCENTAGE OF NET EARNINGS TO CAPITAL INVESTED	1·61	3·45	3·64	3·99	4·35
Railway operating earnings	£7,473,993	£7,524,864	£7,343,845	£7,423,472	£7,589,274
Railway operating expenses	£6,848,026	£6,374,579	£6,302,119	£6,158,283	£6,164,570
NET RAILWAY OPERATING EARNINGS	£625,967	£1,150,285	£1,041,726	£1,265,189	£1,424,704
PERCENTAGE OF RAILWAY OPERATING EXPENSES TO EARNINGS	91·62	84·71	85·81	82·96	81·23
Operating earnings per average mile open	£2,274	£2,312	£2,310	£2,351	£2,446
Operating expenses per average mile open	£2,083	£1,959	£1,983	£1,951	£1,987
NET OPERATING EARNINGS PER AVERAGE MILE OPEN	£191	£353	£327	£400	£459
Operating earnings per train-mile ..	d. 149·21	d. 162·50	d. 162·62	d. 166·14	d. 176·51
Operating expenses per train-mile ..	136·71	137·66	139·55	137·82	143·37
NET OPERATING EARNINGS PER TRAIN-MILE	12·50	24·84	23·07	28·32	33·14
Passengers, ordinary	8,498,441	9,074,993	9,299,157	10,305,065	11,813,480
Season tickets	667,432	656,169	632,763	585,094	600,292
Total passenger journeys	25,413,621	25,574,843	25,379,665	26,002,137	27,653,414
Goods tonnage	7,233,295	7,086,680	6,854,865	6,833,436	6,808,603
Live-stock tonnage	566,407	535,951	511,897	475,013	447,539
Train-mileage	12,022,043	11,113,482	10,838,594	10,723,864	10,319,407
Engine-mileage	16,735,624	16,150,146	15,383,051	15,212,086	14,657,039

For the current year I anticipate the revenue will reach £8,470,695, and the expenditure £6,378,003.

ANNUAL REPORT OF THE GENERAL MANAGER OF THE NEW ZEALAND GOVERNMENT RAILWAYS.

The Hon. the Minister of Railways.

New Zealand Government Railways,
Head Office, Wellington,

SIR,—

9th August, 1930.

I have the honour to report on the working of the railways for the financial year 1929–30.

FINANCIAL.

On the 31st March, 1930, the capital invested in the lines open for traffic, including the steamers and plant on Lake Wakatipu and other subsidiary services, was £57,787,671, as compared with £56,568,598 on the 31st March, 1929, an increase of £1,219,073.

During the year a material alteration was made in the financial structure of the Department. The Finance Act, 1929, section 20, provides that interest will be charged on the total amount of capital-moneys expended in respect of railways, reduced by the sum of £8,100,000. In terms of this amendment the capital account has not been reduced, but the interest charges have been computed on the total amount less £8,100,000. The credit in respect to the losses incurred in the operation of certain branch lines and isolated sections, which has been allowed since 1925 in calculating the payment to be made to the Railway Account from the Consolidated Fund, was cancelled as from 1st April, 1929, inclusive. The rate of interest on the capital-moneys (other than moneys raised under the Railway Improvement Authorization Act) was increased from $4\frac{1}{2}$ to $4\frac{1}{4}$ per cent. from the 1st April, 1929. An alteration was also made in respect to the Department's liability in connection with the concession rates on agricultural lime and fertilizers, it being decided that the Department should bear half the cost of the railrage charges on agricultural lime up to 100 miles and half the cost of the difference between the rates in force for artificial manures prior to 1926, when the rates on fertilizers were reduced by 40 per cent., and the present rates. Previously the Agricultural Department had reimbursed the Railways Department for the railrage on agricultural lime up to 100 miles, and also for the difference in the cost of the reduction made in 1926 on artificial manures, less £25,000, which was borne by the Railways Department.

	Year ended 31st March, 1930.	Year ended 31st March, 1929.	Increase or Decrease.
Gross revenue	8,288,116	8,249,038	+ 39,078
Gross expenditure	7,358,859	6,849,383	+509,476
Net revenue	929,257	1,399,655	—470,398
Credit for developmental lines	Dr. 8,202	498,937	—507,139
Interest charges	2,132,324	2,331,335	—199,011
Deficit	1,211,269	432,743	+778,526

The effect of the altered financial arrangements has been as follows:—

	1930. £	1929. £
Unrecovered losses on developmental lines	735,993	130,975*
Railways Department's proportion of cost of concession on fertilizers and lime	84,469	25,000
Additional interest due to higher rates (other than interest on moneys expended on developmental lines which is included in the first item above)	36,004	..
Total	856,466	155,975
Deduct interest at $4\frac{1}{4}$ per cent. on £8,100,000	344,250	..
Increase of deficiency as a result of altered financial policy	£512,216	£155,975

The gross earnings for the year were £8,288,116, as against £8,249,038 for the previous year, an increase of £39,078. The gross expenditure totalled £7,358,859, an increase of £509,476, or 7·44 per cent. on the figures for the previous year, while the interest charges were £2,132,324, leaving a deficiency on the year's operations of £1,203,067, to which must be added the sum of £8,202, an adjustment of the branch-line debit for 1929, making a total deficit for the year of £1,211,269.

It will be seen that the factors covered by the statement set out above account for an increase of deficit on account of revenue and expenditure of £356,241 as compared with last year, leaving the sum of £422,285 to be accounted for by other factors.

* Loss on account of East Coast Railway and Kirikopuni line for which credit was not received.

REVENUE.

The income in respect of railway operation under the main headings and the percentage under each heading to total income compared with the previous two years are as follow :—

—	1929-30.	Per Cent. of Operating Revenue.	1928-29.	Per Cent. of Operating Revenue.	1927-28.	Per Cent. of Operating Revenue.
	£		£		£	
Passengers, ordinary ..	1,733,512	23·19	1,868,048	24·82	1,886,833	25·69
Season tickets ..	262,415	3·51	256,699	3·41	258,463	3·52
Parcels, luggage, and mails	386,792	5·18	378,141	5·05	379,933	5·17
Goods ..	4,904,324	65·62	4,846,125	64·40	4,680,135	63·73
Labour, demurrage, &c. ..	186,950	2·50	175,851	2·34	138,481	1·89
	7,473,993	100·00	7,524,864	100·00	7,343,845	100·00

The passenger earnings for the year have decreased by 6·06 per cent. as compared with the previous year, while the goods earnings have increased by 1·20 per cent.

The operating earnings per average open mile and per train-mile are as follow :—

			Per Average Mile open. £	Per Train-mile. d.
1929-30	..	..	2,274	149·21
1928-29	..	..	2,312	162·50
1927-28	..	..	2,310	162·62

The railway operating receipts (exclusive of subsidiary services) from the North and South Island Main Lines and Branches shown separately are as follow :—

—	North Island Main Line and Branches.			South Island Main Line and Branches.		
	1929-30.	1928-29.	1927-28.	1929-30.	1928-29.	1927-28.
	£	£	£	£	£	£
Passengers, ordinary ..	1,110,392	1,195,259	1,213,778	602,190	644,118	645,488
Season tickets ..	174,781	171,034	172,816	83,430	81,478	81,055
Parcels, luggage, and mails	249,955	241,009	239,667	128,359	128,486	131,938
Goods ..	2,685,577	2,721,384	2,625,540	2,026,066	1,938,634	1,869,774
Labour, demurrage, &c... ..	91,493	93,300	69,400	80,263	69,389	56,643
	4,312,198	4,421,986	4,321,201	2,920,308	2,862,105	2,784,898

The operating earnings for the North and South Island Main Lines and Branches separately per average open mile and per train-mile are as follow :—

Year.	North Island Main Line and Branches.		South Island Main Line and Branches.	
	Per Average Mile open.	Per Train-mile.	Per Average Mile open.	Per Train-mile.
	£	d.	£	d.
1929-30	3,052	144·53	1,794	154·23
1928-29	3,202	158·27	1,760	167·72
1927-28	3,289	160·05	1,721	165·05

The principal factors contributing to the increased deficit of £422,285, which is apart from the increase brought about as a result of the altered financial policy, are as follow :—

There is a heavy decrease in the passenger traffic amounting to £130,000 due to—

(1) There being practically no Easter traffic included in the 1929-30 figures, whereas there was the greater part of two Easters in the 1928-29 figures. This factor alone accounts for approximately £107,000.

(2) The balance of the decrease on account of passenger traffic (£23,000) must, I think, be principally ascribed to the diversion of traffic to the road.

The position in regard to commercial competition by road has been watched during the year, and the indications are that it has not grown to any material extent. The increasing diversion of the passenger traffic must, I think, be ascribed to the increasing use of private motor-cars. The registrations of motor-cars for 1929-30 were 148,090, as compared with 130,556 for the previous year, being an increase of 17,534. The effect of such an increase in the number of motor-cars is inevitable.

I deal with the question of passenger traffic in relation to competition again later in this report.

Over against the decrease of £130,000 in passenger business must be set an increase in the goods business amounting to £58,000. While the goods increase was insufficient to offset the passenger decrease I think it must be regarded as satisfactory, especially in view of the record in goods business that was established in the previous year. More particularly is this statement justified by reason of the fact that there were special factors operating against our showing an increase in goods business for the past year. Among these factors may be mentioned—

- (1) An abnormally late season for live-stock.
- (2) The drop in wool-prices causing much of the clip to be withheld by the growers.
- (3) The late distribution of fertilizers in the North Island in 1930, as compared with the previous year.
- (4) The loss of revenue on fertilizers and lime traffic owing to the reduction in the proportion of the rebate recovered from the Department of Agriculture as previously mentioned.

With regard to (1)—namely, the late season for live-stock—it is interesting to note that for the first two periods of the year 1930–31 there has been an increase in the sheep carried in the North Island of no less than 123,000 head, and in the South Island 53,000 head, as compared with the previous year. This fully bears out the statement that the live-stock traffic was later in 1930 than in the previous year, and has had the effect of lessening the revenue from this class of traffic for the year under review—namely, 1929–30.

With regard to (2)—namely, the wool traffic—it has been estimated that there are no less than 150,000 bales of wool belonging to the 1930 wool-clip that have not yet been sold. We had a decrease in our wool traffic of approximately 80,000 bales as compared with the previous year, so that had the price factor not entered into the wool business we could confidently have looked for an increase rather than a decrease in this traffic for the year.

With regard to (3)—namely, the distribution of fertilizers—this was, I believe, caused principally by the fact that in the previous year fertilizer companies in the North Island gave a special rebate to farmers who took early delivery of their requirements for autumn sowing. During the year 1929–30 this arrangement did not operate, and this threw deliveries later in the subsequent year. The decrease for the three four-weekly periods ended 1st March, 1930, as compared with the corresponding three periods in the previous year was no less than 54,933 tons in the North Island. Fertilizer traffic is little affected by competition, and I think this fluctuation must be largely ascribed to the reason I have mentioned—namely, to the encouragement that was given to the farmers in the previous year to take early delivery, while no doubt the drop in the price of farm products may have had an adverse effect on the purchasing-power of the farmers.

With regard to (4)—namely, the loss of revenue on the rebate recovered from the Department of Agriculture on account of concession in rates on fertilizers and lime—requires no further comment. It was simply decided that a higher proportion of the debit of this account should be borne by the Railways Department.

Additionally to the above-mentioned factors, I think it may be assumed that the Department could hardly fail to be adversely affected by the general depression that set in during the year. It is, of course, impossible to state in terms of money the extent of this effect, but it can scarcely be doubted that it existed.

EXPENDITURE.

The total expenditure for the year ended 31st March, 1930, was £7,358,859, an increase of £509,476 as compared with the previous year's figures.

	1929–30.	1928–29.	1927–28.
	£	£	£
Expenditure on train operation ..	6,848,026	6,374,579	6,302,119
Subsidiary services ..	510,833	474,804	383,004
	<u>£7,358,859</u>	<u>£6,849,383</u>	<u>£6,685,123</u>

Operating Expenditure.

	1929–30.	Per Cent. of Operating Revenue.	1928–29.	Per Cent. of Operating Revenue.	1927–28.	Per Cent. of Operating Revenue.
	£		£		£	
Maintenance—Way and works	1,146,014	15·33	1,111,229	14·77	1,147,067	15·62
Maintenance—Signals ..	117,577	1·57	112,206	1·49	102,871	1·40
Maintenance—Rolling-stock ..	1,680,919	22·49	1,424,165	18·93	1,380,726	18·80
Examination, lubrication, and lighting of vehicles	82,711	1·11	67,023	0·89	62,512	0·85
Transportation—Locomotive	1,672,498	22·38	1,583,770	21·05	1,599,562	21·78
Transportation—Traffic ..	1,883,918	25·21	1,825,965	24·26	1,760,459	23·97
Head Office and general charges	96,466	1·29	80,943	1·07	75,048	1·02
Superannuation subsidy ..	167,923	2·25	169,278	2·25	173,874	2·37
	<u>6,848,026</u>	<u>91·63</u>	<u>6,374,579</u>	<u>84·71</u>	<u>6,302,119</u>	<u>85·81</u>

The operating expenditure per average mile open and per train-mile is as follows :—

	Per Average Mile open. £	Per Train-mile. d.
1929-30	2,104	136·71
1928-29	1,959	137·66
1927-28	1,983	139·55

The increase in operating expenditure was principally due to the following factors :—

- (1) Increased expenditure on the maintenance of rolling-stock.
- (2) Greater consumption and higher cost of locomotive coal.
- (3) Additional train-mileage.
- (4) Increased cost on account of housing.
- (5) Increased mileage of line worked for the whole year.
- (6) Additional expenditure incurred in connection with the Government scheme for the relief of unemployment.

Further details of the principal items making up the increase in expenditure are as follow :—

Maintenance of Way and Works.

Increase, £34,785.

The principal items were : Maintenance permanent-way, £14,409 ; buildings, £15,862.

Under the former heading—namely, Permanent-way—the increase is due mainly to the writing-off of the following assets that have been scrapped or demolished :—

	£
Mount Egmont crusher	3,050
Bishop excavator, Wanganui district	1,275
Mount Albert ballast-pit plant and sidings	4,513
Hawera—50 ft. turntable	290
Woodville—50 ft. turntable	240
	£9,368

The increase in the average track mileage for the year would more than make up for the balance of increase on account of maintenance of track.

Under the latter heading—Buildings—the following are the principal items :—

	£
Fitting up booking-offices at Symonds Street and Karangahape Road, Auckland; Courtenay Place, Wellington; Rotorua; and Napier	2,590
Renewing the roof of Cross Creek engine-shed	650
Reroofing Dunedin “D” goods-shed	839
Stone-preservative work on Dunedin Station building	1,179

The expenditure on account of unemployment relief on Way and Works Branch amounted to £6,400.

There was also an increase in the amount of repair work carried out to buildings during the past year, and it is interesting to note in this connection that for the three previous years the amount of expenditure under the heading “Buildings” was much below what might be regarded as normal. Taking 1926 as the standard, and fixing the index figure for that year at 100, the following statement shows the position : 1926, 100 ; 1927, 80 ; 1928, 83 ; 1929, 79 ; 1930, 93.

Maintenance of Signals and Electrical Appliances.

There was an increase under this heading of £5,371, due principally to the extension of our signalling and electrical appliances that has taken place within recent years. Very extensive rearrangements of the interlocking-facilities also had to be undertaken at the east end of Christchurch yard in order to permit of the readier reception of the ferry train to the platform in the mornings. Previously it was necessary for the ferry train to remain outside the signal until the 7.25 a.m. train for Lyttelton had departed from Christchurch. Almost invariably the ferry train had to be kept either at Lyttelton or at Christchurch owing to the inability to receive it at the platform at Christchurch. A rearrangement was designed and carried out that has overcome this difficulty, and has enabled a much improved service to be given in connection with the conveyance of the passengers from the Lyttelton ferry-boat to Christchurch in the morning. The whole of this work was charged to working-expenses.

Maintenance of Rolling-stock.

The largest factor in the increase in our expenditure for the last year comes under this heading, the increase amounting to £256,754. Two questions arise in this connection—

- (1) Whether the increased amount of repair work was necessary, and, if so, what made it necessary ; and
- (2) Was fair value obtained for the expenditure.

As to the first question there can be no doubt whatever of the necessity for increased expenditure during the year in the matter of repair to rolling-stock. Whether rolling-stock requires repair or not is purely a question of fact—that is, the rolling-stock is either in good order so that it is up to the necessary standard of efficiency for the work to be done or it is not. The fact is that the rolling-stock was not up to this standard. This position did not arise suddenly, but was the accumulated effect of conditions which developed over a period of years.

Since the workshops-reorganization work was put in hand the disturbance of the work in the workshops prevented that amount of work being done that would otherwise have been done in the matter of repairs to rolling-stock. This more particularly applied to locomotives. It will be realized that rolling-stock can be allowed to fall away in the matter of repairs until a certain point is reached when the process must stop if a breakdown in the organization is to be avoided. Postponement of repairs always makes the repair bill heavier when circumstances make it inevitable that the work must be faced, and this is what happened in the present instance. Last year we arrived at the stage when the postponement of repair work could no longer continue, and the position became such that immediate and definite action of an intensive nature had to be taken in order to enable the position to be met and the services carried on with a reasonable degree of efficiency.

We found ourselves in the position of having to draw up a programme of concentrated work immediately we obtained the use of the new workshops, and even before the reorganization had been wholly completed. Our programme had to be drawn up on the basis of having a large amount of work done before the busy traffic season again set in, and this involved the performance of a large volume of work within the limited time available. The result was the working of much overtime at, of course, greatly increased cost.

Another circumstance that had a bearing on our expenditure was the work we had to undertake in connection with the relief of unemployment. Of course we obtained the benefit of this work in overtaking arrears of repairs, but the expenditure that was involved had the effect of throwing our finances out of focus.

As regards comparison of this year with previous years, more detailed particulars under the various headings are as follow :—

Repairs to Locomotives.

Increase, £182,542.

The number of heavy repairs carried out during the year was 240 as compared with 153 the previous year, an increase of 57 per cent. The increase in the expenditure on the other hand (£182,542) was only 31 per cent., and this notwithstanding that, as mentioned above, a good deal of work had to be done at overtime rates. It will be seen, therefore, that by comparison with the previous year we received good value for the money expended.

Unemployment relief under this heading was responsible for £23,044 of the total increase.

Maintenance of Cars and Wagons.

The increase in expenditure on maintenance of cars and vans was £26,923, or 11 per cent., of which unemployment relief accounted for £7,046. The number of heavy repairs to cars and vans increased by 27 per cent.

Expenditure on maintenance of wagons increased £46,311, or 8 per cent., including unemployment relief, £12,199. The number of heavy repairs increased by 27 per cent.

It will be seen from the foregoing that the additional expenditure incurred on the maintenance of locomotives and rolling-stock was laid out to good advantage, and, so far as the necessity for undertaking the additional repair work was concerned, I do not hesitate to say that we had no option but to definitely face the position. It is, of course, regrettable that it was necessary to undertake such an abnormal expenditure in one year, but the position was the natural consequence of the slowing-up of repair work that was inseparable from the transition period of the change over from the old workshops to the new workshops.

It will also be seen that unemployment relief was responsible under the heading of Maintenance of Rolling-stock for no less than £42,289, which, as I have previously indicated, also serves to distort our expenditure figures when a comparison is being made with previous years.

Locomotive Transportation.

There were increases under this heading of £19,021 in drivers' and firemen's wages, and £80,255 in fuel, while there was a decrease of £12,120 in cleaning-costs. The increase in drivers' and firemen's wages was due to increased train services. The percentage of increases in the wages bill for last year was 3·41, and the increase in engine-miles was in exactly the same proportion, showing that the wages-cost in relation to work done remained constant. The increase in the fuel bill was due to the difficulties which we experienced in obtaining suitable classes of coal for our needs. As a result, principally, of the flooding of the Hikurangi Mine and the earthquake on the West Coast, which interfered with our supplies from the mines in that area, we were forced to supplement such supplies as were obtainable in New Zealand by further supplies from Australia. Owing, unfortunately, to the fact that the mines in Newcastle field were not working, we were compelled to seek supplies from the southern New South Wales mines and even from Queensland. These classes of coal were not up to

such a high standard as the fuel we had been able to obtain during previous years, and, in consequence, the consumption of coal per engine-mile increased from 56·7 lb. last year to 59·7 lb. this year, while the cost of the fuel increased from 10·77d. to 11·18d. per engine-mile. The total number of tons consumed increased by 36,545 tons, or 8·92 per cent., while the engine-mileage increased by only 3·41 per cent. The fuel position was one which was entirely out of our control, and indeed at one stage during the year we were very fortunate to be able to keep our services intact. Our coal-supplies fell to a very low ebb, and it was only by prompt action in supplementing New Zealand supplies by purchases from Australia that we were able to meet requirements. Provided the disturbing factors which operated during the past year do not recur during the coming year, we may confidently look for a reduction in our fuel bill for 1930–31, though, of course, the position will not entirely right itself until the stocks of the inferior types are exhausted.

As regards cleaning, the decrease under this heading was due to the reduced amount of cleaning that has been done. In time of such acute financial difficulty as we are facing at present it is regrettably necessary to curtail expenditure on such matters as cleaning. We are, however, exploring possibilities of raising the standard of cleaning of our engines while keeping expenditure down to the lowest possible figure. We have fitted a special plant at Dunedin and the experience gained with it indicates that it opens up considerable possibilities in the direction I have indicated, and we now have under consideration the question of providing further plants of the same kind at other depots as we can obtain the necessary finance.

The following statistical figures in connection with locomotive transportation costs may be of interest :—

Averages.				1930.	1929.	1928.
Cost per engine-mile	..	..	..	23·98d.	23·49d.	24·52d.
Cost per train-mile	..	..	..	32·79d.	34·20d.	35·42d.
Cost per engine-hour	..	..	..	237·31d.	232·44d.	240·18d.
Cost per 1,000 gross ton-miles	..	..	..	163·97d.	163·35d.	173·08d.
Engine-miles per engine-hour	..	..	..	9·90	9·90	9·80
Engine-miles per locomotive day (eight hours)	..	..	..	79·20	79·20	78·40
Gross ton-miles per engine-hour	..	..	..	1,447	1,423	1,388

Fuel.	Consumption.		Cost.	
	1930.	1929.	1930.	1929.
	lb.	lb.	d.	d.
Per engine-mile	59·7	56·7	11·18	10·77
Per engine-hour	590·9	561·2	110·66	106·61
Per thousand gross ton-miles	408·3	394·4	76·47	74·92

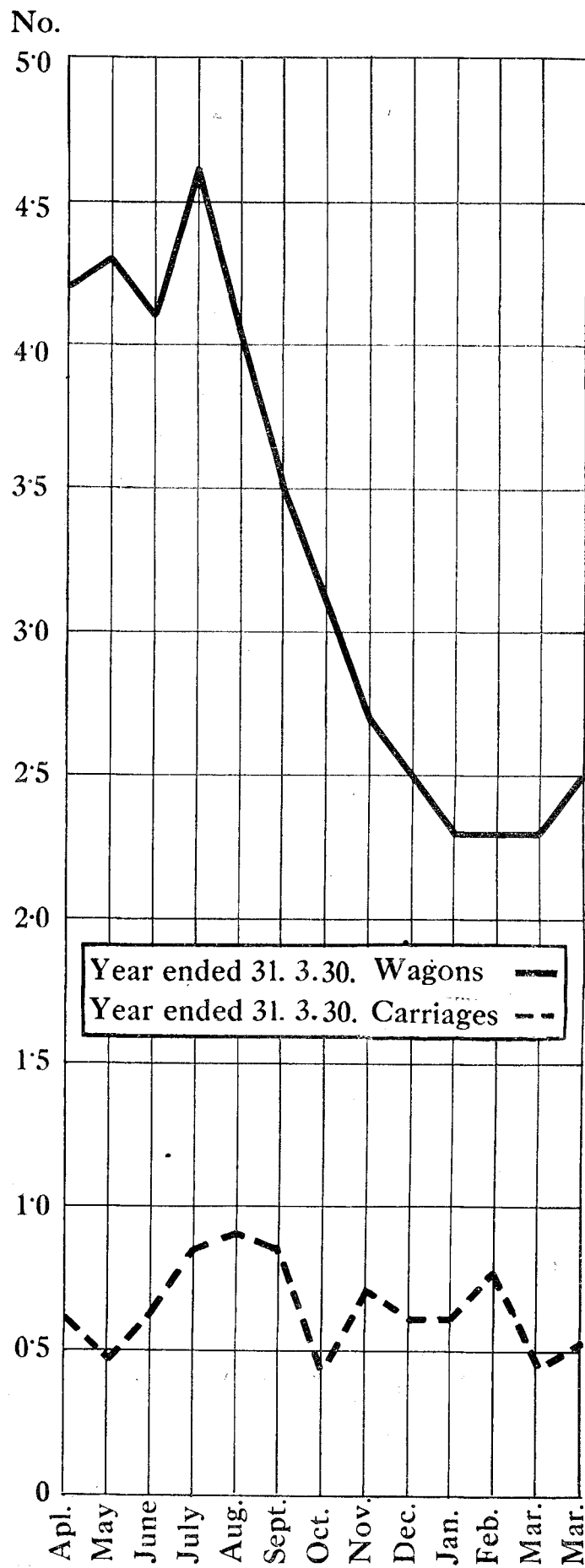
Examination and Lubrication of Coaching and Wagon Stock.

Expenditure under this heading increased by £9,298, the figures being—1929, £34,710; 1930, £44,008.

Early in the year I found that the number of hot boxes which were occurring in the rolling-stock was developing to much too high a figure, and, as a result of my going into the matter with the Chief Mechanical Engineer, it was found that special steps were urgently necessary in order to bring the lubrication of stock up to a more efficient standard. To enable this to be done a special staff had to be taken out of the workshops and put on to the work for a time. Investigations were also made into our methods of lubrication, and various experiments were tried by way of remedial measures. Out of our investigations there emerged the fact that the quality of the packing that was being used by us was not such as to satisfactorily meet requirements, while the question of the type of oil that was in use also presented itself. The prompt action which we took in the matter had very beneficial results, and the position as regards hot boxes commenced steadily to improve, and is now on a much more satisfactory footing. The oil question is still under consideration, and we expect to be able to reach a final decision as to the best quality of oil for our use when the tenders for supplies, which close very shortly, are being settled.

The attached graph shows the position regarding hot boxes. It will be seen that it amply bears out what I have stated above—namely, that the position at the beginning of the year demanded very definite action, and that the steps which we took brought about a very much improved position.

HOT BOXES—WAGONS PER 100,000 WAGON-MILES AND CARRIAGES PER 100,000 CAR-MILES.



Traffic Transportation.

Included under this heading was an increase of £57,953 in expenditure. The principal items going to make up this increase are as follow :—

General superintendence (£7,487) : Included in this item is advertising. We engaged in a fairly extensive advertising campaign last year. We were also involved in additional advertising-expense in connection with the running of many special excursion trains during the year. (I deal with these trains later in this report, and the figures show that they proved quite a remunerative venture to us. The increased expenditure under this heading was therefore amply justified.)

The station expenses show an increase of £44,495. The principal factors contributing to this increase were the introduction of night expresses in the South Island, the opening of the Tauranga Section, the opening of Central Booking-offices in the cities, regrading of positions in the First Division, scale increments due to the staff, more shipping traffic and a greater volume of goods traffic handled, and the running of week-end excursions.

Train expenses show an increase of £8,658, equal to 3.23 per cent. This is more than accounted for by the increase in train-mileage which was 5.61 per cent.

General Charges.

There was an increase under this heading of £14,168, equal to 5.66 per cent. The principal items making up this increase are as follow :—

Head Office (increase, £4,452). This was due principally to the fact that the Land Office staff, which was previously attached to the Maintenance Branch, was brought under the Head Office. This does not represent an increase in the total expenditure of the Department, but simply transfers the Land Office expenses from the Maintenance Branch to the Head Office.

Sick-benefit subsidy accounts for an increase of £5,899. The sick-benefit scheme was in operation for only part of the year 1928-29. During the year 1929-30 it was in operation the whole of the year, and the full subsidy for the year was paid. This item calls for no further explanation.

Other charges accounted for an increase of £3,198. This item is generally a reflection of training-school expenses, there being more cadets in training this year than the previous year. There was also some further expense incurred in connection with the installation of additional equipment in the school.

Subsidiary Services.

Subsidiary Service Revenue.—The revenue from subsidiary services amounted to £814,123, as compared with £724,175 for the previous year, and an analysis of the figures is as follows :—

	1929-30.	1928-29.	1927-28.
	£	£	£
Lake Wakatipu steamers.. ..	11,447	10,941	9,885
Refreshment service	132,301	123,382	122,220
Advertising service	53,532	53,984	52,600
Departmental dwellings	109,649	105,897	93,643
Leases book-stalls, &c.	21,405	19,455	20,542
Road-motor services	105,702	102,385	32,487
Miscellaneous	380,087	308,131	359,748
	<u>£814,123</u>	<u>£724,175</u>	<u>£691,125</u>

Subsidiary Services Expenditure.—The particulars of the expenditure in connection with subsidiary services are as follow :—

	1929-30.	1928-29.	1927-28.
	£	£	£
Lake Wakatipu steamers.. ..	18,374	17,425	15,627
Refreshment service	125,230	116,391	114,644
Advertising service	53,151	50,720	48,921
Departmental dwellings	187,816	170,073	162,263
Leases book-stalls, &c.	9,144	8,483	8,828
Road-motor services	117,118	111,712	32,721
	<u>£510,833</u>	<u>£474,804</u>	<u>£383,004</u>

The principal variation under this heading was in connection with departmental dwellings, which show an increase in expenditure of £17,743, and an increase in revenue of £3,752, giving an increased net loss of £13,991.

There was an increase in the maintenance charges of £7,705½. This was due partly to more ordinary maintenance work having been necessary during the year and partly to the cost of reconditioning the houses after the earthquake on the west coast of the South Island.

Fixed charges accounted for an increase of £10,038, due to additional dwellings having been taken over or constructed during the year.

The road-motor services accounted for an increase in the expenditure of £5,405, with an increase in revenue of £3,317. The excess of the increase in expenditure over the increase in revenue was £2,088. The position on the Napier-Hastings services is the principal cause of this position. As I mentioned in my last annual report, "pirate" services are being carried on by certain taxi-owners in

opposition to our buses, and these have accounted for a decrease in the revenue in this service of no less than £7,239. But for this circumstance our bus business would have shown a very substantial improvement on last year.

The foregoing comments are not intended to be a full treatment of our working under the various headings above named, but are mentioned as being the principal factors that require to be taken into account when comparing the position for 1929–30 as disclosed in the Revenue and Expenditure Account with that disclosed by the same account for the previous year. (Each of the various phases of our operations will be treated in fuller detail hereunder). As I mentioned last year, in order that proper comparison may be made as regards Revenue and Expenditure Account for any two years the differentiating factors are required to be taken into account.

Summarizing the items mentioned above, the following sets out the position :—

Decrease in revenue due to two Easter periods being included in 1928–29, and	£
practically no Easter traffic in 1929–30	107,000
Increases in expenditure—	
Maintenance of way and works	34,785
Maintenance of signals and electrical appliances	5,371
Maintenance of rolling-stock	256,754
Locomotive transportation—	
Drivers' and firemen's wages	19,021
Fuel	80,255
	99,276
Less saving in cleaning-costs	12,120
	87,156
Examination and lubrication of rolling-stock	9,298
Traffic transportation	57,953
General charges	14,168
Subsidiary services—	
Departmental dwellings	13,991
Road-motor services	2,088
	16,079
	<u>£588,564</u>

It will be seen that the foregoing items alone more than account for the increase in the deficit on account of revenue and expenditure that remains to be accounted for after allowing for the alterations in the financial arrangements of the Department as I have previously set out. All of these items are due to more or less fortuitous circumstances over which the administration could have little or no control, such as the incidence of the Easter traffic, the increased expenditure associated with extension of the services, overtaking of arrears of maintenance of rolling-stock, and such-like causes as are mentioned under the various headings above. The foregoing is intended to be by way of elucidation of the main factors affecting the Revenue and Expenditure Account, and is not directed to the question of the efficiency of the working of the Department. In this latter connection I would draw particular attention to the comment in my last annual report under the heading of "Statistics," and under this heading in this report I again give some figures which are more truly significant as regards the operating efficiency of the Department than are the figures of the Revenue and Expenditure Account.

The sum charged against revenue for depreciation and provision for renewals was £699,177, and the amount expended from the Depreciation and Renewals Fund was £339,635 for assets written off or renewals effected during the year. The accumulated credit balance in this fund at 31st March, 1930, was £1,687,562.

The position in regard to the undermentioned equalization funds is as follows :—

	Credit Balance brought forward from 1929.	Contributions, 1929–1930.	Expenditure, 1929–1930.	Credit Balance at 31st March, 1930.
	£	£	£	£
Slips, Floods, and Accidents Fund	26,902	21,647	31,329	17,220
Workers' compensation	18,498	44,894	47,890	15,502
Insurance	24,819	15,964	6,872	33,911
	70,219	82,505	86,091	66,633

The following summary makes a comparison of the principal items charged against working-expenses in respect of the various funds tabulated below for the five years ended 31st March, 1925, and 31st March, 1930, respectively :—

	Five Years ended 31st March, 1930.	Five Years ended 31st March, 1925.
Reserves accumulated for renewals and depreciation	1,687,562	..
Reserves against fire, flood, accident, compensation, and insurance	66,633	..
Old and obsolete rolling-stock, buildings, and equipment written off	635,772	94,425
Superannuation Fund subsidies	892,701	80,000
	<u>£3,282,668</u>	<u>£174,425</u>

By way of final comment on the financial position of the railways I would add the following remarks :—

The Working Railways Account was established in terms of the Government Railways Amendment Act, 1925, as from 1st April, 1925. In order to supply the floating capital necessary to institute the new system, the sum of £1,327,649 was credited to the Working Railways Account as from that date. This sum represented the amount earned by the working railways in excess of the "policy" rate of interest, which was fixed at 3 per cent. in 1897 and increased to $3\frac{3}{4}$ per cent. in 1909.

Of the total sum credited to the account £854,257 represented floating assets such as stores and outstanding balances at stations held by the Department and the balance, £473,392, was paid from the Consolidated Fund by instalments in cash during the year ended 31st March, 1926.

The total sum, consisting as it did of surplus railway earnings, was credited to the General Reserve Account in the railway books. The general reserve has also been augmented by credits for working assets such as Refreshment Branch property, and Advertising Branch contracts and equipment held at 1st April, 1925, which under the system previously obtaining were not recorded amongst the assets of the Department.

At 31st March, 1930, the general reserve nominally amounted to £1,378,317, while reserves for renewals and depreciation amounting to £1,687,562, fire and accident insurance amounting to £49,413, equalization of expenditure on slips, floods, and accidents amounting to £17,220, and betterments (Refreshment Branch) amounting to £4,289, had been built up by charges or premiums levied against working-expenses. The total reserve for renewal and depreciation of capital assets was £1,687,562, and for other purposes £1,449,239, or £3,136,801 in all. Against these reserves the operating losses for the five-yearly period amounted to £2,042,017, reducing the amount of floating capital to £1,094,784, a sum that is inadequate to meet the everyday requirements of the Department, owing to the large amounts locked up in stocks of stores and materials, outstanding accounts for works in progress, and outstanding balances at stations.

In order to meet the position it was necessary to borrow £150,000 in cash from the Consolidated Fund at the 31st March, 1930, and there is no prospect of repaying this amount. A further sum of £100,000 was borrowed from the Consolidated Fund on the 4th April in order to meet outstanding liabilities for wages and other expenses. The latter sum has since been repaid, but the Working Railways Account has been unable to make any payment on account of interest during the current year; and will not be able to make any payment to the Consolidated Fund until the cash receipts increase during the busier months of the year.

From a consideration of the foregoing the following fact emerges, namely: That, though the Renewals and Depreciation and Equalization Funds show nominal credits to the amounts above mentioned, there is no cash in the Railway Account corresponding to those credits, the whole of the cash having been paid out to meet the demand for payment of interest to the Consolidated Fund. Inasmuch as the payment of this interest really represents the dividend payable to the owners of the railway (in this case the State), and inasmuch, also, as the Renewals and Depreciation Fund is established for the protection of the Railway Capital Account "dividend" has been paid out of railway capital to the extent that the cash representing the amount to the credit of that fund has been appropriated to the payment of interest. It is to be noted also that, owing to the final depletion of the Department's cash resources by the demand for payment of interest, the Department was unable to meet the whole of this payment last year, and the Treasury Accounts show the Department as being indebted to the Consolidated Fund to that amount. That debt cannot be regarded as other than bad.

PASSENGERS.

An analysis of the passenger revenue for the year is as follows :—

—	1930.	1929.	Variation.	Per Cent.
Passenger journeys—				
Ordinary	8,469,038	9,046,267	—577,229	6·38
Season	16,911,076	16,496,596	+414,480	2·51
Total	25,380,114	25,542,863	—162,749	0·64
Revenue—	£	£	£	
Ordinary	1,733,512	1,868,046	—134,534	7·20
Season	262,415	256,700	+5,175	2·23
Total	1,995,927	2,124,746	—128,819	6·06
Passenger train-miles	5,037,775	4,833,991	+203,784	4·22
Revenue—	£	£	£	
Per mile of line	607	653	—46	7·04
Per train-mile	95·08d.	106·23d.	—11·15d.	10·4

The variations, exclusive of season tickets, were distributed as follow :—

	1930 Compared with 1929.		1929 Compared with 1928.	
	Journeys.	Revenue.	Journeys.	Revenue.
	Number.	£	Number.	£
Ordinary fares	—457,747	—73,979	—413,648	—148,476
Suburban fares	—163,580	—8,620	—195,186	—10,912
Holiday excursion and week-end	+84,534	+66,700	+114,476	+108,997
Other reduced fares	+125,658	+9,576	+268,744	+14,992

Passenger revenue totalled £1,995,927, a decrease of £128,819 as compared with the figures for the previous year. The figures for the year ended 31st March, 1929, included the bookings for the Easter holidays, 1928 and 1929, while owing to Easter falling in April this year the figures for 1930 include only a small proportion of the bookings for the Easter holidays.

The principal decrease for the year under review is in ordinary passengers, £73,979, and holiday excursion issues, £79,905, the latter being, as previously explained, due to the fact that very little of the Easter holiday bookings are included in this year's figures.

The decline in ordinary passengers since 1927 is as follows :—

	1927.	1928.	1929.	1930.
Revenue	£37,905	£136,994	£148,476	£73,979
Journeys (in thousands)	384	644	414	458

Taking 1927 as 100, the index numbers for the revenue from ordinary passengers and journeys from the same are as follow :—

	1927.	1928.	1929.	1930.
Journeys	100	87	79	69
Revenue	100	91	81	77

From these figures it will be observed, first, that the rapidity of the rate of decline has decreased, and second, that the revenue has not declined in the same ratio as passenger journeys, thus showing that the loss in short-distance traffic is to some extent being balanced by an increase in the number of long-distance passengers carried. This is further exemplified by the average fares over the past four years, which are as follow : 1927, 71·66d. ; 1928, 74·75d. ; 1929, 73·54d. ; 1930, 78·19d.

So far as suburban passenger traffic is concerned the decline since 1927 is as follows :—

	1927.	1928.	1929.	1930.
Revenue	£46,101	£16,036	£10,912	£8,620
Journeys (in thousands)	958	269	195	164

While these figures indicate that the decline in suburban issues has become smaller the fact remains that outside the peak morning and evening traffic—which is principally carried at very cheap rates—the drift of suburban traffic to road transport has continued.

The remainder of the passenger figures indicate that the decline in traffic at ordinary and suburban fares has been balanced to some extent at least by the increased revenue from excursions. During the past year week-end and special day excursions were developed with satisfactory results, and, in addition, the holiday-excursion issue during the school term holidays has been well patronized by the public. In my last statement I expressed the opinion that in addition to long-distance travel the railway still had a definite field in catering for bulk movement of passengers, and the figures for the current year show that the results obtained from the development of these traffics have warranted the Department in providing services to meet the demand for these classes of business.

The season-ticket traffic has increased by 414,480 passenger journeys and £5,715 revenue. The principal increase in this class of traffic being in workers' weekly tickets, the number of which increased by 10,483. The principal decline in season-ticket revenue is £2,385 in sectional annual tickets, which decrease is due to the fact that a number of firms now utilize motor-cars for their commercial travellers.

In concluding my comment on the passenger business, I would again emphasize the significance of the increase in passenger journeys by workers-ticket holders. This is an unremunerative business from the point of view of Railway Revenue and Expenditure Account, so that the more it grows the greater the loss. From the point of view of value to the community, however, the position takes on quite another aspect. Unless this is kept in mind in examining the passenger business for the year, an entirely erroneous view of the economic position of the railways in the community is obtained.

PARCELS, LUGGAGE, AND MAILS.

The revenue from the carriage of parcels, luggage, and mails totals £386,792, an increase of £8,651, or 2·29 per cent., on the revenue from this source in the previous year.

The analysis of the revenue is as follows :—

	1930.	1929.	Variation.
	£	£	£
Parcels	212,670	200,387	+12,283
Excess luggage	13,230	13,956	—726
Left luggage, checks, bicycles, and dogs	44,032	47,798	—3,766
Mails	116,860	116,000	+860

The increased revenue from parcels traffic is due to an improvement in parcels traffic generally, together with an increase in the consignments of milk and cream, principally in the Auckland District.

The decline in luggage receipts is a reflection of the falling-off in passenger traffic.

GOODS AND LIVE-STOCK.

The revenue from goods and live-stock was £4,904,324, an increase of £58,199 as compared with the figures for the year ended 31st March, 1929. A comparison of the total revenue and tonnage of this year's traffic with those of the previous year is as follows:—

			1930.	1929.	Variation.	Per Cent.
Revenue	..	..	£4,904,324	£4,846,125	+£58,199	1·20
Tonnage	..	..	7,788,973	7,613,445	+175,528	2·31

A comparison of the tonnage of goods and live-stock carried, together with the revenue from the same, for the past six years is as follows:—

<i>Tonnage.</i>							
Year.					Tons.	Increase over Previous Year.	
						Tons.	Per Cent.
1930	..	..	..	..	7,788,973	175,528	2·31
1929	..	..	..	..	7,613,445	255,057	3·47
1928	..	..	..	..	7,358,388	49,939	0·68
1927	..	..	..	..	7,308,449	52,307	0·72
1926	..	..	..	..	7,256,142	222,683	3·17
1925	..	..	..	..	7,033,459	107,942	1·56

<i>Revenue.</i>							
Year.					£	Increase over Previous Year.	
						£	Per Cent.
1930	..	..	..	..	4,904,324	58,199	1·20
1929	..	..	..	..	4,846,125	165,990	3·55
1928	..	..	..	..	4,680,135	83,969	1·83
1927	..	..	..	..	4,596,166	97,006	2·15
1926	..	..	..	..	4,499,160	381,414	9·28
1925	..	..	..	..	4,117,746	168,159	4·25

While the tonnage carried during the past year has increased by 2·31 per cent. the gain has been principally in the low-graded commodities.

The principal variations during the year are as follow:—

		<i>Increases.</i>				<i>Decreases.</i>	
		Tons.	Revenue.			Tons.	Revenue.

NORTH ISLAND.

£				£			
Potatoes	..	1,810	2,122	Grain	..	2,109	3,322
Frozen meat	..	1,080	3,563	Fodder	..	1,361	2,094
Butter	..	20,978	9,751	Cheese	..	8,262	3,805
Agricultural lime	..	18,025	1,667 <i>dec.</i>	Wool	..	4,634	6,941
Road-metal	..	39,107	8,552	Coal	..	45,647	12,380
Benzine	..	14,869	29,299	Manures	..	56,978	56,912
Cement	..	3,019	1,514				

SOUTH ISLAND.

£				£			
Potatoes	..	2,822	922	Grain	..	38,650	9,506
Fodder	..	2,669	797	Wool	..	11,513	8,258
Frozen meat	..	9,511	7,470				
Cheese	..	1,707	1,112				
Coal	..	100,358	45,504				
Road-metal	..	15,930	1,385				
Benzine	..	5,977	8,478				
Cement	..	8,755	4,460				
Manures	..	25,187	2,163 <i>dec.</i>				

The decrease in coal traffic in the North Island is due to the flooding of the Hikurangi Mine and to the loss of traffic in coal from the Waikato mines to the Auckland Power Board due to the change-over to hydro-electric power. The increase in the South Island is due to the coal strike in Australia necessitating the use of New Zealand coal for industrial purposes. During the past year the tonnage of imported coal carried was 5,749 tons, a decrease of 54,214 tons compared with the previous year.

The decrease in wool traffic is due to the fact that low prices have resulted in a heavy carry-over of wool in the Dominion. It is estimated that approximately 150,000 bales of wool are held in store and on farms, and this is reflected in the decrease in the Department's traffic in this commodity.

Benzine and road-metal again show increases over the previous year. The increase in the number of motor-vehicles in the Dominion and the increased utilization of the motor-vehicle is responsible for the heavy tonnage of benzine carried by the railways. The increase in road-metal is due to the work being carried out by the Main Highways Boards and local bodies in the general reconstruction and maintenance of roads.

The particulars of the timber traffic during the past year are as follow :—

	1930. Tons.	1929. Tons.	Variation. Tons.
New Zealand timber	543,511	538,257	+5,254
Imported timber	30,569	29,769	+800

The tonnage of timber carried in the North Island decreased by 11,262 tons, which is attributable to the falling-off in the demand for house-construction, particularly in the Auckland District.

The traffic in the South Island increased by 17,239 tons, principally in timber for shipment from the West Coast to Australia. A number of new mills were opened in the Southland and West Coast districts during the past year, but in the North Island some mills have closed down, due either to the bush areas being cut out or to a slackness in the demand.

The following table shows the tonnage of outward timber traffic in the various districts for the five years 1926 to 1930 :—

District.	1930.	1929.	1928.	1927.	1926.
	Tons.	Tons.	Tons.	Tons.	Tons.
Auckland	77,594	94,416	113,339	127,784	152,303
Ohakune	168,715	163,680	173,144	206,021	245,438
Wanganui	10,090	9,251	7,488	7,478	12,424
Wellington	21,076	21,388	22,386	23,597	24,179
Christchurch	195,486	186,907	155,866	190,935	206,602
Dunedin	26,176	26,631	29,652	31,392	39,650
Invercargill	56,547	47,431	51,042	52,132	59,602
Kaihu	2,724	1,811	1,868	3,590	6,948
Gisborne	9,701	9,690	9,558	9,910	11,755
Westport	3,578	4,232	3,172	6,450	6,304
Nelson	1,579	2,065	2,055	2,733	3,820
Picton	816	524	988	1,420	1,629
Totals	574,080	568,026	570,558	663,442	770,654

Live-stock.

The live-stock traffic increased during the past year, and despite the late season the number of sheep carried increased by 6·51 per cent. The traffic in calves showed considerable increase due to the expansion of the boneless-veal industry. Of the total number of calves carried in New Zealand (283,591) the North Island accounted for 276,773.

The particulars of the live-stock carried during the past two years are as follow :—

	1930. Number.	1929. Number.	Variation. Number.	Per Cent.
Cattle	411,469	397,184	+14,285	3·60
Calves	283,591	237,210	+46,381	19·55
Sheep	9,913,346	9,307,128	+606,218	6·51
Pigs	358,198	378,246	—20,048	5·04
	10,966,604	10,319,768	+646,836	6·27
Revenue	£612,115	£587,950	+£24,165	4·11

TRANSPORTATION.

During the year a good deal of attention was devoted to an examination and revision of our train services with the object of stimulating the public interest in the Railway service and counteracting the inroads of competitive services. The mail and express train schedules throughout both Islands were overhauled and adjusted where necessary, with the object of affording improved service. In the suburban areas numerous adjustments were made to meet the changing conditions. The " mixed " services in the sparsely populated areas were similarly reviewed, and where the circumstances appeared to warrant a trial a separation of goods and passenger traffic was effected.

The train-mileage for the year, exclusive of shunting and ballasting, was 12,022,043, as against 11,113,482 for the previous year, an increase of 908,561 miles. Of the total train-mileage run 5,037,775 were passenger-miles and 6,984,268 were goods-miles, an increase of 203,784 and 704,777 respectively over the figures for the previous year. The additional passenger-mileage run is accounted for in part by the fact that a number of improvements to passenger services introduced during the year 1928-29 appear during the full term of the current year as against only a portion of the preceding year.

The particulars of the mileage run in the various sections of railway are as follow :—

Section.	1929-30.	1928-29.	Increase or Decrease.
Kaihu	17,606	17,393	+213
Gisborne	75,863	76,586	—723
North Island Main Line and Branches	7,160,801	6,705,512	+455,289
South Island Main Line and Branches	4,544,438	4,095,546	+448,892
Westport	90,330	92,311	—1,981
Nelson	60,661	59,725	+936
Picton	72,344	66,409	+5,935
	12,022,043	11,113,482	+908,561

The following services in particular have a bearing on the increased passenger-mileage :—

Auckland-Opua expresses, running daily instead of thrice-weekly between Whangarei and Opua as from 28th September, 1928.

Fast passenger trains between Wanganui and New Plymouth commenced running in August, 1928.

Fast passenger trains between Palmerston North and Napier commenced running in December, 1928.

Night expresses between Christchurch and Invercargill commenced running in June, 1928.

Electrification of Lyttelton-Christchurch line, with increased passenger services in February, 1929.

Sunday passenger trains. Increased Sunday trains to meet demand for travel facilities at week-ends.

Other factors in the way of extended passenger facilities were the introduction of the daylight expresses between Auckland and Wellington as permanent trains, the night expresses between Wellington and New Plymouth, conversion of Oamaru-Palmerston-Dunedin district "mixed" trains to "passenger," and improved suburban services at the main centres.

The increased goods-mileage run during the year (704,777 miles) was due to increased goods and live-stock traffic, which this year constitutes a record. This is reflected in the gross ton-miles which increased by over 95 millions for the year.

Contributory factors in the increase in goods-mileage were the opening of the Tauranga Railway, and improved and extended goods services throughout the Dominion to meet competitive conditions. The total tonnage of goods and live-stock carried was 7,788,973 tons, as compared with 7,613,445 tons for last year, an increase of 175,528 tons.

A short résumé of the principal alterations to our passenger services may be of interest :—

NORTH ISLAND.

Daylight Limited Expresses between Auckland and Wellington.—The daylight expresses, which were previously run merely as holiday relief trains at Christmas and Easter, were put on as regular daily expresses commencing as from September last, to afford improved communication during daylight hours between the more important towns on the Main Trunk and at the same time provide improved communication between the inland towns and Auckland, Wellington, and Wanganui. They also provide a particularly satisfactory service for tourists travelling to and from National Park and Waitomo Caves. A new feature in connection with the regular running of the Daylight Limited expresses was the provision of lounge cars which from the commencement have been the subject of much favourable comment from the public.

Auckland-Whangarei-Opua Expresses.—The schedules of these expresses were accelerated with a view to giving a more attractive service to the long-distance passengers. The overall time was reduced by thirty minutes in each direction.

Auckland-Tauranga-Taneatua Expresses.—The express services between Auckland and Tauranga were extended through to Taneatua on a revised schedule, with a consequential reorganization of the local services.

Auckland-Rotorua Limited Expresses.—During the year the Auckland-Rotorua express services were revised with the intention of replacing the ordinary expresses with fast "limited" trains. The time-table is in course of preparation, and the new service will be in operation before this report is ready for publication. A new type of car of the most modern design and with improved seating has been built for these limited services. A special feature will be the provision of observation-cars.

New Plymouth-Wellington Night Expresses.—Night expresses running thrice weekly between New Plymouth and Wellington were introduced in March of this year.

Cambridge-Hamilton.—The services in this area have been rearranged, and improved goods connection from Auckland provided.

Auckland-Frankton Area.—The evening passenger trains from Auckland to Frankton were accelerated to provide a more attractive service.

Waiuku Branch.—The time-tables on this branch were adjusted to give the Waiuku residents a better service to Auckland. This was done by way of experiment to determine the possibilities of an increased service in relation to competition.

Stock Trains.—Fast night trains between Main Trunk stations and Wellington were provided to afford improved transit for fat stock.

SOUTH ISLAND.

Christchurch-Dunedin-Invercargill Expresses.—Adjustments were made in the schedules to ensure better punctuality of these trains and to their connecting branch services.

West Coast Time-table.—The whole of the mixed and goods services were recast with a view to providing quicker transit of goods and coal between the east and west coasts. This reorganization has had the effect of saving approximately twenty-four hours in the transit of loads between the west and east coasts.

Dunedin-Palmerston-Oamaru.—The morning and evening train services between Oamaru, Palmerston, and Dunedin were completely recast, and "passenger" trains were substituted for the previous "mixed" trains.

Invercargill-Bluff.—The former "mixed" services were replaced by a self-propelled rail car which is giving an increased and more regular service.

GENERAL.

Auckland-Westfield Deviation.—The new line between Auckland and Westfield has been opened for goods traffic. Passenger services over the deviation will be introduced with the completion of the new passenger station.

Train-control and Automatic Signalling.—These were extended from Mercer southward to Frankton an additional forty-two miles, thus bringing the controlling officer in closer touch with the operations in this area.

Steam-heating of Passenger Trains.—Steam-heating of our more important passenger trains has been further extended during the year.

Tractors for Shunting.—As a result of experience gained by the use of tractors, additional units of this type are being obtained for use at a number of stations where they can be used to facilitate shunting movements and the despatch of trains.

An important work in connection with the Transportation Section which was carried on during the year was the collation of data to serve as a basis for a review of the whole of our services. This was work of very considerable magnitude, and necessarily occupied a period of time, as it involved the observation of the flow of traffic by our own and other services for extended periods in order that a proper line might be obtained on the situation. The work of collating the data was completed shortly after the close of the year, and, after a careful analysis had been made of the same, a report was submitted reviewing the services on every section of line in the Dominion. The conclusions arrived at are in the direction of improving the financial position of the Department, while the very valuable information that has been recorded as a result of investigation will serve as a basis for action for some time to come. Details of the review and the results that will be obtained therefrom are matters affecting the current year, and will be dealt with in more detail in the next report. It is mentioned here as indicating one of the matters of great magnitude and major importance that has been engaging our attention during the year now under review.

TRAFFIC.

The following are the leading features of the traffic in the various districts in comparison with the previous year. The revenue figures shown are from transport operating services only and are exclusive of bus services. The non-operating services such as advertising, refreshment-rooms, rent, &c., are also not included.

Kaihu.—Revenue, £6,268; decrease, £890. Passengers decreased 1,363; parcels, &c., increased, £40; sheep decreased 130; timber increased 913 tons; all other goods decreased 904 tons.

Gisborne.—Revenue, £32,044; decrease, £4,557. Passengers decreased 19,143; parcels, luggage, &c., decreased £115; cattle increased 132; and sheep decreased 14,905; timber increased 11 tons; and all other goods increased 3,327 tons.

North Island Main Line and Branches.—Revenue, £4,312,198; decrease, £109,788. The principal items of traffic were: Passengers, 4,472,408; decrease, 354,436. Season tickets, 488,365; increase, 7,944. Parcels, luggage, and mails revenue, £249,955; increase, £8,946. Live-stock, 5,687,422; increase, 344,352. Goods tonnage, 3,070,578; decrease, 85,174 tons. Timber decreased 11,262 tons. All other goods decreased 73,912 tons. The revenue per mile of railway decreased from £3,202 to £3,052, and per train-mile from 158·27d. to 144·53d.

The variations of traffic in the individual districts were approximately as follows:—

Auckland District.—Revenue, £2,051,066; decrease, £74,768. Passengers, 1,948,702; decrease, 240,368. Season tickets, 228,689; decrease, 2,860. Parcels, luggage, &c., increased £6,697. Cattle increased 42,998, and sheep 40,872. Timber decreased 16,822 tons, and all other goods 74,805 tons.

Ohakune District.—Revenue, £498,959; decrease, £1,123. Passengers decreased 32,918, and season tickets 276. Parcels, luggage, &c., decreased £625. Cattle increased 6,877, and sheep 46,840. Timber increased 5,035 tons, and all other goods 24,493 tons.

Wanganui District.—Revenue, £461,407; decrease, £30,175. Passengers decreased 38,061, and season tickets 30. Parcels and luggage decreased £119. Cattle increased 1,781, and sheep 116,236. Timber increased 838 tons, and all other goods decreased 34,267 tons.

Wellington District.—Revenue, £1,300,766; decrease, £3,722. Passengers decreased 43,089, but season tickets increased 11,110. Parcels and luggage increased £2,993. Cattle increased 2,392, and sheep 86,356. Timber decreased 313 tons, but all other goods increased 10,667 tons.

Picton.—Revenue, £38,740; increase, £1,224. Passengers increased 2,461, and season tickets increased 117. Cattle increased 155, and sheep decreased 41,784. Timber increased 293 tons, and all other goods 3,487 tons.

Nelson.—Revenue, £26,383; increase, £1,630. Passengers decreased 4,728, and season tickets decreased 93. Cattle decreased 230, and sheep 4,146. Timber decreased 486 tons, and all other goods 632 tons. Labour, demurrage, &c., increased £1,730 (engine-hire).

Westport.—Revenue, £138,052; increase, £3,306. Passengers decreased 17,008, and season tickets increased 44. Parcels, luggage, &c., decreased £189. Cattle decreased 41, and sheep 67. Timber decreased 654 tons, and all other goods increased 22,339 tons.

South Island Main Line and Branches.—Revenue, £2,920,308; increase, £58,203. The principal items of traffic were: Passengers, 3,761,341; decrease, 183,012. Season tickets, 176,975; increase, 3,325. Parcels luggage and mails revenue, £128,359; decrease, £127. Live-stock, 4,997,736; increase, 363,515. Timber, 278,208 tons; increase, 17,239 tons. All other goods, 3,065,381 tons; increase, 185,431 tons. The revenue per mile of railway increased from £1,760 to £1,795, and decreased from 167·72d. per train-mile to 154·23d.

The variations of traffic in the individual districts were approximately as follows:—

Christchurch District.—Revenue, £1,296,816; increase, £24,915. Passengers decreased 23,772, but season tickets increased 3,756. Parcels, luggage, &c., increased £1,229. Cattle decreased 381, but sheep increased 127,518. Timber increased 8,578 tons, and all other goods 110,057 tons.

Dunedin District.—Revenue, £994,313; increase, £3,008. Passengers decreased 83,132, and season tickets 1,456. Parcels, luggage, &c., decreased £922. Cattle increased 575, and sheep 47,217. Timber decreased 457 tons. All other goods increased 31,021 tons.

Invercargill District.—Revenue, £629,179; increase, £30,280. Passengers decreased 76,108, but season tickets increased 1,025. Parcels, luggage, &c., decreased £434. Cattle increased 6,423, and sheep 182,163. Timber increased 9,118 tons, and all other goods 44,353 tons.

Lake Wakatipu.—Revenue, £11,447, increase £507. Passengers increased 677. Sheep increased 3,050. Timber increased 231 tons. All other goods increased 1,194 tons.

COMPARATIVE STATEMENT, YEAR ENDED 31ST MARCH, 1930.

—	Number of Passengers.	Number of Season Tickets.	Parcels, &c.	Cattle.	Sheep.	Timber.	Other Goods.	Revenue.
			£	Number.	Number.	Tons.	Tons.	£
Kaihu—1929-30 ..	22,683	24	1,258	53	1,486	2,724	3,477	6,268
1928-29 ..	24,046	32	1,218	68	1,616	1,811	4,381	7,158
Increase ..	..	..	40	..	..	913	..	..
Decrease ..	1,363	8	..	15	130	..	904	890
Gisborne—1929-30 ..	42,045	158	2,325	1,516	86,953	9,701	54,743	32,044
1928-29 ..	61,188	223	2,440	1,384	101,853	9,690	51,416	36,601
Increase ..	..	..	..	132	..	11	3,327	..
Decrease ..	19,143	65	115	..	14,905	..	..	4,557
Picton—1929-30 ..	62,709	603	1,814	1,662	164,207	816	50,986	38,740
1928-29 ..	60,248	486	1,784	1,507	205,991	523	47,499	37,516
Increase ..	2,461	117	30	155	..	293	3,487	1,224
Decrease ..	..	..	..	..	41,784	..	..	..
Nelson—1929-30 ..	58,614	708	1,963	1,056	23,222	1,579	28,263	26,383
1928-29 ..	63,342	801	1,898	1,286	27,368	2,065	28,895	24,753
Increase ..	..	..	65	..	..	..	..	1,630
Decrease ..	4,728	93	..	230	4,146	486	632	..
Westport—1929-30 ..	49,238	586	1,118	171	1,120	3,578	653,160	138,052
1928-29 ..	66,246	542	1,307	212	1,187	4,232	630,821	134,746
Increase ..	..	44	..	..	..	..	22,339	3,306
Decrease ..	17,008	..	189	41	67	654	..	..
Lake Wakatipu—1929-30 ..	29,403	13	936	251	13,605	1,289	8,812	11,447
1928-29 ..	28,726	14	995	290	10,555	1,058	7,618	10,940
Increase ..	677	..	..	..	3,050	231	1,194	507
Decrease ..	..	1	59	39	..	..	..	..
Auckland—1929-30 ..	1,948,702	228,689	124,061	290,521	1,148,189	77,594	1,607,394	2,051,066
1928-29 ..	2,189,070	231,549	117,364	247,523	1,107,317	94,416	1,682,199	2,125,834
Increase ..	..	..	6,697	42,998	40,872	..	..	..
Decrease ..	240,368	2,860	..	..	..	16,822	74,805	74,768
Ohakune—1929-30 ..	359,004	2,155	21,645	53,057	854,595	168,715	181,842	498,959
1928-29 ..	391,922	2,431	22,270	46,180	807,755	163,680	157,349	500,082
Increase ..	..	..	..	6,877	46,840	5,035	24,493	..
Decrease ..	32,918	276	6,251	..	..	..	..	1,123

COMPARATIVE STATEMENT, YEAR ENDED 31ST MARCH, 1930—continued.

—	Number of Passengers.	Number of Season Tickets.	Parcels, &c.	Cattle.	Sheep.	Timber.	Other Goods.	Revenue.
			£	Number.	Number.	Tons.	Tons.	£
Wanganui—1929-30 ..	389,111	2,825	23,787	133,233	1,117,955	10,090	421,219	461,407
1928-29 ..	427,172	2,855	23,906	131,452	1,001,719	9,252	455,486	491,582
Increase ..	..	..	..	1,781	116,236	838	..	..
Decrease ..	38,061	30	119	..	..	..	34,267	30,175
Wellington—1929-30 ..	1,775,591	254,696	80,462	103,715	1,986,157	21,075	582,649	1,300,766
1928-29 ..	1,818,680	243,586	77,469	101,323	1,899,801	21,388	571,982	1,304,488
Increase ..	..	11,110	2,993	2,392	86,356	..	10,667	..
Decrease ..	43,089	..	..	..	..	313	..	3,722
North Island Main Lines—								
1929-30 ..	4,472,408	488,365	249,955	580,526	5,106,896	277,474	2,793,104	4,312,198
1928-29 ..	4,826,844	480,421	241,009	526,478	4,816,592	288,736	2,867,016	4,421,986
Increase ..	..	7,944	8,946	54,048	290,304	..	..	..
Decrease ..	354,436	..	..	..	..	11,262	73,912	109,788
Christchurch—1929-30 ..	1,745,742	85,510	54,084	44,015	2,138,504	195,484	1,495,971	1,296,816
1928-29 ..	1,769,514	81,754	52,855	44,396	2,010,986	186,906	1,385,914	1,271,901
Increase ..	..	3,756	1,229	..	127,518	8,578	110,057	24,915
Decrease ..	23,772	..	..	381	..	..	..	..
Dunedin—1929-30 ..	1,519,461	80,562	51,812	34,750	1,637,719	26,176	945,946	994,313
1928-29 ..	1,602,593	82,018	52,734	34,175	1,590,502	26,633	914,925	991,305
Increase ..	..	..	..	575	47,217	..	31,021	3,008
Decrease ..	83,132	1,456	922	..	..	457	..	..
Invercargill—1929-30 ..	496,138	10,903	22,463	31,311	1,111,437	56,548	623,464	629,179
1928-29 ..	572,246	9,878	22,897	24,888	929,274	47,430	579,111	598,899
Increase ..	..	1,025	..	6,423	182,163	9,118	44,353	30,280
Decrease ..	76,108	..	434	..	..	..	..	..
South Island Main Lines—								
1929-30 ..	3,761,341	176,975	128,359	110,076	4,887,660	278,208	3,065,381	2,920,308
1928-29 ..	3,944,353	173,650	128,486	103,459	4,530,762	260,969	2,879,950	2,862,105
Increase ..	..	3,325	..	6,617	356,898	17,239	185,431	58,203
Decrease ..	183,012	..	127	..	..	..	..	..

TRAIN SERVICES.

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

AVERAGE LATE ARRIVALS OF TRAINS, YEAR ENDED 31ST MARCH, 1930.

Year ended	Period ended													Average for Year in Minutes.
	April.	May.	June.	July.	August.	Sept.	Oct.	Nov.	Dec.	Jan.	Feb.	March 2.	March 31.	

Express and Mail Trains.

31st March, 1930	8-19	7-17	11-48	7-49	3-23	4-57	2-41	2-13	2-23	7-86	7-67	4-01	4-66	5-62
31st March, 1929	8-48	7-20	6-62	5-06	4-32	4-84	3-19	3-97	3-75	9-95	6-25	9-09	13-76	6-65

Long-distance Mixed Trains.

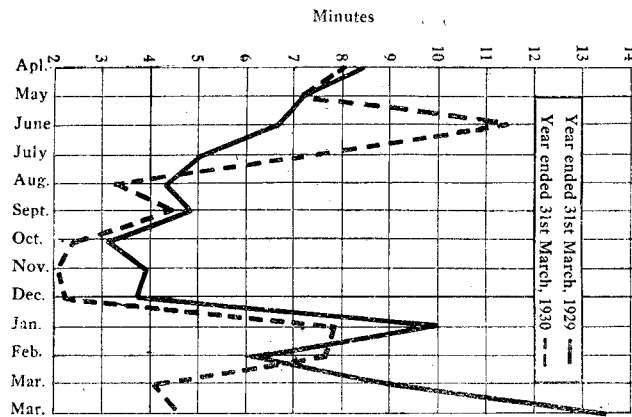
31st March, 1930	12-32	10-47	9-13	8-22	5-58	6-34	4-42	6-67	4-91	7-28	6-32	9-25	10-08	7-77
31st March, 1929	11-43	8-64	6-28	4-67	4-33	4-70	4-73	4-85	5-64	8-35	7-68	11-47	13-39	7-40

Suburban Trains.

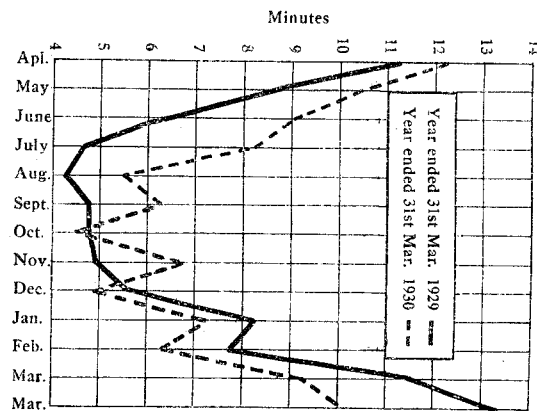
31st March, 1930	1 00	1-04	1-20	0-86	0-55	0-55	0-46	0-41	0-44	0-47	0-61	0-52	0-70	0-68
31st March, 1929	0-62	0-50	0-58	0-61	1-69	2-90	0-93	1-13	0-79	1-33	1-18	1-36	1-67	1-17

These figures include delays arising from all causes, including slips, floods, washouts, engine and other mechanical failures, and traffic delays at stations.

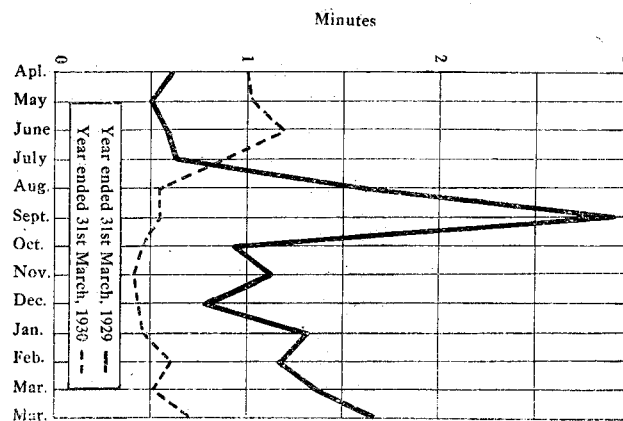
It will be seen that taken over the whole year there has been a substantial improvement in the punctuality of the more-important passenger trains—namely, the expresses and the suburban trains.



AVERAGE LATE ARRIVALS, EXPRESS AND MAIL TRAINS,
AT DESTINATION STATIONS.



AVERAGE LATE ARRIVALS, LONG-DISTANCE MIXED
TRAINS, AT DESTINATION STATIONS.



AVERAGE LATE ARRIVALS, SUBURBAN TRAINS, AT
DESTINATION STATIONS.

STATISTICS.

GOODS AND LIVE-STOCK.

In line with the action which I took last year of bringing together the statistical figures with a view to affording a better indication of the work done during the year than can be obtained from the Revenue and Expenditure Account I append the following figures and comment as being interesting and, I hope, helpful:—

	1930.	1929.	Variation.	Per Cent.
Goods revenue	£4,904,324	£4,846,125	+£58,199	1·20
	Number.	Number.	Number.	
Goods tonnage	7,788,973	7,613,445	+175,528	2·31
Revenue net ton-miles	511,830,508	487,753,398	+24,077,110	4·94
On service tonnage	605,309	635,096	—29,787	4·69
On service net ton-miles	47,601,717	57,434,158	—9,832,441	17·12

“Revenue net ton-miles” represent the ton-miles of goods from which the revenue was obtained. They are distinguished from “gross” ton-miles revenue freight in that net ton-miles exclude the weight of the trucks in which the goods are hauled. “On service ton-miles” represent goods hauled in connection with the carrying-on of the operations of the Department and for which no revenue is received. The largest item going to make up “On service” traffic is, of course, coal for the locomotives, and the increased use of New Zealand coal in recent years has swollen the “on service” ton-mileage enormously. This in turn has a very direct bearing on the adequacy of our wagon stock to meet the demands made on it.

The “On service net ton-miles” show a decrease for the past year due to the fact that the earthquake on the West Coast disturbed our supplies of coal from this source for some time. The flooding of the Hikurangi mine from which a considerable portion of coal supplies for the Auckland district is obtained also contributed to the decrease.

	1930.	1929.	Variation.	Per Cent.
	Number.	Number.		
Total gross ton-miles, revenue freight	1,646,376,841	1,551,164,485	+95,212,356	6·14

These figures represent the total ton-miles hauled (including weight of trucks) in respect of goods for which revenue was received. Gross ton-miles serve principally as a basis for checking up operating performance.

	1930.	1929.	Variation.	Per Cent.
	Number.	Number.		
Goods-vehicle miles (loaded)	133,574,967	127,118,943	+6,456,024	5·08
Goods-vehicle miles (empty)	68,712,303	61,612,674	+7,099,629	11·52
Total goods-vehicle miles	202,287,270	188,731,617	+13,555,653	7·18

The higher proportionate increase in empty vehicle-miles is in sympathy with the fact that our increase in goods traffic has been in lower-rated goods necessitating a longer haul to maintain the revenue level. This in turn has required more empty haulage to reloading-points. The peak live-stock traffic also has a direct bearing on the proportion of empty-wagon haulage.

Averages: Revenue, Freight Traffic.

<i>Per Mile of Line:—</i>	1930.	1929.	Variation.	Per Cent.
Goods revenue	£1,492	£1,489	+£3	0·20
Total tonnage	2,370	2,430	+30	1·28
Net ton-miles	155,714	149,893	+5,821	3·88
Gross ton-miles	510,875	476,695	+34,180	7·17

The above figures are a reflection of the increased revenue freight tonnage carried.

	1930.	1929.	Variation.	Per Cent.
Goods revenue per train-mile	14s. 0·53d.	14s. 6·80d.	—6·27d.	3·59
Train-load, gross—tons	236	233	+3	1·29
Train-load, net—tons	73·28	73·31	—0·03	0·04
Number of vehicles loaded	19·13	19·11	+0·02	0·10
Number of vehicles empty	9·84	9·26	+0·58	6·26

The decrease in the revenue per train-mile is a reflection of the increased train-mileage run, some of which must be regarded as being in the developmental stage, having their justification not so much in their immediate return as in the prospect of working up a good business through a special form of service. It will be noticed that the gross train-load has increased as compared with last year, while the net train-load has remained practically constant. This is in line with the increase in empty-wagon haulage.

<i>Per 1,000 Gross Ton-miles—</i>	1930.	1929.	Variation.	Per Cent.
Revenue	£2·97	£3·12	—0·14	4·64
Net ton-miles	311	314	—3	0·96

The decrease in the proportion of revenue per 1,000 gross ton-miles indicates that we have had to do more work to obtain a similar amount of revenue. This is in line with the fact that the increase in total revenue has been obtained from increase in the business in the lower-rate classes of goods. The decrease in net ton-miles per 1,000 gross ton-miles is a reflection of the increase in empty-wagon haulage.

<i>Wagon User :—</i>					
Revenue per ordinary goods vehicle ..	1930.	1929.	Variation.	Per Cent.	
Revenue per live-stock vehicle ..	£183	£183	..	..	
Average wagon-load	£176	£173	+£3	1·73	
	3·83	4·64	—0·61	13·15	
Average miles per wagon per day ..	1930.	1929.	Variation No.	Per Cent.	
Average net ton - miles per wagon per annum (ordinary goods)	21·02	22·48	+1·54	6·85	
Average net ton - miles per wagon per annum (live-stock)	20,874	19,839	+1,035	5·22	
	11,836	11,827	+9	0·08	

The revenue per vehicle, taken in conjunction with the average miles per wagon per day, shows that we had to work our wagons substantially harder during the last year to obtain the same unit of revenue. The average net ton-miles per annum taken in conjunction with the average load indicates that the additional work took the form of longer hauls of lighter loads.

THROUGH BOOKING OF PARCELS AND GOODS BETWEEN NORTH AND SOUTH ISLANDS.

The volume of traffic conveyed by the Department's through-booking system continues to increase, and during the past year 14,449 tons were shipped, an increase of 2,624 tons on the tonnage for the previous year. This service was instituted in May, 1925, and the tonnage conveyed for the year ended 31st March, 1926, was 5,183 tons.

The growth of this branch of the Department's activities is sufficient to indicate that the facilities provided are meeting a real need and are being increasingly appreciated by the public generally.

ADVERTISING SERVICE.

	1930.	1929.	Variation.	Per Cent.
	£	£	£	
Revenue	53,532	53,984	—452	0·84
Expenditure	53,151	50,719	+2,432	4·80
Net profit	£381	£3,265	—£2,884	88·33

An analysis of the revenue for the years under review is as under :—

	1930.	1929.	Variation.
	£	£	£
Outdoor advertising	44,497	46,829	—2,332
Publications	2,823	2,690	+133
Printing	3,641	2,633	+1,008
Miscellaneous	2,352	1,534	+818
Buses	219	298	—79
	£53,532	£53,984	—£452

New business written up during the last four years is as under :—

	1930.	1929.	1928.	1927.
	£	£	£	£
Outdoor advertising	63,706	72,230	44,454	66,245
Publications	4,595	4,597	2,079	2,551
Printing	3,641	2,633	2,802	2,926
Miscellaneous	2,351	1,534	1,063	2,045
Buses	219	1,019	874	..
	£74,512	£82,013	£51,272	£73,767

In view of the dullness in trade generally, the volume of new business written up during the year is satisfactory. In a number of cases contracts have been cancelled, and this has had an effect on our revenue.

The amount debited to this branch for rent for land and buildings, rights to display advertisements on railway premises, commission on cash collected by other branches, and interest on the capital employed in the business totals £15,506, and represents money earned by the Advertising Branch. The total financial benefit which accrued to the Department from the operations of this branch during the year was therefore £15,887.

The drop in the net profit must not be necessarily ascribed to the operations of only the year under review. The revenue actually collected during any year results from business written up over a period of years and the effect, from the point of view of net profit, of a substantial decrease in the *business written up* in any year will be reflected in the *revenue collected* in a subsequent year in as much as the business almost invariably takes the form of contracts extending over a term of years. A better

indication of the business activity of the Branch during the year is to be obtained from the value of the business written up, which, as will be seen from the tabulation above, though not so great as last year, was in advance of the two previous years.

Towards the end of the year the organization of the Branch was overhauled and alterations effected designed to secure still better financial results from its operations.

DEPARTMENTAL DWELLINGS.

		1930. £	1929. £	Variation, Amount. £	Per Cent.
Revenue	..	109,649	105,897	+3,752	3·54
Expenditure	..	187,816	170,073	+17,743	10·43
Net loss	..	<u>£78,167</u>	<u>£64,176</u>	<u>+13,991</u>	<u>21·80</u>

The increase in revenue is due mainly to rentals received from houses taken over from Architectural Branch and Public Works Department.

The average rental per dwelling per annum for the last three years, is—1930, £30 6s. 6d. ; 1929, £31 10s. ; 1928, £29 6s.

The following is an analysis of the dwellings expenditure :—

	1930.		1929.		Total Variation.	Variation per Dwelling.
	Total.	Per Dwelling.	Total.	Per Dwelling.		
	£	£ s. d.	£	£ s. d.	£	£ s. d.
Maintenance	62,376	17 5 1	54,670	16 4 11	7,705	+1 0 2
Depreciation	36,434	10 1 6	33,612	9 19 10	2,822	+0 1 8
Interest	84,224	23 5 10	77,380	22 19 11	6,844	+0 5 11
Insurance	4,782	1 6 5	4,411	1 6 2	372	+0 0 3
Totals	187,816	51 18 10	170,073	50 10 10	17,743	+1 8 0

The increase in maintenance is due to the reconditioning of houses damaged by the earthquake in the West Coast and Nelson districts and to increased maintenance work in other districts. The increase of £10,038 for depreciation, interest, and insurance is due to the new buildings taken over during the year.

REFRESHMENT BRANCH.

		1930. £	1929. £	Variation, Amount. £	Per Cent.
Revenue	..	131,342	123,059	+8,283	6·73
Expenditure	..	124,361	116,090	+8,271	7·12
Net profit	..	<u>£6,981</u>	<u>£6,969</u>	<u>+£12</u>	<u>0·17</u>

An analysis of the revenue discloses the following variations :—

		1930. £	1929. £	Variation. £
Dining-rooms	..	25,198	26,005	—807
Counter-rooms	..	103,319	94,063	+9,256
Miscellaneous	..	2,825	2,991	—166
		<u>£131,342</u>	<u>£123,059</u>	<u>+8,283</u>

The small refreshment-room at Paeroa taken over during the year proved inadequate to provide the necessary facilities for the travelling public, and in order to enable the Department to afford a suitable service an up-to-date room was erected and opened for business in October, 1929.

The facilities for obtaining meals at the workshops in the main centres to which reference was made in my last report were extended during the past year, and dining-rooms were opened at the Hutt Valley and Otahuhu Workshops.

The number of trains on which train attendants were first placed in 1928 has been increased during the year, and all the principal express services were provided with train attendants.

The work of the train attendants comprises maintaining the carriages in a satisfactory state of cleanliness during the journey, and in rendering to passengers a measure of service not previously possible. The frequent expressions of appreciation received regarding the service rendered by these attendants is sufficient indication that the efforts of the Department in this connection have met with the approval of the travelling public.

The number of cushions hired to passengers during the year totalled 111,207, as compared with 99,939 in the previous year.

ROAD MOTOR SERVICES.

The year's working resulted in a loss of £11,416, being an increase of £2,088 as compared with the previous year. Details of the loss and fluctuations in revenue and expenditure are set out hereunder :—

			1930.	1929.	Increase.
			£	£	£
Revenue	..	..	105,702	102,385	3,317
Expenditure	..	..	117,118	111,713	5,405
Loss	..	..	<u>£11,416</u>	<u>£9,328</u>	<u>£2,088</u>

Section—			Revenue.	Expenditure.	Loss.
			£	£	£
Napier-Hastings	..	..	7,239 <i>Dec.</i>	65 <i>Inc.</i>	7,304 <i>Inc.</i>
Hutt-Wellington	..	..	10,355 <i>Inc.</i>	3,958 <i>Inc.</i>	6,397 <i>Dec.</i>
Christchurch-Midland	..	..	227 <i>Inc.</i>	1,674 <i>Inc.</i>	1,447 <i>Inc.</i>
Oamaru-Tokarahi	..	..	26 <i>Dec.</i>	292 <i>Dec.</i>	266 <i>Dec.</i>
			<u>£3,317 <i>Inc.</i></u>	<u>£5,405 <i>Inc.</i></u>	<u>£2,088 <i>Inc.</i></u>

As I pointed out last year, there have to be credited to our bus operations substantial economies which their operations have made possible in our train services.

It will be seen that the increase in the loss is principally accounted for by the position as regards the Napier-Hastings service, which is dealt with more fully hereunder.

NAPIER-HASTINGS SERVICE.

			1930.	1929.	Variation.
			£	£	£
Revenue	..	..	13,378	20,617	-7,239
Expenditure	..	..	21,304	21,239	+65
Loss	..	..	<u>£7,926</u>	<u>£622</u>	<u>£7,304</u>

Against the above loss has to be set an estimated saving of £2,500 in train services, which has been made possible by the running of the buses.

The increased loss of £7,304 on this service is due to a continuance of the pirate taxi services which are competing with our service on this run. There is no doubt that the fact that these services can be run shows a serious weakness in the legal provisions regarding this type of traffic.

This Department holds a license for the running of buses between Napier and Hastings, and, if the license is to mean anything at all, it should mean protection against any other similar form of transport which has not been licensed in the same way. The system of licensing was designed to prevent exactly the position that has arisen on the Napier-Hastings Road—namely, that, by uneconomical competition, the services should be reduced to such a state of financial weakness as to prevent their carrying on a satisfactory service under economic conditions. I would urge that in any future legislation that might be promoted dealing with the transport question definite steps should be taken to control such a situation in the direction of making the license what it really purports to be.

I would repeat that were it not for the circumstance of this irregular competition our bus services this year would be showing in their total result a very satisfactory improvement on last year's results.

During the year two new buses were added to the fleet to replace two old buses which were no longer economical to run. Since the year closed we have added two further new buses and are now in a position to meet all the requirements of the traffic with a satisfactory standard of service.

HUTT VALLEY SERVICE.

			1930.	1929.	Variation.
			£	£	£
Revenue	..	..	85,792	75,437	+10,355
Expenditure	..	..	86,607	82,649	+3,958
Loss	..	..	<u>£815</u>	<u>£7,212</u>	<u>-£6,397</u>

It will be seen that a loss of £7,212 last year has been reduced to £815 this year. This has been mainly due to an increase in revenue obtained principally through an extension of the services, and there has also been an improvement to the fleet, thereby reducing maintenance charges. There was an increase of £929 in third-party insurance and an increase of £321 in license fees. Having regard to the fact that as in the previous year we wrote the sum of £3,300 off the goodwill that was paid when the buses were taken over from the previous owners, the position must be regarded as satisfactory. The fact that we have been able to so much improve the position gives me confidence to say that during the coming year we should show a profit on account of the working of this service notwithstanding the quota which we still have to write off goodwill. During the year 2,848,306 passengers were carried, an increase of 511,655, or 21·90 per cent., as compared with the previous year. The revenue per bus-mile increased from 15·39d. to 15·66d.

CHRISTCHURCH-MIDLAND SERVICE.

				1930. £	1929. £	Variation. £
Revenue	..	..	..	4,271	4,044	+ 227
Expenditure	..	..	..	6,831	5,157	+1,674
Loss	..	..	..	<u>£2,560</u>	<u>£1,113</u>	<u>+£1,447</u>

During the year we scrapped two buses in this fleet which were beyond the period of useful service, and we added three new buses to the fleet, making a total number of four buses.

The increase in the loss on this service is due to the heavy fixed charges—namely, depreciation, interest, and insurance, but more particularly to maintenance. Maintenance costs increased by £1,100 due to the fact that heavy overhaul of the buses had to be undertaken during the year under review.

Against the loss on account of this service has to be set economies in train operation which it is not possible to estimate with a great deal of accuracy. Principally, as I indicated last year, this service was instituted for the purpose of protecting our business in the area affected. Private interests had commenced running buses and the process of attrition of our business had already commenced. This service was taken over by the Department in order that the whole of the transport services of the district, by road as well as by rail, might be brought under the one control. By running the road service we were enabled to cease working passenger traffic by rail on the Whitecliffs Branch.

OAMARU-TOKARAHU SERVICE.

				1930. £	1929. £	Variation. £
Revenue	..	..	..	2,261	2,287	— 26
Expenditure	..	..	..	2,375	2,667	— 292
Loss	..	..	..	<u>£114</u>	<u>£380</u>	<u>—£266</u>

The improvement in the result of the working on this service—i.e., decreased loss of £266, is entirely due to less depreciation charges on account of one bus (No. 14) being completely written off. Costs per bus-mile decreased from 17·72d. to 15·47d. and revenue from 15·19d. to 14·73d. The decrease in the revenue was due to a falling-off in parcels traffic.

To the credit of this service has to be placed an estimated saving on account of train services amounting to £800 per annum.

The running of this bus service enabled the Department to entirely abandon passenger traffic on the Tokarahi-Ngapara Branch, and under recent proposals further economies are in view in the direction of closing the Tokarahi Branch altogether.

By way of further general comment on the bus services I would say that we have undertaken a good deal of reorganization work during the year in an endeavour to profit by our experience, and to build up an organization which will enable the services to be maintained at the highest standard of efficiency compatible with due economy.

I think we may fairly claim that the results show substantial advance in this direction. The unfortunate position on the Hastings-Napier route distorts the view of the position. The heavy overhaul on the Midland fleet coming due in this year also has a somewhat similar effect.

I may mention that we are depreciating our bus fleets at a very generous rate, and it will be seen also that we are aiming to dispose of the very heavy burden of the goodwill payment that was made on account of the purchase of the Hutt services as rapidly as possible.

The study which the officers of the Bus Branch are giving to this new side of our business and the experience that we are building up in the actual operations will, I believe, make for an improvement in the administration of the Bus Branch, and will make that branch an increasingly valuable one to us.

LAKE WAKATIPU STEAMERS.

				1930. £	1929. £	Variation. Amount. £	Per Cent.
Revenue	..	..	..	11,447	10,940	+507	4·63
Expenditure	..	..	..	18,374	17,425	+949	5·25
Net loss	..	..	..	<u>£6,927</u>	<u>£6,485</u>	<u>+£442</u>	<u>6·82</u>

The variations in revenue for the year ended 31st March, 1930, as compared with the previous year, under their respective headings, are as follows:—

Passengers	..	..	..	..	..	201	Decrease.
Parcels, &c.	..	..	..	..	..	58	„
Goods	..	..	..	..	..	782	Increase.
Miscellaneous	..	..	..	..	..	16	Decrease.
						<u>£507</u>	<u>Increase.</u>

The decline in passenger revenue is attributable to there being practically no Easter booking in this year's figures.

An analysis of the expenditure discloses the following variations:—

	£	
Wages and expenses, steamer	278	Increase.
Fuel	134	Decrease.
Stores	213	"
Repairs, steamers	327	"
Repairs, wharves and buildings	1,345	Increase.
	<u>£949</u>	Increase.

This service continues to show a loss, there having been an increase in the loss as compared with last year of £442, due to an increase in expenditure on repairs, wharves, &c. (other than steamer repairs), of slightly over £1,300. The expenditure under this heading was quite exceptional, as will be realized when it is noted that the expenditure for the year was £1,495, as compared with £149 for the previous year.

As I indicated in my last report, the position in regard to the Lake Wakatipu steamer service was gone into during the year, and consideration was given to the question of the replacement of the vessels "Mountaineer" and "Ben Lomond," which have reached the end of their useful life. Proposals regarding the tariff were also formulated and discussed with representatives of local bodies in this district. Considerable complication of the situation developed, however, as the result of agitation in the district for the completion of the road between Kingston and Queenstown, and it was not possible to reach finality regarding this service before the end of the financial year. The matter is therefore still under consideration.

STORES BRANCH.

The amount expended in connection with the purchase of stores and material during the year was £2,570,357 13s. 2d., and the expenditure was divided as follows:—

	£	s.	d.
To merchants, manufacturers, and others in New Zealand	842,692	16	5
Through High Commissioner, London	429,633	17	11
Material manufactured in railway workshops	328,701	19	3
Coal and coke	831,479	16	6
Stationery	43,502	1	7
For manufactured and used material recovered from other railway branches	94,347	1	6
	<u>£2,570,357</u>	<u>13</u>	<u>2</u>

There was a net increase in this year's expenditure over that of the previous year of £82,992 9s. 3d., and the following variations are shown when compared with the figures for the year ended 31st March, 1929:—

	Increase.			Decrease.		
	£	s.	d.	£	s.	d.
To merchants, manufacturers, and others in New Zealand	85,960	5	9			
Through High Commissioner, London				173,107	15	5
Material manufactured in railway workshops	38,325	5	1			
Coal and coke	117,890	11	7			
Stationery	10,268	19	11			
For manufactured and used material recovered from other railway branches	3,655	2	4			
	<u>£256,100</u>	<u>4</u>	<u>8</u>	<u>£173,107</u>	<u>15</u>	<u>5</u>

The decrease in the High Commissioner's payments is due to the fact that the figures for the previous year included payments for machinery and material for the new workshops. The increased payment to merchants, manufacturers, and others in New Zealand is due to the fact that supplies have been procured through New Zealand merchants and agents to a greater extent than in previous years.

Of the total expenditure for the year 1930, amounting to £2,570,357, the purchases made within the Empire totalled £2,525,514, or 98·2 per cent., while products from the United States of America, chiefly oils, amounted to £44,843, or 1·8 per cent.

COAL-SUPPLIES.

The average consumption of coal per week during the year ended 31st March, 1930, was 9,159 tons, which was an increase of 919 tons per week over that of the previous year. A comparison of the purchases of New Zealand and imported fuel for five years ended 31st March, 1930, is as follows:—

Year.	New Zealand.	Per Cent.	Imported.	Per Cent.	Total.
	Tons.	of Total.	Tons.	of Total.	Tons.
1924-25	94,351	23·16	313,107	76·84	407,458
1925-26	85,393	23·49	278,076	76·51	363,469
1926-27	187,793	49·30	193,163	50·70	380,956
1927-28	288,646	65·50	152,025	34·50	440,671
1928-29	356,724	84·25	66,675	15·75	423,399
1929-30	355,214	74·59	121,037	25·41	476,251

The total consumption by the Department for the year was 473,192 tons, involving an expenditure of £829,866, or an average of £1 15s. 1d. per ton.

The increase in the tonnage of coal imported from Australia is due to the dislocation of supplies from the West Coast coalfields owing to the earthquakes in June, 1929, and also to the delay to steamers at Greymouth and Westport owing to the bar at these ports being unworkable. Another contributing factor to the increased purchase of Australian coal was the flooding of the Hikurangi Mine, which stopped supplies from this source for practically the whole year.

It is satisfactory to note that, despite the temporary dislocation of supplies of New Zealand coal from the causes I have enumerated, the purchases of New Zealand coal were almost as high as in the previous year.

During the past year trials were made with various New Zealand coals with a view to their suitability for our purposes, and, in addition, tests have been continued with an improved grate and a combustion appliance with a view to enabling the Department to extend the use of the locally produced fuel.

Reference has been made in previous reports to the necessity for maintaining an adequate reserve stock of coal as a standby in the event of dislocation of supplies owing to shipping being unable to work Westport or Greymouth or to temporary stoppages through earthquakes, and as New Zealand coals are unsuitable for storage purposes it will be necessary in the near future to replenish our reserves with imported coal suitable for storage purposes. Our purchases in this direction will be kept to the minimum commensurate with the quantity required to build up an adequate reserve.

I need hardly stress the fact that even a temporary stoppage of the railway service owing to a shortage in fuel-supplies would vitally affect the industries and commerce of the Dominion, and it is therefore in the real interests of the country that reserve supplies should be maintained.

The work of reorganizing the main stores throughout the Dominion is proceeding steadily, and it will be some time yet before the whole system will be complete in each centre throughout the Dominion.

Buildings are now being provided at the four main centres and until such time as these are completed it is not possible to finalize certain matters affecting the organization of the Stores Branch.

During the year a number of requisitions were made on us by gas-producing concerns, who had fallen into serious difficulty owing to the stoppage of supplies of coal from Newcastle, for permission to draw from our reserve stocks of Newcastle coal. Owing to the uncertainty of the whole fuel position we were naturally very loathe to deplete our reserves. We, however, agreed to release quantities in the most pressing cases, and we have been assured that our action in doing so prevented much serious public inconvenience.

SICK-BENEFIT FUND.

The Government Railway Employees' Sick-benefit Society was instituted during the previous year, and the result of the operations for the first complete year's operations is a loss of £643 18s. 11d.

The revenue totalled £29,598 1s. 9d., and the sick-benefit payments to £30,242 0s. 8d. The influenza epidemic during the winter of 1929 threw a heavy strain on the fund in the first few months of the financial year. The total membership on 31st March, 1930, was 13,290, and the average membership 13,115.

SUGGESTIONS AND INVENTIONS.

The Suggestions and Inventions Committee dealt with 1,414 suggestions during the year, as compared with 1,491 during the previous year; of these, 132 suggestions were recommended for adoption either wholly or partially; 406 were referred to heads of branches for their consideration, or were already in operation or related to matters of policy; 746 were not recommended for adoption; and 130 are under trial or investigation, and have been carried forward for further consideration.

In each case in which a suggestion has been wholly or partly adopted due acknowledgment — by monetary award or otherwise, as the circumstances appeared to justify — has been made to the person responsible for the suggestion.

A number of suggestions received from the Australian railways were dealt with by the committee, and several suggestions adopted in New Zealand were forwarded to Australia for consideration.

While a number of the suggestions received during the year were not new and had previously been dealt with by the committee, a number of others showed originality on the part of those making them. The majority of the suggestions related to matters in connection with more efficient and economical operation, and an improvement in the Department's relations with the general public.

CORRESPONDENCE COURSE AND TRAINING SCHOOL.

A total of 613 members of the service received tuition in the various phases of railway-work for the year ended 31st March, 1930.

To date 1,247 members have passed the departmental examinations, and 548 secured partial passes. The results show that the staff are taking advantage of the facilities offered for study. The correspondence courses also enable members to gain a good deal of knowledge on other subjects than those in which they may be immediately engaged in connection with their work, and this must of necessity open up greater possibilities as regards the future for those members.

During the year 155 cadets went through the usual course of training in telegraphy, railway accounting, &c.

The Cadets' Hostel is still maintaining its useful purpose. It was self-supporting during the year, the charges being sufficient to cover working-expenses and interest on the invested capital.

The sports side was carried on successfully during the year, and the hostel is now represented by a fourth-grade team in the Rugby competition.

Apart from the advantages obtained in regard to the training of cadets in the school, the social atmosphere engendered between the members of the hostel must have a good effect, and parents may feel assured that the living conditions and general surroundings of their boys are up to a desirable standard.

RAILWAY PUBLICITY BRANCH.

When the Publicity Branch of the Railways was established in October, 1927, the motor competitor, assisted by years of extensive and very expensive publicity, had a strong hold on the public. The branch was faced with a formidable task in helping the railways to regain some of the lost ground and in opening up new avenues of profit. A campaign was carefully planned, and preparations were quickly made for effective operations. While, of course, it is not possible in our business any more than in any other business to measure the advantages accruing from publicity work in terms of definite money values the results have, I believe, justified this enterprise.

A very important function of the Publicity Branch is in the expert planning and preparation of many kinds of advertising required by the Head Office and District Offices, in such a manner as to assure substantial savings.

Other railways in older and more developed countries than New Zealand find it increasingly necessary to develop the railway-travel sense amongst potential patrons and also to make known the details and advantages of their passenger and goods services by making full use of publicity in its many forms. This was the inevitable result of the growth of competition and the activity and enterprise of railways the world over in publicity work is a striking feature of their efforts to retain and attract business.

The amount being spent on railway publicity in almost all countries is increasing, advertising in its many forms being recognized as an essential function now that competitive forms of transport have become more active.

For land transport (particularly over the longer distances) the railways can offer the public a service that is efficient, cheap, safe, and comfortable, but it is necessary to bring under the notice of prospective travellers not only the advantages of railway transport, but also particulars of those places famous as health and holiday resorts, or for their scenic beauty, and generally to make known places of public interest served by our railways. The broadcasting of news regarding excursions, special trips, holiday fares, and the many other inducements to travel has become a definite necessity.

The experience of business enterprise has been that expenditure on publicity is profitable, provided it is properly organized after a careful survey of the field, and concentration is made upon definite objects. The effort must be continuous in order that the best results might be achieved.

The expenditure of the Publicity Branch for the year amounted to 0.264 per cent. of the gross earnings. When due consideration is given to the fact that the adoption of modern publicity methods for the railways is comparatively recent, this ratio—little more than $\frac{1}{4}$ per cent.—must be regarded as low. Indeed, it is only half the ratio of the Canadian National Railways (0.5 per cent.), and is also considerably lower than the ratios of many other railways throughout the world. In many commercial businesses the average expenditure is 4 per cent., and in retail business from $1\frac{1}{2}$ per cent. to 3 per cent. of the earnings.

From the above it will be seen that the New Zealand Railways have been quite modest in their publicity appropriation.

The press of the Dominion has materially assisted in creating a very favourable public "good will" towards the railways. The newspapers have been most liberal in affording space for the various news items in connection with railway activities, and we have reason to believe that this added publicity has been largely instrumental in obtaining additional revenue.

With the co-operation of a large number of newspapers throughout the Dominion a "Travellers' Information" paragraph, giving the arrivals and departures of the principal trains and other information has been featured.

In addition to newspaper advertising much attention has been given to providing suitable booklets with attractive cover-designs, setting forth the attractions of scenic, holiday, and health resorts. The quality of the publications issued by the branch is now so well recognized that in several cases local bodies and private persons interested in the promotion of tourist traffic have helped to bear the cost of "Travel by Rail" booklets.

It is interesting to note that the "South African Railways and Harbours Magazine," commenting on the souvenir booklet issued by the Publicity Branch of the New Zealand Railways in connection with the tour of New Zealand by British farmers, writes as follows: "Had the brochure been published as a piece of propaganda literature it would have been in the first class of such publications. As an informative booklet for the touring party it is excellent. The illustrations are first class and the text is educative. The opening phrase of the foreword breathes friendliness: 'In a manner worthy of the importance of their mission representative farmers of Great Britain, Canada, and South Africa are being warmly welcomed to New Zealand.' Tours of this nature serve good publicity purposes as well as being educative." Folders have also been provided, and arrangements have been made for their distribution to the best advantage.

Amongst miscellaneous publicity media, window-displays have been continued, and from time to time novel and attractive windows have been arranged at town booking-offices. Business people have also assisted in displaying show-cards and other propaganda. Lecturettes on suitable railway subjects have been broadcast by wireless throughout the year, and these short talks, we find, have been popular with a large circle of listeners. Particular attention has been given to electric signs, and the one nearing completion on the Queen Street Booking-office at Auckland promises to be most effective.

Poster advertising has been largely exploited, and economies have been made by improving the design and lay-out. In some cases this has enabled similar posters to be used over the whole Dominion, with a direct saving in cost. The advantage of the screen as a medium for certain types of advertising has not been forgotten, and slides advertising special events and other features of the Railway business have been exhibited from time to time. The Railway's exhibit at the principal winter shows throughout the Dominion has been well received, and much effective work has been done in connection therewith. The contour maps of New Zealand for sale and leaflets made available for the public have been extensively requisitioned.

A Photographic Division has been added to the branch during the year. By this means many effective photographs, which are invaluable for use in the preparation of publications, have been secured, and suitable photographs of railway subjects are made available for publication in newspapers, &c., both in the Dominion and overseas. Supplies of scenic views are also available for exhibition in hotels, &c., in pursuance of the Department's general publicity policy. This Division has been established at little expense by incorporating the blue-printing and photostatic units of the Maintenance and Locomotive Branches. During the year under review 31,313 blue prints and 2,472 photostats were completed by this division. Special work of this nature was also done for the Forestry Department, Valuation Department, and Marine Department.

THE NEW ZEALAND RAILWAYS MAGAZINE.

I regard the Department's official monthly *Magazine* as an enterprise of the very greatest importance. Its establishment is right in line with modern business development. Every business concern in any way approximate to our railways in the size of its business and the extent of its ramifications has its "house organ," while among railways the principle of a magazine has met with practically universal adoption. It is one of the few means by which the railway authority may become articulate to its staff and public, and it is certainly the most attractive and effective means of so doing. After over four years of publication, I can say definitely that this journal performs a great and many-sided service for the Department—a service which is being energetically maintained. As an educational journal dealing authentically and in detail with the current problems of railway economics on the one hand, and with the varied national interests of New Zealand on the other, its high standard and general appeal is freely and generously acknowledged alike by the members of the Railway service and by the press and public of the Dominion and overseas. As a medium for the establishment of contact between the management and the staff, and between the Department and its clients, the *Magazine*, in promoting an atmosphere of mutual understanding and good will, is performing a service the importance of which, directly and indirectly, it would be difficult to overstate. Both as a constructive factor in railway-management and as a medium for profitable Dominion publicity, the *Magazine* has a well-established place amongst the important community services rendered by the railways to the people of New Zealand.

The present monthly circulation of the *Magazine* is approximately 25,000 copies. Of this total, about two-thirds is distributed free to members in the various branches of the service, the remaining copies being circulated amongst the principal newspapers, business-houses, hotels, boardinghouses, and public libraries in the Dominion. The overseas distribution of the *Magazine* is substantial, copies being sent to the High Commissioner's Office in London for distribution, and to selected addresses in Europe, Canada, the United States of America, South Africa, and Australia. Thus is being disseminated each month a carefully compiled and connected review of railway and other activities in New Zealand—a review which has a publicity value of national importance.

Much interest is evoked throughout the service in the *Magazine's* special articles on the day-by-day developments of railway transportation in New Zealand and in the countries of the Old World. These articles, in which the contributors (drawn largely from the ranks of our service) strive to present, in simple and straight-forward language, their assiduously garnered knowledge of the respective subjects, serves admirably towards the general enlightenment of the members of our Railway service.

The experiment was recently tried of placing the *Magazine* for sale on the various railway book-stalls throughout New Zealand. Though it may be premature to forecast the possible revenue returns to be derived in this way, the reception already accorded the *Magazine* by the rail-travelling public has been most encouraging. The experiment indicates the existence of a ready and growing market for the *Magazine* outside the service.

The revenue from advertisements shows a gratifying increase over the figures for last year. Approximately £1,000 was the net revenue received from advertisers for space in the *Magazine*, and indications point to a further expansion in this direction.

During the coming year I expect to effect substantial economy in connection with the production of the *Magazine*. I think the free circulation may be somewhat curtailed without material disadvantage. By strict attention also to possible economies in other directions and to the extension of revenue-producing advertising-matter I aim to reduce the cost of the *Magazine* to the Department to the lowest possible amount.

PUBLIC RELATIONS.

During the year I have pursued the policy I indicated in my last annual report of giving close attention to the public-relations side of our business. I have moved about the system as freely as circumstances permitted, with the desire of making the utmost possible personal contact with our customers, the public generally, and with the staff.

I have been very much gratified by the number of invitations that have been extended to me by various organizations, business men, and others, to address them. I have endeavoured to meet every invitation, but I regret that the necessities of business prevented my acceding to all of them. I am hopeful, however, of addressing during the coming year the bodies whom I have not yet been able to meet.

I have received most valuable assistance on the occasions on which I have been privileged to address these gatherings, and I have had many helpful suggestions and much constructive criticism. This latter I have particularly welcomed, as I feel that criticism that is constructive in its nature—especially when it is ultimately found to be well founded—is not only helpful, but very pleasing. It has been my constant endeavour to treat every piece of such criticism with the respect that was due to it, and the opportunities that have often thus developed for free and frank discussion with those who are directing their thoughts towards the railway problem have brought a large understanding of the public point of view to me and, I sincerely trust, some understanding of the railway position to those with whom I have held discussions.

As regards the staff, I myself have received much benefit from contact and discussion with them, and I think that here also the opportunities for exchange of ideas that have arisen as I have moved about the system have led to understanding and mutual confidence. I have been much gratified by the appreciative references that have been made from time to time to the work we have been able to do in this connection, and it is indeed pleasing to see the members of the staff who are located at our stations taking a more and more active interest in the business side of our operations. I have felt that there is much latent strength in our organization, which, if it could be brought out, would be particularly effective as regards our position in the community, more particularly from a competitive point of view.

I have previously mentioned on more than one occasion that the capacity of the Commercial Branch to make contact with customers and potential customers is definitely limited, and that I feel we must look more and more to our stations staff to constitute a fighting organization in the competitive field.

The great development that we have had during the year, of what, for want of a better term, I may call the "business sense," leads me to the conclusion that the point at which I have been aiming is not far distant when a substantial rearrangement in our business-getting organization may be made with advantage, both from the point of view of efficiency and economy. I have in mind arrangements which will leave to our stations staff more than has been done in the past, the responsibility of attending to the commercial side of our activities in the districts served by the respective stations, and I feel confident that as our Stationmasters and others progressively develop their sense of responsibility in this regard we will build up an organization that will be imbued not only with principles of efficient railway operation, but also with a keen commercial sense that will make not only for the adequate protection of the Department's interests in the competitive field, but also for a still higher will to serve, upon which alone a successful business can be built.

COMMERCIAL BRANCH.

In addition to the activities of the Commercial Branch during the past year in combating competition and securing new business, the members of the Branch have been called upon to deal with various matters of importance both to the public and the Department. By personal interviews they have been able to remove misunderstandings, thus helping to establish good will and to maintain a close contact with our numerous clients.

The following is a résumé of the principal business transacted during the year :—

PASSENGER DIVISION.

In order to provide additional facilities for travel, additional central booking-offices were opened at Auckland in Symonds Street and Karangahape Road ; at Rotorua in Tutanekei Street ; at Napier in Tennyson Street ; and at Wellington in Courtenay Place.

The establishment of booking agencies has also been extended during the year, and we now have thirty-four of these operating throughout the Dominion. The returns to hand from these agencies indicate that the undertaking is meeting with public favour and is proving of definite convenience to intending passengers. The opening of booking agencies in various localities has done much to counteract competitive activities, and it is intended to further extend the system as the situation demands.

Farmers' tours were again conducted during last winter. These included inter-island tours as under : From Taranaki to the South Island, 170 passengers ; from Canterbury to the North Island, 300 ; from Otago to the North Island, 320 ; from Southland to the North Island, 260.

All arrangements, including transport, accommodation, and entertainment, were carried out by the Department in conjunction with the various local farmers' organizations, and were favourably commented on by those participating in the tours. These tours have not only proved profitable to the Department, but have also been of great benefit to those forming the parties by affording them opportunities of seeing various phases of the Dominion's industrial activities and of obtaining an interchange of ideas that must be of benefit not only to the individuals immediately concerned, but also ultimately to the Dominion as a whole. Negotiations are in train for promoting inter-Island excursions during the coming winter, and arrangements are in hand for a tour of the South Island by farmers from the Hawke's Bay and Wairarapa districts.

In addition to the tours mentioned above, the Department undertook the arrangements in connection with the tours of parties from overseas as under : Tasmanian farmers' party, 29 passengers ; British Empire Farmers, 84 ; English cricket team, 18 ; wool-buyers, 50.

In January, 1930, approximately five hundred Girl Guides from all parts of the Dominion travelled to Trentham. All the transport arrangements in connection therewith were carried out by the Department.

A commerce train, arranged under the auspices of the Auckland Chamber of Commerce, traversed the North Auckland districts from the 15th to 24th November, 1929. A wide expanse of country was covered, the tour proving most instructive and enjoyable.

Transport arrangements in connection with the tour of the British football team throughout the Dominion are being carried out by the Department, and comprehensive arrangements are also being made in regard to travel facilities for the general public to the various centres for which matches are scheduled.

Week-end and Sunday excursions were run during the year to meet the public demand in this connection, and, as the fares were fixed at a very reasonable figure, these excursions afforded a very great measure of service to a large section of the community whose opportunity for travel might otherwise be very limited.

During the year regular Sunday train services were introduced on the following routes :—

Auckland—Hamilton.	Hamilton—Auckland.
Wellington—Palmerston North.	Palmerston North—Wellington.
Wellington—Masterton.	Masterton—Wellington.
Christchurch—Timaru.	Timaru—Christchurch.

The Dunedin—Palmerston service was also extended to Oamaru.

During the coming winter the usual week-end excursions to winter resorts are being provided, at an overall cost which includes rail, motor, and accommodation.

GOODS DIVISION.

As we were threatened with the loss of traffic in dairy-produce from various stations on the Waikato, Thames Valley, and Rotorua lines, it was necessary to adjust our rates in these areas. The result has been that we have held the traffic, and regained approximately 5,000 tons.

In all cases contracts of from two to five years' duration have been made with the companies operating in these areas.

In regard to wool traffic there has been a considerable decrease compared with the 1928–29 season, the comparative figures being—

All Districts :—	1929–30.	1928–29.	Decrease.
Number of bales	511,908	619,730	107,822
Revenue	£111,335	£131,814	£20,479

The decrease is due to the serious drop in prices causing a large amount of wool to be held back pending an improvement in wool values. An energetic canvass with supporting publicity activities was carried out in all districts during the season, and similar steps are being taken in connection with the 1930–31 clip.

Owing to the serious inroads our competitors were making in the transport of the higher-rated commodities, it was decided to introduce a system of uniform rating in those localities where it was found that traders were using rail transport for the low-freight goods, and road transport for the higher-rated traffic.

This is a matter of considerable importance, and I wish therefore to take this opportunity of fully stating our position in regard thereto.

It is becoming increasingly evident that certain persons and companies are prepared to exploit the railway tariff in their own interests in the direction of sending all their low-rated goods by rail while sending their higher-rated goods by competitive services. In as much as it is the high-rated goods that enables us to maintain the low rates on the low-rated goods, any defection of the high-rated traffic lessens our capacity to maintain the low rates. We have already arrived at the stage where it is necessary that we should increase the low rates in order to make up for our loss on account of the higher-rated traffic and so to restore, in some measure at least, the financial *status quo* so far as revenue is concerned. Any general increase in the low rates founded on the fact that we are losing revenue through the higher class of traffic being taken away from us must involve a certain amount of inequity to the extent that those persons who remain loyal to the railway, giving us their high-rated traffic as well as their low-rated traffic, are involved in the increase on the low-rated traffic. We have therefore endeavoured, as far as possible, to devise means whereby we might protect these people, and prevent the exploitation of our tariff by those who wish to take away their high-rated goods and leave their low-rated goods with us. We had a rather outstanding case of a company which trades in general merchandise and farmers' supplies of all kinds, including fertilizers. This company entered into an arrangement with a road-carrying organization that is in very strong competition with us under which, in consideration of the carrying company agreeing to purchase goods for the purpose of the road-carrying business from the merchandising company referred to the latter company agreed to give the carrying company its high-rated traffic. The merchandising company, however, left their low-rated traffic with us. We could not possibly see that such a position was in any way equitable. We did our best to persuade the company to see the unfairness of the position, but we were unsuccessful. The company took the stand that we had to meet competition. We felt that we could not allow the matter to rest at that point, and we were prepared to adopt the company's competitive standard, but we insisted that that competitive standard should operate throughout the whole field of the company's traffic, and not only over that portion which it suited them to send by our competitor. We therefore made a regulation which provided that all goods between the stations affected should be charged at the competitive rate. This, of course, covered the low-rated goods as well as the high-rated goods. So that those persons who gave us the whole of their business should not be penalized, we also made a regulation that in the case of those persons who gave us the whole of their business, the classified or local rates (which ever were the cheaper) should apply rather than the uniform rate. The company in question has resorted to various subterfuges of, in my opinion, very doubtful ethical standard in order to circumvent our purpose. On the other hand, we have had other companies who have been affected by the regulation I have mentioned and who have apparently seen the fairness of our action and have placed the whole of their traffic with us.

The company I have referred to above endeavoured to create a certain amount of agitation among the business community at the inception of our action, but they were quite unsuccessful in their effort to place us in a wrong light with the business community.

Action on somewhat similar lines to the foregoing has already been adopted in some of the Australian States, and, I have reason to believe, with quite satisfactory results.

I think it is very necessary that the unfairness of the form of exploitation of the railway tariff that is described above should be brought out clearly, and that action to circumvent subterfuges that may be resorted to to enable such exploitation to be carried on is essential.

The question of further steps to be taken to effectively deal with the situation is now under consideration.

These uniform rates have been adopted in the following areas:—

Auckland and Newmarket to stations Otahuhu—Te Awamutu—Cambridge inclusive.

Christchurch to Kaikoura; Hawarden; East Oxford; Leeston; Rakaia and Ashburton.

Timaru to Albury or Cricklewood; and to Winscombe, Fairlie, or Eversley.

The uniform rates introduced represent a considerable reduction in our existing rates for goods of Classes A, B, and C and, with a few exceptions, traders who were using road transport for their higher-rated traffic in the areas above mentioned are now using rail transport for all goods. Investigations are being carried out in other areas where competition in similar circumstances is acute, with a view to a further extension of this system of rating.

In no cases are the "uniform rates" applied to low-rated traffic until the person or head of the firm concerned has been personally interviewed by the Commercial Manager or other suitable officer, and the conditions explained.

Collection and Delivery.—Under present-day conditions it must be recognized that the question of collection and delivery is of paramount importance. The Department has a parcels-delivery system in operation in the various centres, and, to supplement this, we recently introduced a modified form of collection in Wellington. In regard to goods traffic, a delivery system is now in operation in Frankton, Hamilton, and Cambridge, and a modified system in other centres. We also have working-arrangements with carriers in quite a number of districts. We will endeavour to extend our scheme of collection and delivery for goods traffic during the coming year. I will not consider our activities in this connection complete until we are in a position to quote door to door rates for any transport work that is of a nature that we might handle.

General.—During the year representatives of the Commercial Branch have attended many meetings of Chambers of Commerce and other public bodies in the various districts. First-hand information regarding railway matters is given, and every opportunity is taken to bring before the public by personal representation the many facilities for transport which the Department is in a position to provide.

LEVEL CROSSINGS.

The work of protecting level crossings as funds have permitted has been carried on during the year. Warning-devices were installed at eleven crossings, making the total number of crossings protected 109.

A phase of the level-crossing problem that has engaged our attention during the year has been the question of the signals that are given by crossing-keepers at level crossings. With the growth of the use of coloured light signals as applying to road traffic, confusion has developed as regards the meaning of the signal which it has been customary for crossing-keepers to show to road traffic to indicate the approach of the train. It is now generally recognized that green is an "all clear" signal and red a "danger" signal to road traffic as it is to rail traffic.

Owing to the difficulty that has arisen in this connection, we explored the possibility of devising some means whereby crossing-keepers would give a readily discernible and unequivocal signal to road traffic. Eventually a portable "stop" notice constructed of letters composed of small reflectors was designed and was submitted to and approved by a conference that had been called in connection with other matters by the Minister of Transport. Unfortunately, sufficient reflectors were not in the Dominion to enable the signals to be at once constructed, but an order has been placed and it is expected that the necessary material will arrive shortly. The work of making the signals will be at once put in hand, and, as soon as completed, the necessary change in the method of signalling by crossing-keepers at level crossings will be brought into operation.

Another aspect of level-crossing protection to which we have given consideration during the year has been that of devising a means whereby continuous protection might be given at crossings at which crossing-keepers are located. Generally speaking, crossing-keepers are not on duty for the whole of the twenty-four hours in each day, and there is therefore a period at which the crossing is not protected. In America the difficulty has been overcome by the replacement of crossing-keepers with signals, generally of the flashing-light type, worked either automatically or by a signalman at convenient points. The flashing-light signals give quite an effective warning of the approach of a train, and especially where there is more than one track crossing the road they are more effective than a crossing-keeper can be. There is also the advantage of giving warning for the whole twenty-four hours of the day. A still further advantage is to be found in the fact that they are less expensive than crossing-keepers.

A review of the crossings at which crossing-keepers are located is now being made with a view to determining those at which it might be advisable to replace the crossing-keepers with signals as above mentioned.

During the year we have continued to receive a large number of suggestions having for their object the prevention of accidents at level crossings. Generally, the suggestions have taken the line of some type of automatic appliance which will give the road-user notice of the approach of a train. In recent times the provision of gates, automatic or otherwise, has been more frequently suggested. In this connection it is interesting to note the tendency in the United States, where the level-crossing problem is probably more acute than in most countries, and where it has been more intensively studied. It is generally agreed that crossing bells have lost considerably in effectiveness by the increasing use of closed cars. Crossing-gates are regarded as expensive, and not effective, while the crossing-keeper is not always successful in preventing accidents, especially where more than one track is concerned.

The Railway Superintendents' Committee of the American Railroad Association appointed to study the question recommended the adoption of double flashing-light signals.

More particularly as regards the use of gates or barriers the following information as to the practice in certain important cities and States in America may be of interest.

At Indianapolis the general tendency has been to replace gates and level-crossing keepers by flashing-light signals. Seventeen crossings have been equipped with flashing-light signs where crossing-keepers were previously employed, and six gates have been taken away and protection afforded by the light signals.

During 1928 one railway company installed eighty-eight Griswold signals in St. Paul and Minneapolis. This type of signal was decided upon after conference with the city authorities. In this case sixty-six gates were removed and protection afforded for the twenty-four hours of the day by means of the light signals, and it is stated that the number of accidents has been materially reduced as a result of the new installation.

The Griswold crossing signal consists of an octagonal yellow sign which is turned parallel to the street traffic when the crossing is clear and thrown at right angles when a train approaches. A flashing-light signal is erected at each side of the octagonal sign while a flood light illuminates the whole signal.

In East St. Louis the Louisville-Nashville Railway Company has replaced crossing-keepers and gates at six crossings by flashing-light signals.

In the State of Connecticut there is very strong opposition to the provision of gates, the opinion held there being that they fail in visibility at a distance of more than 200 ft. at night, even with the rays of a motor-car headlight.

Notwithstanding the provision of warning-devices, accidents continue to happen at level crossings, and the position in this regard in New Zealand is not peculiar to this country only. The position is similar in the United States of America, while the General Manager of the South African Railways in his report for the year ended 31st March, 1929, said that out of 219 level-crossing accidents during the year on the South African railways no fewer than 131 were at crossings protected by gates, booms, or chains, warning-bells, and/or flagmen.

There is no doubt that the great majority of road-users exercise sufficient care to obviate accidents at level crossings. On the other hand there is a small minority of persons driving road vehicles who by indifference or recklessness continue to endanger not only their own lives and property, but also the lives and property of Railway people and of those who use the railways. Absolute safety can be obtained only by the entire elimination of the crossings. This, as has been so often said, is an economic impossibility. All that can be done is to take such reasonable measures as are feasible in the circumstances.

We in New Zealand have proceeded with the elimination and protection of crossings in association with the Highways Board and in some cases the local authorities according as our finances have permitted. We endeavour to lay out the money available to secure the greatest possible advantage and in this connection it is to be remembered that the cost of eliminating one crossing is generally sufficient to provide warning-appliances at quite a number of crossings. Elimination can therefore be justified only where the circumstances make the crossing particularly dangerous even for the reasonably careful road-user. The elimination of any other crossing is simply affording the small minority protection against their own folly at the expense of the greater measure of protection that could be afforded to road-users as a whole at a larger number of crossings.

Having regard to the economic limitations to the entire elimination of crossings, the ultimate appeal must be to the human factor and the improvement of this factor must lie along the lines—

- (1) Of a process of education of road-users to a proper sense of responsibility to themselves and others; and
- (2) The prevention of accidents by depriving people who show an indifference to their responsibility in connection with the use of level crossings of the capacity to create dangerous situations.

The general line of action in this latter regard will be by the withholding of licenses, while the education to a proper sense of responsibility will be very much stimulated by the more rigorous administration of the law regarding the use of level crossings and the imposition of such penalties on those found guilty of breaking the law as will have a definitely deterrent effect.

In the case of a person driving a car while in a state of intoxication heavy penalties are very rightly imposed, while, in the case of a breach of the law at level crossings the penalties are in no way comparable, and I am afraid that all too often there is a misplaced sympathy for the motor-driver whose vehicle is damaged in consequence of his own failure to rise to a proper standard of responsibility when using a level crossing.

ROLLING-STOCK.

I desire to draw pointed attention to the position in regard to our wagon stock. This part of our plant is increasing in average age, and we must definitely look for a higher proportion of rolling-stock-maintenance work and a more rapid rate of scrapping than has been the case in the past. Indeed, we recently had a survey made of the situation and found that quite a large proportion of our rolling-stock is approaching the end of its economic life.

With the growth that is taking place in our goods traffic it is absolutely essential that our building programme should not only keep pace with the scrapping programme, but also that we should have as much additional margin as will balance the increase in our goods ton-mileage.

In recent years we have been dropping back by reason of the fact that our stock of wagons has not nearly kept pace with the quantity of work required of them, until now we have arrived at a stage that is becoming serious.

Every year during the peak season we receive complaints of shortage of rolling-stock, and these will inevitably become not only greater in number, but, unfortunately, of increasing justification, unless prompt and effective action is taken to keep our rolling-stock up to a standard that will enable us to give a service that will be reasonably satisfactory to our customers.

Unfortunately, we were last year cut down by some half-million pounds in our requisition for finance for capital expenditure, and the reduction in expenditure had to be made principally in connection with rolling-stock construction. I very keenly regret that this year we have again been cut down by approximately half a million pounds from our requisition, with the result that we will again find ourselves restricted as regards rolling-stock construction.

We have the workshops which were expressly equipped to enable us to adequately meet requirements in the matter of rolling-stock construction; we have a crying need for the rolling-stock, but, unfortunately, the necessary finance has not been forthcoming.

I desire to urge as strongly as possible the pressing necessity of our situation in this regard.

SUPERANNUATION FUND.

The report of the Superannuation Fund Board for the year ended 31st March, 1930, shows the position to be as follows:—

Annual liability, £272,505.						£
Members' contributions	..	..	..	..	..	175,872
Interest	..	..	..	..	..	73,123
Deficit to be drawn from subsidy	..	..	..	..	..	23,510
						<u>£272,505</u>
At the same date the liabilities to contributors in respect of amounts						£
paid in was	..	..	..	..	..	1,631,997
The total accumulated fund was	..	..	..	..	..	<u>1,371,919</u>
leaving a deficit of						<u>£260,078</u>

The annual liability, £272,505, is in respect of 1,514 members, 502 widows, and 421 children, making the total of 2,437 persons actually on the fund on the 31st March, 1930.

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

						£
Mortgages	..	..	..	..	..	868,020
Local bodies' debentures	..	..	..	..	..	214,230
Government securities	..	..	..	..	..	221,700
In hand awaiting investment	..	..	..	..	..	4,611
						<u>£1,308,561</u>

The average rate of interest on securities held on the 31st March, 1930, was 5·780 per cent.

The average rate of interest earned on the mean funds was 5·770 per cent.

STAFF.

The total number of staff employed on the 31st March, 1930, including those engaged on works charged to capital, was 19,926, as compared with 19,086 the previous year, and the average number actually at work throughout the year was 19,410, as compared with 18,536 the previous year. Of the average number of staff at work during the year 13,908 were permanent employees while 5,502 were casuals. The average number of men engaged on works charged to capital was 1,382, as against 1,301 last year.

Sixty-one members of the Second Division were promoted to the First Division, 165 members resigned, 129 retired on superannuation, 57 died, 50 were dismissed, and 709 engaged.

The sum of £47,890 was paid under the Workers' Compensation Act during the year to members of the Second Division who suffered injury in the course of their employment.

During the year Mr. H. J. Wynne, A.M.I.C.E., retired from the service of the Department on superannuation. Mr. G. W. Wyles, A.M.I.E.E., M.I.R.S.E., Assistant Signal and Electrical Engineer, has been appointed to succeed Mr. Wynne.

I desire to place on record my regret at the termination of Mr. Wynne's service in the Department. He was an extremely able and conscientious officer, and his loss will be keenly felt.

The year has been a very busy one in connection with the staff work of the Department. I had intended to undertake a comprehensive review of the whole of the staff establishments of the Department during the year and had initiated steps to have the work put in hand. Owing, however, to the fact that a regrading of all First Division positions had also to be undertaken the review of the establishments had necessarily to be postponed. The regrading during this year was mandatory by statute, and accordingly had to take precedence over our review of the establishments. The work of the regrading was very heavy, and this, in addition to the ordinary work of the personnel administration, kept the staff section very fully occupied during the year. After the completion of the regrading and the appeals connected therewith, we took in hand our review of the establishments.

During the year we did a certain amount of work in this connection by dealing with such cases as arose during the year, and we were able to effect some economies in those cases. When our present review is complete we will have the establishments on a basis that will afford a full assurance that there is the desired measure of efficiency with due regard for economy so far as this result may be affected by the staff establishments. The rapid changes that are taking place in the incidence of our business give rise to consequential changes in the nature and quantity of the work to be undertaken by the staff, and present indications are that a fair measure of rearrangement of the work will be necessary to meet the changed conditions, and that a fair measure of saving may be found possible.

During the year there have been the customary conferences with the various staff societies, and a number of adjustments in the conditions of employment of the staff have been made. These, however, have been relatively minor in character. I am glad to say that our relationships with the societies have during the year been on quite a satisfactory basis.

CONCLUSION.

In concluding this report I do so with the confident submission that the railways have given another year of useful service to the community, and that so far as the matter has rested with the management the service has been given at the lowest cost that the circumstances permitted of. I do not pretend that the ideal balance of efficiency and economy has been attained. It never is or can be—it remains and will remain ideal. We have, however, striven towards it with, I believe, a reasonable measure of success.

In my report last year, as well as in many public addresses during the year, I have stressed the inapplicability of the Revenue and Expenditure Account as a test of managerial efficiency. It was never more necessary to keep this in mind than at present, and surely no better or clearer evidence of the truth of this proposition could be found than in this year's account in as much as it will be seen that by various strokes of the "policy" pen the account has been loaded to an extent of approximately half a million pounds (see statement on page vi of this report). If, in addition, consideration is given to the other factors affecting this account (as have been disclosed in this report) over which the management, as such, could have little or no control, it will be seen at once that to accept that account at its face value as having any real significance in relation to the management would be as misleading as it would be unjust. The account, of course, has a significance—a significance in relation to the system under which we work. Whether that system should be changed is not within the province of the management as such to decide. All I wish to submit is that during the year the best has been done so far as the management is concerned within the limits of the system.

Finally I may add that I had intended making some observations—as I did last year—of a general character on various aspects of the railway problem in New Zealand and on matters we had in mind for the coming year, but since the close of the year and before this report was written a Royal Commission has been constituted to go into the whole railway question. The matters that I had proposed to touch on might therefore be regarded as being, in a sense, *sub judice*. I have accordingly thought it proper to reserve my comment thereon in the meantime, and I have confined this report to a review of the particular events of the financial year covered therein.



General Manager.

REPORTS FROM HEADS OF BRANCHES.

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 relaying done during the year was as follows :—

Main line and branches, 53 lb., 55 lb., 56 lb., 65 lb., and 70 lb. relaid with 70 lb. material	Miles. 53½
Main line and branches 40 lb., 53 lb., 55 lb., and 56 lb. relaid with 55 lb. material	0¼
Main line and branches relaid with second-hand 53 lb., 55 lb., 56 lb., and 70 lb. material removed from main line	5½

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Sleepers.—The number of new sleepers placed in the track during the year was 209,072.

Ballasting.—192,832 cubic yards of ballast were placed on the track.

Slips, Floods, &c.—On the 15th June, 1929, heavy rain caused the flooding of the North Auckland line near Opahi, the water being 16 in. over the rails. No damage to track or train-delays resulted.

On the 15th July, 1929, the bank at north end of bridge No. 100 at 70 m. 48 ch., East Coast Main Trunk Railway, near Maniatutu, was washed out to level of gravel guards, and bank had to be supported to prevent further subsidence. There was no delay to traffic.

As the result of heavy rain on the 26th August, 1929, two large rocks of approximately 6 tons each came down from the hillside on to the line between Onoke and Kauri, North Auckland line, delaying traffic for four hours.

Both ends of No. 3 tunnel between Tahekeroa and Ahuroa, North Auckland line, were flooded on the 9th October, 1929, causing an interruption to traffic.

Traffic was delayed on the 9th November, 1929, owing to a slip near Mackaytown.

On the 15th February, 1930, exceptionally heavy rainfall caused floods and washout between Wellsford and Kaipara Flats, North Auckland line, involving a stoppage of traffic. Traffic was resumed on 16th February.

On the 29th June, 1929, a large slip occurred on the Main Trunk line at 272 m. 55 ch. between Utiku and Mangaweka, blocking the line for six hours.

On the 8th August, 1929, a slip of about 600 cubic yards also occurred at 274 m. 78 ch. between Utiku and Mangaweka, causing considerable delay to express trains.

Several other small slips occurred on the Main Trunk during the year.

The Foxton line between 3 m. 20 ch. and 5 m. 70 ch. was flooded on the 16th May, 1929, and all traffic was suspended for one day until water subsided.

A washout occurred on the 12th June, 1929, at 41½ m., main line near Te Horo. The bank carrying track was washed out for a distance of 20 ft. long by 8 ft. deep. Track was blocked for ten hours.

On the 28th June, 1929, the bank carrying track at 153 m. 17 ch. between Westmere and Kai Iwi subsided under the weight of a train, the engine and several trucks being carried down to the bed of a creek with the track formation. A temporary deviation was made around the slip and traffic resumed after fifteen hours' delay.

A large slip occurred at 14 m. 20 ch., Manawatu Gorge, on 13th January, 1930. Line was blocked to all traffic for nineteen hours. A further large slip at the same place occurred on the 16th January, 1930, blocking line for all traffic until the 20th idem.

Several minor slips of rotten rock, &c., occurred in the Gorge during the year, delaying trains for short periods until cleared away.

In the Napier district on the 15th May, 1929, heavy rainfall caused flood-water to rise over the line at 102 m. 60 ch. between Tomoana and Whakatu, and between 104 m. 40 ch. and 104 m. 60 ch. between Whakatu and Clive. No damage was done to the line, but train services were suspended from 2 p.m. on the 15th until 7 a.m. on the 16th.

A small slip occurred at 24 m. 10 ch., Manawatu line, between Pukerua Bay and Paekakariki on the 20th June, 1929, which caused the derailment of an engine and four cars of a train which ran into it. The track was torn up for several chains, and traffic was blocked until 3 p.m. the next day.

On the 24th October, 1929, about 150 cubic yards of clay came down in a cutting at 28¼ m. between Mahaki and Otoko on the Gisborne Section, blocking traffic. Owing to heavy rain a large volume of water backed up from the river and covered the rails to a depth of 3 ft. at the north end of Te Karaka Tunnel. Traffic was blocked until 4 p.m. on the 25th.

Slips occurred on the Picton Section on the 16th May, 1929, at 1 m. 57 ch., between Picton and Elevation, and 9 m. 55 ch. between Para and Tuamarina, causing delay to traffic.

Abnormal heavy rain on the 29th April, 1929, caused washouts at 13 m. 5 ch., 13 m. 75 ch., and 14 m. 47 ch., Nelson Section, between Brightwater and Spring Grove, and Nelson yard was also flooded, causing delay to trains; but services were resumed when the flood-waters receded.

On the 12th May, 1929, heavy rain caused a washout at 21 m. 77 ch., Nelson Section, between Foxhill and Belgrove. A pier of bridge at 22 m. 44 ch. was also badly scoured out, causing delay to traffic.

Considerable damage was done to the track on the Nelson Section by the earthquake which occurred on the 17th June, 1929, and traffic was disorganized for some days. The track-damage consisted principally of subsidences and buckling at joints. No damage was done to bridges, but the majority of the chimneys in the district had to be rebuilt. The damage was greatest from Tadmor southwards.

The earthquake also caused damage to track and structures, and a general dislocation of traffic on the Westland and Westport Sections.

On the 4th July, 1929, the Mokihinui River overflowed, and caused considerable damage to the line from 26 m. 40 ch. to 28 m. 55 ch., Westport line, between Mokihinui and Seddonville.

On the 18th July, 1929, a slip occurred at 42 m. 37 ch., Midland line, between Staircase and Avoca, partially derailing engine of a goods train.

A washout at about 128 m., Otira line, between Te Kinga and Roto Manu, on 19th November, 1929, caused delay to traffic for two days.

On the 15th January, 1930, considerable damage was caused at 34½ m. and 36 m., Midland line, between Kowai Bush and Staircase, by a washout, and traffic was suspended from 10 a.m. on the 15th January, 1930, to 4 p.m. on the 17th January, 1930.

Traffic was delayed on the 16th January, 1930, through the flooding of the Southbridge Branch by the Selwyn River.

Owing to heavy rain on the 16th and 17th July, 1929, the Taieri River overflowed, and on the 18th idem the water was across the track in the vicinity of Otokia to a depth of 3 ft. 4 in. Traffic was blocked from 18th July to midday on 19th idem.

On the 17th July, 1929, owing to a flood in the Otekaike River, three piles in bridge No. 24 at 28 m. 4 ch., Kurow Branch, between Waikaura and Otekaike, were washed out, and three other piles damaged. Traffic was blocked until the 20th July, 1929.

Traffic was blocked on the Outram Branch from the 18th July, 1929, to 20th idem owing to floodwaters. The greatest depth of water over the track was 5 ft. 6 in.

On the morning of the 27th July, 1929, about 1,800 cubic yards of almost solid rock came down on to the line at 20 m. 50 ch., Otago Central, between Deep Stream and Flat Stream. Line was blocked until the 27th August, 1929.

No slips or floods of any consequence occurred in the Invercargill district throughout the year.

Water-services.—These have received the necessary attention. Electric pumping-plant has been installed at several stations.

Wharves.—The wharves under the control of the Department have been efficiently maintained. The erection of a new wharf at Mount Nicholas, Lake Wakatipu, is in hand.

Buildings.—Buildings have been maintained in good repair. The Waiotira engine-shed and house No. A. 426, Kakahi, were destroyed by fire and the Woodville Station damaged, the staff-locker, lobby, and guards' room being gutted.

Dunedin Station building was cleaned, and Oamaru stone in building treated with "Stonefortis."

Station-yards.—Increased siding and station accommodation has been provided at a number of stations.

Railway Improvements.—The expenditure under the Railways Improvement Authorization Account for last year was £620,913, as against £857,164 for the previous year. This amount does not include the expenditure under this account on the Auckland-Westfield and Tawa Flat deviations carried out by the Public Works Department, which amounted to £376,700; Signal Branch charges, £132,878; and Locomotive Branch charges, £70,705.

The principal works are as follow:—

Auckland New Yard.—Steady progress has been made with the rearrangement and improvement of Auckland yard. The site for the new inwards goods-shed has been cleared, and a contract has been let for the erection of the building.

The whole of the permanent trackwork at the east end of the yard has been completed. The laying of a considerable amount of temporary track has been necessary in the process of rearrangement.

The 75 ft. plate-girder bridge carrying the North line over the approach road to the main arrival platform is well in hand.

A number of subsidiary buildings in connection with yard operations have been completed.

Auckland New Station Building.—The contractor for the new station building has made substantial progress. The work is sufficiently far advanced to display the monumental nature of the building. The various public offices and amenities provided are in keeping with the most modern practice, and should prove highly convenient and attractive to travellers.

The formation and surfacing of the roadways approaching the new station building have been under construction, and will be completed as the ground becomes available. It is anticipated the new station will be available for traffic for the next holiday season.

Auckland-Westfield Deviation.—The formation throughout the deviation, the platelaying and ballasting of both "up" and "down" main lines, all railway bridges and station buildings were completed. The platelaying and ballasting of all station-yards, except Orakei, and provision of approach roads to all stations, except Orakei, were completed. Footbridge giving access to Tamaki Station was completed, and arrangements made for erection of bridges at remaining stations. Diversion road between Triangle and Waipuna Roads in lieu of a road overbridge at Triangle Road was practically completed. The "down" main line was opened for single-line working of through-goods traffic in September, 1929. The "up" line is approaching completion, and will shortly be available for goods traffic.

Papatoetoe-Papakura Duplication.—The earthwork was put in hand in October, 1929, and has been pushed forward as speedily as possible, all cuttings and banks having been sufficiently widened to permit of an independent service siding being laid throughout the length of the duplication. The reconstruction and duplication of several bridges is in hand. Platelaying from Papatoetoe to Wiri was completed and was put in hand between Wiri and Homai.

Wellington New Station Building.—The plans for the new station building have been practically completed, and are being submitted to a quantity survey in readiness for inviting tenders for construction.

Wellington New Station Yard.—The stormwater sewers were completed.

The pumping of dredgings for reclamation purposes which was suspended pending the completion of the sewers has been resumed. A considerable quantity of waste material and spoil from the city has also been dumped as filling. The new local loading yard has been completed and a start has been made with the erection, by contract, of the combined inwards and outwards goods-shed.

Hutt Valley Industrial Line.—The extension of the industrial line over the Waiwetū Stream and Park Road, also the spur line off the industrial line, was completed, and private siding access provided to industrial sites.

Ravensbourne-Burke's Duplication.—Fifty thousand cubic yards of rubble and stone were placed in position, and earthwork is at present being carried out at the site of the new St. Leonards Station. Stone pitching was carried out as the work progressed. New station was erected at Maia, embankment formed across the bay at Burke's, and bridges erected over tidal openings.

New Workshops.—The new Car and Wagon Shops at Addington and the new Locomotive Shops at Hillside, which were carried out concurrently by the one contractor, were completed during the year and are in use.

New stores buildings and offices are being provided at Otahuhu, Hutt Valley, Addington, and Hillside.

Bridge Reconstruction Work.—The reconstruction of a number of old timber bridges in the North Island has been put in hand during the year. In general the old bridges are being replaced with steel and concrete bridges built alongside.

Ngaruawahia and Whenuakura Bridges.—Contracts have been let for the complete reconstruction of the Ngaruawahia and Whenuakura bridges. The new formation work required on the approaches to the new bridges has been completed by the Department. The contractors have made good progress with the foundations, which are now nearing completion.

Otaki, Oroua, and Waikanae Bridges.—These bridges are being replaced with 60 ft. steel-plate girders on concrete piers. There are thirty-two spans in all, involving 700 tons of steelwork, which is being fabricated in the Hutt Railway Workshops. Contracts have been let for the construction of the foundations, and this work is proceeding satisfactorily.

Tawa Flat Deviation.—This work is being carried out by the Public Works Department, as a charge against the Railways Improvement Authorization Account. Substantial progress has been made during the year.

The entire bottom heading in No. 1 tunnel (length 61½ chains) has now been driven, and enlargement to full section and concreting is completed over a length of 33 chains.

In No. 2 tunnel (length 2 miles 53 chains) 128 chains of bottom heading have now been driven, also 27 chains of pioneer heading; 20 chains of enlargement and concreting are completed.

The bridge and culvert work are well forward. The outside excavation work is practically completed, and embankments are now awaiting spoil from the tunnels.

The Kaiwarra embankment approaching No. 1 tunnel has made considerable progress, and a large amount of stone protection has been deposited on its seaward side.

General.—The duplication of the track between Frankton and Horotiu was completed, also the laying of a crossing siding between Mercer and Whangamarino and yard alterations at Taupiri. Elmer Lane engine-depot was completed. A rearrangement of Middleton marshalling yard was carried out. Additional car-sidings were provided at Timaru.

Additions to Open Lines.—The expenditure under this account was £30,658, the principal works being: Additional siding accommodation at Whangarei (part), Tauranga (part), Middlemarch, Westport, Waipara, Upper Hutt, Petone (part), Te Awamutu (part), and Thornbury (part); provision of crossing loop, Waitoki (part); turntables, Upper Hutt, Hawera, and Woodville (part); water-vat, Napier; water-vat and pump, Katikati; water-service, Putaruru, Waiouru, Westport (part); artesian well, Invercargill (part); locomotive depot, Tauranga (part), and Taneatua (part); locomotive drivers' rooms, Dunedin and Invercargill; new stations, Kurow and Wallaceville; provision of tablet stations, Oio and Makerua (part); additions to station, Te Kuiti; station-veranda, Milton (part); and National Park (part); bridge at 130 m., Puketutu (part); overbridge, Otahuhu (part); extension of foot overbridge, Petone; foot overbridge and land, Moera; houses, Rangiora and Romahapa; stockyards, Kopu (part), Karioi, Arowhenua (part), and Papakaio; bus-shelters, Hutt Shops (part); refreshment-rooms, Paeroa; hostel for staff, Taumarunui; septic tanks, Ohakune and Te Puke; drainage of houses, Taneatua; lavatory and lockers for staff, Wanganui; social hall for staff, Christchurch (part); flood-control, Taieri Plains (part); protective works, Kartigi Beach; grade-easement, Crichton-Lovell's Flat (part); improving alignment, Otepopo Bank (part); mechanical appliances for goods-sheds, Christchurch (part); portable air-compressor for bridge-work; additions to district offices, Invercargill; new bridge over Kaihu River (part); provision of outside goods-loading shelters, Christchurch and Invercargill; and Maintenance Workshops, Hutt Valley.

Betterments.—Expenditure charged to "Betterments" during the year was £18,733, the principal works being: Provision of improved stock-trucking facilities at various stations, provision of pig-shelters and watering facilities at stockyards at a number of stations; provision of machine shop in locomotive depot at Cross Creek; provision of telephones at various points to enable staff working

between stations to ascertain the movements of special trains; provision of coal-siding and sanding-bin at Invercargill locomotive depot; alterations to transport office to accommodate train-control services, Christchurch; extension of office at locomotive depot, Linwood; equipment of frame levers instead of "goose-neck" levers at crossing-loops (part); reconstruction of No. 3 jetty, Lyttelton; provision of stores-accommodation Taihape; removal of station building from Thames to Thames South; close-sleeping bridges, Greymouth-Otira line; provision of electric pumping-plants for water-service at various stations; shifting portion of goods-shed, Paeroa, to Thames; extending ash-pit at engine depot, Helensville, additional siding-accommodation, Kumara, Middlemarch, Waipara, and Otira; improved coal-bin accommodation, Paeroa; provision of ladies' waiting-rooms, Waikanae and Te Kawa; provision of stockyards at Auripo and Haywards; shifting goods-shed from Onerahi to Whangarei; providing parking-area for motor-cars, Aramoho; providing shed and extending siding for rail-tractor, Feilding; extending station accommodation, Edgecumbe; improvements and extension to loading-bank, Levels; extension of crossing-loop, Waianakara; provision of additional latrine accommodation for goods staff, Dunedin; provision of additional wagon-traverser on wharf, Lyttelton; provision of septic tank for station conveniences, Palmerston; lengthening turntable, Waikari; providing cross-over, Grey River Collieries siding, Dobson; loading facilities for motor-cars, Arthur's Pass; enlarging concrete-pipe culvert under line near Waikaka; provision of sidings to serve new wharf, Invercargill; provision of increased engine-watering facilities, Putaruru; alterations to luggage and parcels accommodation, Thorndon; and shifting portion of station building from Ranganui to Kaipara Flats.

Expenditure.—The expenditure for the year was as follows: Maintenance (charged to working-expenses), £1,146,014; new works (charged to capital), £651,571.

The maintenance expenditure charged to working-expenses amounted to £347 per mile, as compared with £340 in 1928-29, £359 in 1927-28, £338 in 1926-27, £369 in 1925-26.

Mileage.—The mileage open for traffic on the 31st March, 1930, was 3,301 miles 55 chains. The Hutt Valley industrial line, 1 mile 59 chains, was opened for traffic during the year.

Staff, Maintenance Branch.—Working staff, 4,161; office staff, 181: total, 4,342.

LOCOMOTIVE.

Mr. E. T. L. SPIDEY, Superintendent of Workshops, reports for the Chief Mechanical Engineer as follows:—

The rolling-stock, machinery, and tools have been maintained in good working-order during the year.

Locomotives.—On the 31st March, 1930, there were 657 engines in service. During the year two Class G Garratt articulated locomotives, imported from Messrs. Beyer, Peacock, and Co., Manchester (one engine of this class had been assembled during the previous year, making a total of three), and one D Class Clayton steam shunting-locomotive, imported from the Clayton Wagons, Ltd., Lincoln, England, were assembled in the Government railway workshops. Also, four Class Eb electric-battery shunting-locomotives, for use in the four main workshops, were built and assembled in the Government railway workshops. Sixteen engines were written off and one engine sold during the year.

There was a decrease of 54,630 lb. (equal to 0.489 per cent.) in the tractive power available. There were twenty-four Class C shunting-engines on order and under construction in the Government railway workshops.

During the year 579 engines were passed through the workshops, of which 240 received a thorough overhaul.

Boilers.—Four new boilers were built during the year, and an additional twenty new boilers were in hand at the close of the year.

Carriages.—On the 31st March, 1930, there were 1,588 cars. Ten suburban cars in the North Island and one inspection car in the South Island, built in the Government railway workshops, were added to the stock, and twenty old cars were written off, and one postal car converted to breakdown van.

Fifty-two new cars were in the course of construction in the workshops at the end of the year. This programme is well advanced, but owing to the late delivery of material from England, the completion has been retarded. During the year 1,987 cars were passed through the workshops, of which number, 1,459 received heavy repairs.

Two suburban cars were converted to lounge cars on the North Island main line and branches.

Rail-cars.—There were five rail-cars on the line on the 31st March, 1930.

Brake-vans.—On the 31st March, 1930, there were 473 brake-vans. Three bogie vans built in the Government railway workshops were added to the stock, and one postal car converted to breakdown van during the year. Nine old vans were written off, and two sold to other Government Departments. Twenty-four vans were on order at the end of the year. Altogether, 602 vans were passed through the workshops, of which 402 received heavy repairs.

Wagons.—On the 31st March, 1930, there were 26,909 wagons in stock. The additions during the year were 5 Class Ug bogie horse-boxes and 40 Class Zp bogie covered goods-wagons, and 230 Class J four-wheel sheep-wagons and 124 Class La four-wheel highside iron wagons built in the Government railway workshops. The following wagons were also added to the stock: 2 Class H cattle-wagons, 30 Class L highside wagons, 4 Class N timber-wagons, and 4 Class Ub bogie platform wagons (purchased from the Public Works Department, East Coast Railway), 1 Class Pw petrol inspection-wagon (imported from Hardy Rail Motors, London), for inspection work at Otira Tunnel,

1 Class RA wagon (converted from old car under-frame and fitted with body for carriage of mails,) and 1 Z bogie sleeping-van (converted from old car). Three Class M lowside and 2 Class N timber four-wheel wagons were sold.

The following condemned wagons were written off during the year : Bogie stock : 1 Class R highside wagon, 4 Class Rd highside wagons, 10 Class S sheep-wagons, 4 Class T cattle-wagons, 1 Class U platform wagon, 2 Class V frozen-meat wagons, 3 Class Z covered goods-wagons. Four-wheel stock : 10 Class G horse-boxes, 7 Class H cattle-wagons, 72 Class J sheep-wagons, 63 Class K covered goods-wagons, 108 Class L highside wagons, 4 Class LA highside wagons, 25 Class M lowside wagons, 1 Class MA lowside wagon, 3 Class Mb work-train hoppers, 4 Class N timber-wagons, 4 Class W frozen-meat wagons, 1 Class X dairy-produce wagon, 2 Class Xa fruit-wagons, 10 Class Xb fish, &c., wagons, 8 Class Y work-train hoppers, 4 Class Yb work-train hoppers.

The carrying-capacity was increased by 1,453 tons.

During the year 20,874 wagons were passed through the workshops, of which 14,807 received heavy repairs.

The following wagon stock was on order from the Government workshops at the end of the year : Bogie : 20 Class Rb highside wagons, 5 Class Ug horse-boxes, 6 Class Vb frozen-meat wagons. Four-wheel : 10 Class G horse-boxes, 40 Class H cattle-wagons, 470 Class LA highside iron wagons, 100 Class M lowside wagons, 50 Class Q movable hopper wagons, 30 Class W frozen-meat wagons, 80 Class Xa fruit, &c., wagons.

Tank-wagons.—During the year 18 rail tank-wagons were built for oil companies for the carriage of motor-spirit in bulk.

There were on order 7 rail tank-wagons at the end of the year.

Road Buses.—During the year 12 road motor-bus bodies were built and fitted on chassis in the Government railway workshops. There were 11 road motor-bus bodies on order at the end of the year.

Tarpaulins.—The tarpaulin stock on the 31st March, 1930, was 23,375. Five hundred new tarpaulins were manufactured in the railway workshops during the year, and 4,439 tarpaulins were replaced with a similar number of new sheets, 22,439 sheets were repaired in the workshops.

Axles.—During the year 772 car, van, and wagon axles were replaced with modern steel axles; 788 axles were prepared for new rolling-stock.

Train-lighting.—On the 31st March, 1930, there were 430 cars fitted with electric light.

Engine Headlights.—The total number of locomotives fitted with electric headlights on the 31st March, 1930, was 223.

SIGNAL AND ELECTRICAL.

Mr. G. W. WYLES, A.M.I.E.E., M.I.R.S.E., Signal and Electrical Engineer, reports as follows :—

I have the honour to submit the following report on the signalling and block-working, communication services, and electrical work on the New Zealand Railways, for the year ended 31st March, 1930.

The signalling apparatus, block instruments, communications, and electrical-power installations have been maintained in good working-order during the year.

Signalling.—The work done during the year is as follows : Double-line automatic signalling has been completed between Frankton Junction and Horotiu (6 miles 55 chains), and single-line automatic signalling between Horotiu and Mercer (34 miles 72 chains), completing the automatic signalling between Auckland and Frankton Junction. A single-line automatic section has also been installed and brought into use between Heathcote and Lyttelton (1 mile 66 chains).

In connection with the automatic signalling between Frankton and Mercer, the following stations have been equipped with colour-light signals worked automatically : Whangamarino, Te Kauwhata, Rangiriri, Ohinewai, Taupiri, and Kimihia, and the following sidings have been switch-locked and are automatically controlled : Firth's siding, Defence siding, Te Rapa, Ngaruawahia ballast-pit siding.

At Huntly the mechanical signals have been superseded by colour-light signals and are worked from the mechanical levers.

Special mention may be made in regard to the interlocking at Horotiu, where power interlocking has been installed and facilities given for switching this interlocking out when required. When this is done the signals work automatically, as also do the main line points from double to single line. This is the first case of an installation of automatic operation of points for main line traffic.

Power interlocking has also been installed at Ngaruawahia.

Home and distant signals with Wood's locks have been installed at Waitoki, Poukawa, Chaney's, Oio, Tauranga, Katikati, Te Puke, Edgecumbe, Wedderburn, Taneatua, Rock and Pillar, Matarae; and removed from Whangamarino, Te Kauwhata, Rangiriri, Ohinewai, Taupiri, Te Rapa, Ngaruawahia, Horotiu, Huntly, and Mangaiti, owing to their being superseded by other methods of signalling, or being no longer required.

Tablet locks interlocking siding-points with the tablet system have been installed at Walls End; Patea Freezing Co.'s siding (Patea); T. N. Wills' siding, Waverley; service siding, Oroua Bridge; service siding, Otaki Bridge, south end and north end; Whenuakura Bridge service siding, north end and south end; Texas Oil Co.'s sidings, Bunnythorpe and Masterton; Crichton grade-easement service siding; Karioi Sawmill Co.'s siding between Erua and Pokako; New Zealand Central Fruit Board's private siding, Hastings; New Zealand Dairy Co.'s private siding, Taupiri; Manawatu River Bridge service siding; Mangaiti.

Tablet locks have been removed from the following sidings: W. Cook and Sons' private siding (near Himatangi); Joughin and Hume's private siding (between Karangahake and Owharoa); Manawatu ballast-pit service siding; Chaney's Station; Oio Station; Kartigi Beach Public Works Department's siding; Otokia Station; Mangawhero Sawmill private siding, Karioi.

Ground-frame levers have been fitted to points in place of goose-neck levers at the following stations: Featherston, Masterton, Eketahuna, Ormondville, Mangatainoka, Clive, Oringi, Pahiatua, Ashhurst, Mangatera, Tariki, Midhurst, Kai Iwi, Te Roti, Sutton, Rotorua, Normanby.

Alterations and additions to existing signalling and interlocking have been carried out at Ngaio, Ravensbourne, Middleton, Christchurch North End, Heathcote, Lyttelton, Frankton Junction, Westport, Westfield, Mercer, and Thorndon.

On the Westfield deviation a temporary arrangement was made in order to allow goods trains to work over the single line between Auckland new yard and Westfield.

The total number of signalling installations is as follows:—

Miles of single-line automatic signalling	..	..	..	196 m. 38 ch.
Miles of double-line automatic signalling	..	..	..	44 m. 32 ch.
Automatic crossing-loops	..	..	..	49
Automatic switch-locked sidings	..	..	..	30
Power interlockings	..	..	..	21
Mechanical interlockings	..	..	..	95
Interlocked tramway-crossings	..	..	..	7
Mechanical fixed signals and Wood's locked stations	..	..	..	324
Tablet-locked sidings	..	..	..	274

The following works are in hand: Double-line automatic signalling between Westfield and Auckland. Frankton Junction: Substation for automatic signalling, and track-circuiting. Papatoetoe-Papakura: Duplication, automatic signalling. Automatic signalling between Ravensbourne and Sawyer's Bay. Interlocking seven stations on the Main Trunk, North Island.

Block-working.—During the year, the following additions and alterations to tablet-installations have been carried out: Ngaio Station has been converted from an ordinary station to a switchout station, and temporary tablet-working was installed between Auckland and Westfield in order to enable goods trains to work over the single line.

Complete tablet installations have been put in at Rock and Pillar, Wedderburn, Matarae, and Waitoki.

The following tablet stations have been closed during the year owing to their being superseded by automatic signalling and other causes: Mangaiti, Mercer, Whangamarino, Te Kauwhata, Rangiriri, Ohinewai, Huntly, Taupiri, Ngauwahia, Horotiu, and Te Rapa.

The present position in regard to block-working is as follows: Total mileage equipped with tablet instruments, 1,675; number of tablet instruments in use, 876; number of tablet stations, 367; number of tablet-exchangers, 326; mileage of double line worked by lock and block, 16 miles 40 chains; number of stations, 12; number of instruments, 26.

Telegraph and Telephone Facilities.—A large amount of work has been done in connection with the telegraph and telephone facilities during the year. The communication systems as a whole have been thoroughly investigated, and complete remodelling schemes have been designed in the office with a view to bringing the communication facilities into line with modern practice. Portions of this work have been put in hand, and will eventually form part of a complete improved scheme of communications. It is expected that during the coming year considerable progress will be made, with a resultant improvement in communications as a whole.

The construction work carried out during the year has included one mile of poles and the erection of 231 miles of wire; 100 connections have been made to railway telephone circuits; and 56 new connections have been made to public exchanges.

Metallic circuiting of existing telephone lines has been completed on the following sections: Nelson to Belgrove, Invercargill to Bluff, Greymouth to Rewanui, Raetihi to Ohakune, Picton to Blenheim. With the exception of a few minor sections, the above works have practically completed the metallicing of the railway telephone circuits.

A forty-line magneto exchange has been installed at the district offices at Invercargill, by means of which it is possible to switch through local offices and the trunk lines.

Automatic-telephone exchanges have been installed and put into use at Otahuhu, Hutt Valley, Addington, and Hillside Workshops. These exchanges are complete units, including telephones, a code calling-system of sirens, and fire-alarms.

Electric clocks controlled by a master instrument have been installed in the four main workshops.

Some alterations have been made on the Midland line in regard to the position of the train-control telephones. It was anticipated that the institution of the train-control telephone system would have been further advanced, but the delay has been due to the difficulty of obtaining a supply of materials, but these are now coming to hand, and improved progress will be made during the coming year.

The Christchurch-Culverden train-control installation is well in hand and it is anticipated it will be brought into use during June, 1930.

A commencement has been made with providing superimposing facilities over some of the existing circuits, particularly with a view to simplifying the carrying-out of the general programme.

The position in regard to communication facilities is tabulated below :—

Morse instruments	287
Telephones	2,256
Miles of wire	11,920
Miles of poles	3,045
Public-exchange connections	646
Railway exchanges, automatic	4
Railway exchanges, manual	2

Level-crossing Alarms.—Warning signals have been installed at the following level crossings : Waianakarua ; Invercargill—Ness Street, Ythan Street, Liddle Street ; Pahiatua, Hall Street ; Papanui, Blighs Road, Sawyers Arms Road ; Addington, Clarence Road ; Southdown, Church Street ; Kartigi, Main Road ; Middleton, Wright Street. The total number of level crossings fitted with warning-devices is 109. Preparations are being made for the installation of further devices during the coming year.

Auckland Station.—The work at Auckland Station, embracing as it does signalling, communications, lighting, and power, is the largest individual work being carried out by the branch. Considerable progress has been made with all phases of the work, and preparations are being made to enable the change-over from the old to the new station to be effected with the least possible delay.

Christchurch—Lyttelton Electrification.—The Christchurch—Lyttelton electrification has been operating satisfactorily during the year.

Electrical.—In connection with the electrification of the workshops at Otahuhu, Hutt Valley, Addington, and Hillside, the following motors have been installed : Otahuhu, 200 motors, aggregating 2,000 h.p. ; Hutt Valley, 220 motors, aggregating 2,350 h.p. ; Addington, 125 motors, aggregating 1,860 h.p. ; Hillside, 200 motors, aggregating 2,600 h.p.

In addition to these motors, a considerable number of smaller electrical facilities has been installed, and the work in connection with the main schemes has been practically completed. There is also some additional work in regard to the provision of additional facilities yet to be carried out.

The flood-lighting of the workshops-yards has been partially completed, and will be finalized early in the new year.

The dismantling of the electrical equipment in the old workshops at Newmarket and Petone has been carried out.

In the Auckland locomotive depot repair-shed one electric crane and four motors, aggregating 18 h.p., have been installed. In the outwards-goods shed at Auckland, two 30 cwt. electric cranes, eight motors aggregating 40 h.p., have been brought into use. At Westport a substation and crane (15 ton), and three motors aggregating 122 h.p., have been installed.

A number of smaller motor installations have been completed as follows : Auckland locomotive-repair shed, two motors, 20 h.p. ; East Town Locomotive Workshops, eight motors, 205 h.p. ; Pumping-plants—Waipukurau, Duntroon, Riccarton, Sockburn, Amberley, Islington, Putaruru ; Elmer Lane locomotive-repair depot, five welding-points.

The electric lighting of the main workshops at Otahuhu, Hutt Valley, Addington, and Hillside has been completed, while electric lighting of the existing workshops has been carried out at Napier.

With reference to the general lighting programme, the following works have been carried out : Electric lighting of stations at—Te Puke, Taneatua, Ngongotaha, Mamaku, Clive, station and yard ; Te Mawhai, platform ; Temuka, station and yard ; Kai Iwi, station, yard, and signals ; Ashhurst, Kurow, Hampden, Ormondville, Waitoa, Waipawa, Ngakawau, Lawrence, Southbridge, Hangatiki, Dunollie, Glenavy, Waimate, Morven, Leeston, Midhirst, Islington, Seacliff, station and yard ; Upper Port Chalmers, station and platform ; Rata, Runanga, Takanini, Buckland, Paerata, Tariki, station and yard ; Clinton, station, yard, and locomotive-shed ; Owaka, Koputaroa, Linton, Paraparaumu, Ohau, Tokomaru, Paremata, Manakau, Waikanae, Levin, station and yard ; Foxton, station, yard, and locomotive-shed ; Te Horo, Granity, Pokeno, Ava, Makikihi, station and yard ; Mount Albert, New Lynn, station, yard, and signals ; Tuatapere, station and yard ; Palmerston North, station, yard, goods-shed, and signals ; Wakefield, Mataroa, station and yard ; Pukerua Bay, station, yard, and signals.

The following booking-offices, refreshment-rooms, halls, &c., have been equipped with electric lighting : Napier Bus and Railway Booking-office ; Rotorua Central Booking-office ; Wellington (Courtenay Place) Central Booking-office ; Paeroa Refreshment-room ; Taumarunui, Refreshment Staff Hostel ; Auckland locomotive-repair shed ; Ngaio Railway Settlement, street-lighting ; Rotorua Railway Avenue, street-lighting ; Palmerston North social hall ; Longlands, stockyards ; Dunedin, advertising hoarding, Cumberland Street ; Balfour, stockyards ; Waihao Forks, stockyards ; Waikaka, stockyards ; Auckland, Foreman of Works' office and Ganger's shed ; Thorndon new yard.

The following stations have been rewired and improved lighting installed : Lyttelton Station, signal-lighting and improved yard-lighting ; Gore, Sawyers Bay, Te Aroha, rewired ; Hastings, station and improved yard lighting ; Greymouth, station, yard, goods, improved wharf-yard lighting and signals ; Tauranga, station approach, yard, and locomotive-shed.

Flood-lighting has been installed in the following station yards: Palmerston North; Auckland (additional).

One hundred and thirteen houses have been equipped with electric lighting this year.

In connection with electrical equipment, the following is the position: Number of houses electrically lighted, 2,174; number of stations electrically lighted, 278; number of substations, 10; total capacity of substations, 9,745 kv.a.; number of station-yards flood-lighted, 13.

A considerable amount of investigation work has been carried out in connection with the railway electrification, and tentative schemes have been prepared.

Expenditure.—The capital expenditure for the year is as follows: Signals and interlocking, block-working, and level-crossing warning-alarms, £77,530 16s. 4d.; communications, £6,854 0s. 3d.; railway electrification, £28,597 12s. 8d.; electric power, work, and lighting, £28,754 18s. 3d.

Maintenance expenditure for the year was £141,573 12s. 11d. Of this amount £21,347 0s. 7d. was renewals charges for writing off the original value of apparatus and systems which were displaced by more modern appliances; £2,649 12s. 9d. was for betterments, leaving a net total for direct maintenance of £117,576 19s. 7d.

STORES.

Mr. E. J. GUINNESS, Comptroller of Stores, reports as follows:—

The value of stores, material, and plant (purchased under Railway vote) on hand at the 31st March, 1930, at the various stores depots and sawmills amounted to £1,033,310 15s. 10d., as against £1,065,114 17s. 3d. on 31st March, 1929.

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

BALANCE-SHEETS,
STATEMENTS OF ACCOUNTS,
AND
STATISTICAL RETURNS,
1930.

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STATEMENT NO. 2.

INCOME AND EXPENDITURE OF THE WHOLE UNDERTAKING FOR THE YEAR ENDED 31st MARCH, 1930.

	Statement No.	Year 1929-30.				Year 1928-29.			
		Gross Revenue.	Expenditure.	Net Revenue.		Gross Revenue.	Expenditure.	Net Revenue.	
		£ s. d.	£ s. d.	£ s. d.		£ s. d.	£ s. d.	£ s. d.	
Railway operation ..	..	7,473,993 1 6	6,848,025 11 2	625,967 10 4		7,524,864 1 3	6,374,579 1 9	1,150,284 19 6	
Lake Wakatipu steamers ..	..	11,446 17 7	18,374 6 0	Dr. 6,927 8 5		10,940 9 8	17,424 16 3	Dr. 6,484 6 7	
Refreshment service ..	..	131,342 0 11	124,361 0 10	6,981 0 1		123,058 19 8	116,090 6 5	6,968 13 3	
Bookstall service ..	5A	959 3 8	869 4 11	89 18 9		322 8 5	300 14 8	21 13 9	
Advertising service ..	6	53,532 2 0	53,151 5 9	380 16 3		53,983 15 3	50,719 9 7	3,264 5 8	
Dwellings ..	7	109,648 9 6	187,815 18 2	Dr. 78,167 8 8		105,897 7 5	170,073 8 9	Dr. 64,176 1 4	
Buildings occupied by refreshment service, book-stall-proprietors, &c. ..	8	21,404 14 11	9,143 17 3	Dr. 12,260 17 8		19,455 1 0	8,483 0 7	10,972 0 5	
Road motor-services ..	8A	105,702 7 1	117,117 6 5	Dr. 11,414 19 4		102,385 7 7	111,712 8 5	Dr. 9,327 0 10	
Miscellaneous revenue ..	..	380,086 19 0	..	380,086 19 0		308,131 2 7	..	308,131 2 7	
Total net revenue to Net Revenue Account ..	..	8,288,115 16 2	7,358,858 10 6	929,257 5 8		8,249,038 12 10	6,849,383 6 5	1,399,655 6 5	

NET REVENUE ACCOUNT.

Dr.	1929-30.		1928-29.		Cr.	1929-30.		1928-29.	
	£	s. d.	£	s. d.		£	s. d.		
To Interest on capital	2,132,324	0 9	2,331,334	14 5	By Net earnings before charging interest on capital.. Subsidy, branch lines and isolated sections .. Deficit carried to Net Revenue Appropriation Account	929,257	5 8	1,399,655	6 5
Adjustment of accrued subsidy on branch lines and isolated sections, year ended 31st March, 1929	8,201	10 8	..	..		..	..	498,936	13 11
						1,211,268	5 9	432,742	14 1
	2,140,525	11 5	2,331,334	14 5		2,140,525	11 5	2,331,334	14 5

NET REVENUE APPROPRIATION ACCOUNT.

Dr.	1929-30.		1928-29.		Cr.	1929-30.		1928-29.
	£	s. d.	£	s. d.		£	s. d.	
To Balance from previous year ..	802,830	19 9	370,088	5 8	By Balance carried forward	2,042,016	12 9	802,830 19 9
Betterments ..	27,917	7 3	..	..				
Net Revenue Account ..	1,211,268	5 9	432,742	14 1				
	2,042,016	12 9	802,830	19 9		2,042,016	12 9	802,830 19 9

STATEMENT NO. 3.
INCOME AND EXPENDITURE IN RESPECT OF RAILWAY OPERATION, YEAR ENDED 31ST MARCH, 1930.

EXPENDITURE.	See Abstract.	1929-30.		1928-29.		REVENUE.	Statement No.	1929-30.		1928-29.		Per Cent. of Operating Revenue.	
		£	s. d.	£	s. d.			£	s. d.	£	s. d.	1929-30.	1928-29.
Maintenance of way and works ..	A	1,146,014	3 3	1,111,228	14 11	Passengers, ordinary ..	15	1,733,512	5 11	1,868,047	12 0	23-19	24-82
Maintenance of signals and electrical appliances ..	B	117,576	19 7	112,206	0 2	Passengers, season tickets ..	15	262,414	14 10	256,698	16 10	3-51	3-41
Maintenance of rolling-stock ..	C	1,680,918	17 10	1,424,165	10 3	Parcels, luggage, and mails ..	15	386,792	6 11	378,140	17 0	5-18	5-03
Examination, lubrication, and lighting of vehicles ..	D	82,711	12 8	67,022	19 6	Goods ..	15	4,904,324	4 0	4,846,125	2 4	65-62	64-40
Locomotive transportation ..	E	1,672,496	13 1	1,583,769	16 9	Labour, demurrage, &c. ..	15	186,949	9 10	175,851	13 1	2-50	2-34
Traffic transportation ..	F	1,883,917	17 1	1,825,965	3 11								
Head Office and general charges ..	G	96,466	7 7	80,942	10 3								
Superannuation subsidy ..													
Less amount allocated to subsidiary services, &c.													
18,313 0 1	G	167,923	0 1	169,278	6 0								
Total operating expenses ..	..	6,848,025	11 2	6,374,579	1 9								
Net operating revenue ..	..	626,967	10 4	1,150,284	19 6								
	..	7,473,993	1 6	7,524,864	1 3		..	7,473,993	1 6	7,524,864	1 3	100-00	100-00

ABSTRACT A.—MAINTENANCE OF WAY AND WORKS.

Item.	Expenditure.						Kathu.			Gisborne.			North Island Main Line and Branches.			South Island Main Line and Branches.			Westport.			Nelson.			Picton.			Total.		
	Kathu.	Gisborne.	North Island Main Line and Branches.	South Island Main Line and Branches.	Westport.	Nelson.	Picton.	Total.	Per Cent. of Revenue.	Per Mile of Railway.	Per Train-mile.	Per Cent. of Revenue.	Per Mile of Railway.	Per Train-mile.	Per Cent. of Revenue.	Per Mile of Railway.	Per Train-mile.	Per Cent. of Revenue.	Per Mile of Railway.	Per Train-mile.	Per Cent. of Revenue.	Per Mile of Railway.	Per Train-mile.	Per Cent. of Revenue.	Per Mile of Railway.	Per Train-mile.	Per Cent. of Revenue.	Per Mile of Railway.	Per Train-mile.	
Superintendence—	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	
General	13	67	8,938	6,016	278	53	81	15,446	0.2	0.5	0.2	0.2	1.1	0.2	0.2	0.3	0.2	0.3	0.7	0.7	0.2	0.2	0.8	0.2	0.2	1.4	0.3	0.2	4.7	0.3
District	86	473	24,054	16,090	638	409	429	42,179	1.4	3.6	1.2	1.5	7.9	1.5	0.6	17.4	0.8	9.9	0.8	14.8	1.7	1.6	6.4	1.6	1.1	7.7	1.4	0.6	13.0	0.8
Road-bed	820	4,398	103,004	92,629	1,967	3,896	4,333	211,047	13.1	34.2	11.2	13.7	73.3	13.9	2.4	74.6	3.5	3.1	45.7	5.2	14.8	60.9	15.4	11.2	77.3	14.4	2.8	64.9	4.2	
Track-renewals	2,215	5,728	258,126	242,245	7,543	4,438	5,567	525,862	35.3	92.2	30.3	17.9	95.5	18.2	6.0	186.8	8.7	149.0	175.4	20.1	16.8	69.3	17.6	14.4	99.3	18.5	7.0	161.6	10.5	
Ballasting	7	32	32,464	13,397	675	52	26	46,653	0.1	0.3	0.1	0.1	0.8	0.1	0.8	23.5	1.1	0.5	15.7	1.8	0.2	0.8	0.2	0.1	0.5	0.1	0.6	14.3	0.9	
Slips and floods	216	2,290	16,217	21,355	571	829	1,249	42,727	3.4	9.0	2.9	7.1	38.2	7.2	0.4	11.7	0.5	0.7	13.1	1.5	3.1	13.0	3.3	3.2	22.3	4.1	0.6	13.1	0.9	
Fences, &c.	38	479	10,042	10,347	220	452	202	21,780	0.6	1.6	0.5	1.5	8.0	1.5	0.2	7.3	0.3	0.4	5.1	0.6	1.7	7.1	1.8	0.5	3.6	0.7	0.3	6.7	0.4	
Roads, &c.	10	113	6,854	5,724	90	85	195	13,071	0.2	0.4	0.1	0.4	1.9	0.4	0.2	5.0	0.2	0.2	2.1	0.2	0.3	1.3	0.3	0.5	3.5	0.6	0.2	4.0	0.3	
Bridges, &c.	537	1,346	48,179	29,111	1,068	1,101	1,459	82,801	8.6	22.4	7.3	4.2	22.4	4.3	1.0	34.9	1.6	1.0	24.8	2.8	4.2	17.2	4.4	3.8	26.1	4.8	1.1	25.4	1.7	
Water-services, &c.	50	134	12,225	7,799	2,314	81	166	22,769	0.8	2.1	0.7	0.4	2.2	0.4	0.3	8.9	0.4	0.3	53.8	6.2	0.3	1.3	0.3	0.4	3.0	0.6	0.3	7.0	0.5	
Wharves	502	59	5,015	4,622	1,063	..	66	6,705	8.0	20.9	6.8	..	..	..	..	..	..	..	24.7	2.9	..	..	..	..	1.2	0.2	0.1	2.1	0.1	
Cattle-yards, &c.	11	155	9,653	4,622	84	79	239	14,843	0.2	0.5	0.1	0.5	2.6	0.5	0.2	7.0	0.3	0.2	20.3	2.0	0.2	0.3	1.2	0.3	0.6	4.3	0.8	4.6	0.3	
Operation buildings	239	448	56,349	41,251	914	419	510	100,130	3.8	10.0	3.3	1.4	7.5	1.4	1.3	40.8	1.9	1.4	21.3	2.4	1.6	6.5	1.7	1.3	9.1	1.7	1.3	30.8	2.0	
Totals	4,744	15,663	586,164	495,601	17,425	11,894	14,522	1,146,013	75.7	197.7	64.7	48.9	261.1	49.6	13.6	424.4	19.6	17.0	405.2	46.3	45.1	185.8	47.1	37.5	259.3	48.2	15.3	352.2	22.9	

ABSTRACT B.—MAINTENANCE OF SIGNALS AND ELECTRICAL APPLIANCES.

Item	Expenditure.						Kahua.			Gisborne.			North Island Main Line and Branches.			South Island Main Line and Branches.			Westport.			Nelson.			Picton.			Total.		
	Kahua.	Gisborne.	North Island Main Line and Branches.	South Island Main Line and Branches.	Westport.	Nelson.	Picton.	Total.	Per Cent. of Revenue.	Per Mile of Railway.	Per Train-mile.	Per Cent. of Revenue.	Per Mile of Railway.	Per Train-mile.	Per Cent. of Revenue.	Per Mile of Railway.	Per Train-mile.	Per Cent. of Revenue.	Per Mile of Railway.	Per Train-mile.	Per Cent. of Revenue.	Per Mile of Railway.	Per Train-mile.	Per Cent. of Revenue.	Per Mile of Railway.	Per Train-mile.	Per Cent. of Revenue.	Per Mile of Railway.	Per Train-mile.	
Superintendence ..	7	37	4,923	3,313	152	30	45	8,507	0.1	0.3	0.1	0.1	0.6	0.1	0.1	3.6	0.2	0.1	2.0	0.2	0.1	0.5	0.1	0.1	0.8	0.1	0.2	2.6	0.2	0.2
Signal and interlocking ..	..	40	16,022	12,088	246	36	3	28,435	..	..	..	0.4	11.6	0.5	0.5	7.4	0.6	0.5	7.4	0.6	0.2	0.5	0.1	..	0.1	..	0.4	8.7	0.5	0.5
Automatic and power signalling ..	..	..	7,781	7,775	..	..	..	15,556	..	..	..	0.2	5.6	0.3	0.3	4.8	0.4	..	..	..	..	..	..	..	..	..	1.2	0.2	0.4	0.3
Level crossing signals ..	..	..	1,770	1,363	..	..	..	3,133	..	..	..	..	1.3	0.1	..	0.8	0.1	..	0.8	0.1	..	..	..	..	..	..	..	1.0	0.1	0.1
Block working, tablet, and telephones ..	4	45	13,144	8,449	242	23	48	21,955	0.1	0.2	0.1	0.3	9.5	0.4	0.3	5.2	0.4	0.3	5.2	0.4	0.2	0.4	0.1	0.1	0.9	0.2	0.3	6.7	0.3	0.3
Overhead electric block, tablet, telephone and telegraph lines ..	25	85	7,532	5,690	261	62	306	13,961	0.4	1.0	0.3	0.3	1.4	0.3	0.2	5.5	0.3	0.2	3.5	0.3	0.2	1.0	0.2	0.8	5.4	1.0	0.2	4.3	0.3	0.3
Overhead lines for automatic signalling ..	..	..	905	2,366	..	..	..	3,271	..	..	..	..	0.7	..	0.1	0.7	..	0.1	1.5	0.1	..	..	..	..	..	..	..	1.0	0.1	0.1
Electric lighting ..	..	26	5,953	5,177	224	6	34	11,420	..	..	..	0.1	4.3	0.2	0.2	4.3	0.2	0.2	3.2	0.3	0.2	0.1	0.1	0.1	0.6	0.1	0.2	3.5	0.2	0.2
Overhead electrification and bonding ..	..	..	3,476	..	..	..	..	3,476	..	..	..	..	..	..	..	..	..	0.1	2.1	0.2	..	..	..	..	..	..	1.1	0.1	0.1	
Electric-power appliances ..	..	..	1,165	1,409	18	..	..	2,592	..	..	..	..	0.8	..	..	0.8	..	..	0.9	0.1	..	..	..	..	..	..	..	0.8	0.1	0.1
Buildings ..	..	..	2,247	3,019	5	..	..	5,271	..	..	..	..	..	..	0.1	1.6	0.1	0.1	1.9	0.2	..	..	..	..	..	..	0.1	1.6	0.1	0.1
Totals ..	36	233	61,442	54,125	1,148	157	436	117,577	0.6	1.5	0.5	0.7	3.9	0.7	1.4	44.5	2.1	1.9	33.3	2.9	0.9	2.5	0.5	1.1	7.8	1.4	1.6	36.1	2.3	2.3

ABSTRACT E.—LOCOMOTIVE TRANSPORTATION.

Item.	Expenditure.						Kahua.			Gisborne.			North Island Main Line and Branches.			South Island Main Line and Branches.			Westport.			Nelson.			Picton.			Total.										
	Kahua.		Gisborne.		North Island Main Line and Branches.		South Island Main Line and Branches.		Westport.		Nelson.		Picton.		Westport.		Nelson.		Picton.		Total.																	
	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£										
District superintendence	..	..	5,622	4,471	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..									
Depot supervision	..	..	186	27,788	16,847	992	101	..	31	45,946	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..									
Wages, allowances, and expenses	..	..	690	2,623	332,431	224,801	8,409	3,798	3,543	576,295	11.0	28.8	9.4	8.2	43.7	8.3	7.7	240.7	11.1	7.7	138.3	11.9	6.1	195.5	22.5	14.4	59.3	15.0	9.1	63.2	11.8	7.7	177.1	11.5	7.7	177.1	11.5	
Fuel	..	..	532	5,967	524,102	289,850	5,847	3,985	4,685	834,968	8.5	22.2	7.3	18.6	99.5	18.9	12.2	379.5	17.6	9.9	178.3	15.3	4.2	136.0	15.5	15.1	62.3	15.8	12.1	83.6	15.5	11.2	256.6	16.7	7.2	167	0.5	
Water	..	..	7	146	15,460	7,354	204	139	59	23,369	0.1	0.3	0.1	0.5	2.4	0.4	0.5	0.4	11.2	0.5	0.3	4.5	0.4	0.1	4.7	0.5	0.5	2.2	0.5	0.2	1.1	0.2	0.3	7.2	0.5	0.3	7.2	0.5
Stores	..	..	24	139	14,585	9,830	342	111	136	25,167	0.4	1.0	0.3	0.4	2.3	0.4	0.3	10.6	0.5	0.3	6.0	0.5	0.2	8.0	0.9	0.4	1.7	0.4	0.4	2.4	0.4	0.5	0.3	7.7	0.5	0.3	7.7	0.5
Shed expenses	..	..	225	926	95,338	56,159	2,606	770	636	156,660	3.6	9.4	3.1	2.9	15.4	2.9	2.2	69.0	3.2	1.9	34.5	3.0	1.9	60.6	6.9	2.9	12.0	3.0	1.6	11.4	2.1	2.2	48.2	3.1	2.2	48.2	3.1	
Totals	..	..	1,479	9,987	1,015,326	609,312	18,400	8,904	9,090	1,672,498	23.6	61.7	20.2	31.2	166.4	31.6	23.5	735.2	34.0	20.9	374.7	32.2	13.2	427.9	48.9	33.7	139.1	35.1	23.5	162.3	30.2	22.4	514.0	33.4	22.4	514.0	33.4	

ABSTRACT F.—TRAFFIC TRANSPORTATION.

Item.	Expenditure.						Kahua.			Gisborne.			North Island Main Line and Branches.			South Island Main Line and Branches.			Westport.			Nelson.			Picton.			Total.											
	North Island Main Line and Branches.			South Island Main Line and Branches.			Westport.			Nelson.			Picton.			Kahua.			Gisborne.			North Island Main Line and Branches.			South Island Main Line and Branches.			Westport.			Nelson.			Picton.			Total.		
	Gisborne.	North Island Main Line and Branches.	South Island Main Line and Branches.	Westport.	Nelson.	Picton.	Total.	Per Cent. of Revenue.	Per Mile of Railway.	Per Train-mile.	Per Cent. of Revenue.	Per Mile of Railway.	Per Train-mile.	Per Cent. of Revenue.	Per Mile of Railway.	Per Train-mile.	Per Cent. of Revenue.	Per Mile of Railway.	Per Train-mile.	Per Cent. of Revenue.	Per Mile of Railway.	Per Train-mile.	Per Cent. of Revenue.	Per Mile of Railway.	Per Train-mile.	Per Cent. of Revenue.	Per Mile of Railway.	Per Train-mile.	Per Cent. of Revenue.	Per Mile of Railway.	Per Train-mile.	Per Cent. of Revenue.	Per Mile of Railway.	Per Train-mile.					
Superintendence—	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£					
General ..	46	232	31,453	21,082	1,009	190	283	54,295	0.7	1.9	0.6	0.7	3.9	0.7	0.7	22.8	1.1	0.7	13.0	1.1	0.7	23.5	2.7	0.7	3.0	0.8	0.7	5.1	0.9	0.7	16.7	1.1	0.7	16.7	1.1				
District ..	48	1,193	64,320	47,859	1,642	1,476	1,208	117,746	0.8	2.0	0.7	3.7	19.9	3.8	1.5	46.6	2.2	1.6	29.4	2.5	1.2	38.2	4.4	5.6	23.1	5.8	3.1	21.6	4.0	1.6	36.1	2.4	1.6	36.1	2.4				
Station expenses—	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£					
Supervision and office ..	1,029	2,050	258,109	211,191	3,433	2,604	3,038	481,454	16.4	42.9	14.0	6.5	34.1	6.5	6.0	186.9	8.7	7.2	129.8	11.2	2.5	79.8	9.0	9.9	40.6	10.3	7.9	54.3	10.0	6.3	148.0	9.6	6.3	148.0	9.6				
Platform ..	120	84	87,601	49,222	1,119	98	320	138,564	1.9	5.0	1.6	0.3	1.4	0.3	2.0	63.4	2.9	1.7	30.3	2.6	0.8	26.0	3.0	0.4	1.5	0.4	0.8	5.7	1.1	1.9	42.6	2.8	1.9	42.6	2.8				
Signalling ..	..	..	606	110,540	64,193	2,200	222	13	177,674	..	..	..	..	19.0	10.0	1.9	2.6	80.0	3.7	2.2	39.5	3.4	1.5	48.8	5.6	0.8	3.5	0.9	..	0.2	..	..	..	..	..				
Shunting and marshalling yards ..	116	486	120,795	101,058	4,994	556	619	228,624	1.9	4.8	1.6	1.5	8.1	1.5	2.8	87.5	4.0	3.5	62.2	5.3	3.6	116.1	13.3	2.1	8.7	2.2	1.6	11.1	2.1	3.0	70.3	4.6	3.0	70.3	4.6				
Goods sheds and goods yards ..	147	286	102,504	116,373	510	619	1,294	221,733	2.3	6.1	2.0	0.9	4.8	0.9	2.4	74.2	3.4	4.0	71.5	6.1	0.4	11.9	1.4	2.3	9.7	2.4	3.3	23.1	4.3	3.0	68.1	4.4	3.0	68.1	4.4				
Wharves ..	56	..	23,176	89,853	17,018	..	3,396	133,499	0.9	2.3	0.8	..	..	..	..	16.8	0.8	3.1	55.3	4.7	12.4	395.8	45.2	..	..	..	8.9	60.6	11.3	1.8	41.0	2.7	1.8	41.0	2.7				
Fuel, water, stationery, and other station expenses ..	95	394	20,664	18,319	313	344	326	40,455	1.5	4.0	1.3	1.2	6.6	1.2	0.5	15.0	0.7	0.6	11.3	1.0	0.2	7.3	0.8	1.3	5.4	1.4	0.8	5.8	1.1	0.5	12.4	0.8	0.5	12.4	0.8				
Train expenses—	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£					
Running ..	361	1,095	118,540	80,976	2,195	1,140	1,230	205,537	5.8	15.1	4.9	3.4	18.3	3.5	2.7	85.8	4.0	2.8	49.8	4.3	1.6	51.0	5.8	4.3	17.7	4.5	3.2	22.0	4.1	2.8	63.2	4.0	2.8	63.2	4.0				
Cleaning and heating vehicles ..	35	456	37,033	21,053	125	337	353	59,392	0.6	1.5	0.5	1.4	7.6	1.4	0.9	26.8	1.2	0.7	12.9	1.1	0.1	2.9	0.3	1.3	5.3	1.3	0.9	6.3	1.2	0.8	18.3	1.2	0.8	18.3	1.2				
Sleeping-cars ..	..	..	9,896	1,597	..	..	..	11,493	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..				
Miscellaneous ..	1	334	4,604	3,033	67	5,399	..	13,452	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..				
Totals ..	2,054	7,216	989,235	825,809	34,625	12,985	12,094	1,883,918	32.8	85.6	28.0	22.5	120.3	22.8	22.9	716.3	33.2	28.3	507.9	43.6	25.0	802.9	91.7	49.2	202.9	51.4	31.2	216.0	40.1	25.2	578.9	37.6	25.2	578.9	37.6				

ABSTRACT G.—HEAD OFFICE AND GENERAL CHARGES.

Item.	Expenditure.							Kaihu.			Gisborne.			North Island Main Line and Branches.			South Island Main Line and Branches.			Westport.			Nelson.			Picton.			Total.		
	Kaihu.		Gisborne.		North Island Main Line and Branches.		South Island Main Line and Branches.		Westport.		Nelson.		Kaihu.		Gisborne.		North Island Main Line and Branches.		South Island Main Line and Branches.		Westport.		Nelson.		Picton.		Total.				
	£	Per Cent.	£	Per Cent.	£	Per Cent.	£	Per Cent.	£	Per Cent.	£	Per Cent.	£	Per Cent.	£	Per Cent.	£	Per Cent.	£	Per Cent.	£	Per Cent.	£	Per Cent.	£	Per Cent.	£	Per Cent.			
Head Office ..	32	0.5	165	0.5	22,230	0.5	1.2	0.4	0.5	2.7	0.5	0.8	0.5	9.4	0.9	0.9	16.5	1.8	0.5	2.0	0.5	0.5	3.5	0.8	0.5	11.8	0.9	d.			
Departmental buildings ..	6	0.1	32	0.1	4,130	0.1	0.3	0.1	0.1	0.5	0.1	0.1	0.1	1.7	0.1	0.1	3.1	0.4	0.1	0.4	0.1	0.1	0.7	0.1	0.1	2.2	0.1	0.1			
Appeal Board ..	1	..	6	..	762	..	..	..	..	..	..	..	..	0.3	..	..	0.6	0.1	..	..	..	..	0.1	..	..	0.4	..	..			
Chief Accountant ..	26	0.4	134	0.4	18,098	0.4	1.1	0.3	0.4	2.2	0.4	0.7	0.4	7.5	0.7	0.4	13.5	1.5	0.4	1.8	0.4	0.4	2.9	0.5	0.4	9.6	0.6	0.6			
Divisional superintendence—																															
North Island ..	5	0.1	27	0.1	3,673	0.1	0.2	0.1	0.1	0.5	0.1	0.1	0.1	1.5	0.1	0.1	2.7	0.3	0.1	0.3	0.1	0.1	0.6	0.1	0.1	2.0	0.1	0.1			
South Island ..	4	0.1	22	0.1	2,966	0.1	0.2	0.1	0.1	0.4	0.1	0.1	0.1	1.2	0.1	0.1	2.2	0.3	0.1	0.3	0.1	0.1	0.5	0.1	0.1	1.6	0.1	0.1			
Training School ..	6	0.1	28	0.1	3,798	0.1	0.3	0.1	0.1	0.5	0.1	0.1	0.1	1.6	0.1	0.1	2.8	0.3	0.1	0.4	0.1	0.1	0.6	0.1	0.1	2.0	0.1	0.1			
Totals ..	80	1.3	414	1.3	55,657	1.3	3.3	1.1	1.3	6.9	1.3	1.9	1.3	23.2	2.0	1.3	41.4	4.7	1.3	5.3	1.3	1.3	8.9	1.7	1.3	29.6	1.9	1.9			
Superannuation subsidy ..	141	2.2	720	2.2	96,885	2.2	5.9	1.9	2.2	12.0	2.3	3.2	2.2	40.4	3.5	2.2	72.1	8.2	2.2	9.3	2.2	2.2	15.5	2.9	2.2	51.6	3.4	3.4			

SUMMARY OF EXPENDITURE ABSTRACTS.

Abstract and Item.	Expenditure.								Kahlu.			Gisborne.			North Island Main Line and Branches.			Westport.			Nelson.			Picton.			Total.						
	Kahlu.	Gisborne.	North Island Main Branches.	South Island Main Line and Branches.	Westport.	Nelson.	Picton.	Total.	Per Cent. of Revenue.	Per Mile of Railway.	Per Train-mile.	Per Cent. of Revenue.	Per Mile of Railway.	Per Train-mile.	Per Cent. of Revenue.	Per Mile of Railway.	Per Train-mile.	Per Cent. of Revenue.	Per Mile of Railway.	Per Train-mile.	Per Cent. of Revenue.	Per Mile of Railway.	Per Train-mile.	Per Cent. of Revenue.	Per Mile of Railway.	Per Train-mile.	Per Cent. of Revenue.						
A—Maintenance of Way and Works ..	4,744	15,663	586,164	495,601	17,425	11,894	14,522	1,146,013	75.7	197.7	64.7	48.9	261.1	49.6	13.6	42.4	19.6	17.0	304.8	26.2	12.6	40.3	45.1	185.8	47.1	37.5	259.8	48.2	15.3	352.2	22.9	d.	
B—Maintenance of Signals and Electrical Appliances ..	36	238	61,442	54,125	1,148	157	436	117,577	0.6	1.5	0.5	0.7	3.9	0.7	1.4	44.5	2.1	1.9	33.3	2.9	0.9	26.7	3.0	0.5	2.5	0.5	1.1	7.8	1.4	1.6	36.1	2.3	2.3
C—Maintenance of Rolling-stock ..	1,006	6,433	961,716	674,820	21,273	6,294	9,377	1,680,919	16.1	41.9	13.7	20.0	107.2	20.4	22.3	606.4	32.2	23.1	415.0	35.6	15.4	494.7	56.4	23.9	98.4	24.9	24.2	167.4	31.1	22.5	516.6	33.5	33.5
D—Examination, Lubrication, and Lighting of Vehicles ..	62	229	51,605	29,234	1,013	303	274	82,711	1.0	2.6	0.9	0.7	3.7	0.7	1.3	37.4	1.7	1.1	18.0	1.5	0.7	23.6	2.7	1.2	4.7	1.2	0.7	4.9	0.9	1.1	25.4	1.7	1.7
E—Locomotive Transportation ..	1,479	9,987	1,015,326	609,312	18,400	8,904	9,090	1,672,498	23.6	61.7	20.2	31.2	166.4	31.6	23.5	735.2	34.0	20.9	374.7	32.2	13.2	427.9	48.9	33.7	139.1	35.1	23.5	162.3	30.2	22.4	514.0	33.4	33.4
F—Traffic Transportation ..	2,054	7,216	989,235	825,809	34,525	12,983	12,094	1,833,918	32.8	85.6	28.0	22.5	120.3	22.8	22.9	716.3	33.2	28.3	507.9	43.6	25.0	802.9	91.7	49.2	202.9	51.4	31.2	216.0	40.1	25.2	578.9	37.6	37.6
G—Head Office and General Charges ..	80	414	55,657	37,692	1,782	341	500	96,466	1.3	3.3	1.1	1.3	6.9	1.3	1.3	40.3	1.9	1.9	23.2	2.0	1.3	41.4	4.7	1.3	5.3	1.3	1.3	8.9	1.7	1.3	29.6	1.9	1.9
H—Superannuation Subsidy ..	141	720	96,885	65,612	3,102	593	870	167,923	2.2	5.9	1.9	2.2	12.0	2.3	2.2	70.2	3.2	3.2	40.4	3.5	2.2	72.1	8.2	2.2	9.3	2.3	2.2	15.5	2.9	2.2	51.6	3.4	3.4
Totals ..	9,602	40,886	3,818,030	2,792,203	98,666	41,471	47,163	6,848,025	153.3	400.2	131.0	127.5	681.5	129.4	88.5	2,764.7	127.9	95.8	1,717.3	147.5	71.3	2,294.5	251.9	157.1	648.0	163.8	121.7	842.1	166.5	91.6	2,104.4	136.7	136.7

STATEMENT NO. 4.
INCOME AND EXPENDITURE IN RESPECT OF LAKE WAKATIPU STEAMERS.

EXPENDITURE.	1929-30.		1928-29.		Per Cent. of Revenue.		REVENUE.	1929-30.		1928-29.		Per Cent. of Revenue.	
	£	s. d.	£	s. d.	1929-30.	1928-29.		£	s. d.	1929-30.	1928-29.	1929-30.	1928-29.
Salaries and wages, shore staff ..	1,552	14 2	1,520	7 2	13-56	13-90	Ordinary passengers ..	4,238	9 4	4,425	16 8	37-03	40-45
Salaries and wages, steamer staff ..	5,688	6 10	5,402	5 10	49-69	49-38	Season tickets ..	140	10 9	154	0 8	1-23	1-41
Coal and stores ..	2,571	19 4	2,919	2 8	22-47	26-67	Parcels, luggage, and mails ..	935	15 3	994	10 2	8-17	9-09
Repairs, steamers ..	3,523	1 11	3,850	0 8	30-78	35-19	Goods ..	6,070	5 2	5,288	10 0	53-03	48-34
Repairs, wharves, &c. ..	1,495	4 4	1,491	11 4	13-06	1-37	Miscellaneous ..	61	17 1	77	12 2	0-54	0-71
Insurance, renewals, &c. ..	1,711	19 5	1,756	8 7	14-96	16-06	Total revenue ..	11,446	17 7	10,940	9 8	100-00	100-00
Operating loss ..	16,543	6 0	15,597	16 3	144-52	142-57	Operating loss ..	5,096	8 5	4,657	6 7	44-52	42-57
Payments to railway revenue—	5,096	8 5	4,657	6 7			Net loss ..	16,543	6 0	15,597	16 3	144-52	142-57
Interest on capital ..	1,831	0 0	1,827	0 0				6,927	8 5	6,484	6 7		
	6,927	8 5	6,484	6 7				6,927	8 5	6,484	6 7		

STATEMENT NO. 5.
INCOME AND EXPENDITURE IN RESPECT OF REFRESHMENT SERVICE.

EXPENDITURE.	1929-30.		1928-29.		Per Cent. of Revenue.		REVENUE.	1929-30.		1928-29.
	£	s. d.	£	s. d.	1929-30.	1928-29.				
Salaries and wages	..	41,656 18 4	38,620 8 8	31-72	31-38	Receipts from refreshment-rooms	..	131,342 0 11	123,058 19 8	
Provisions consumed	..	53,212 12 6	48,879 9 1	40-52	39-73		..			
Light, fuel, and water	..	2,797 16 10	2,768 19 11	2-13	2-25					
Renewals	..	3,208 12 6	2,949 8 11	2-44	2-39					
Insurance and miscellaneous	..	5,195 2 8	4,755 19 9	3-95	3-87					
Operating profit	..	106,071 2 10	97,974 6 4	80-76	79-62					
		25,270 18 1	25,084 13 4	19-24	20-38					
		131,342 0 11	123,058 19 8	100-00	100-00					
Payments to railway revenue :—										
Interest on capital	..	1,099 0 0	1,133 0 0			Operating profit	..	25,270 18 1	25,084 13 4	
Rent	..	11,170 0 0	10,725 0 0				..			
Freights and fares	..	4,520 18 0	4,258 0 1							
Betterments	..	1,500 0 0	2,000 0 0							
Net profit	..	6,981 0 1	6,968 13 3							
		25,270 18 1	25,084 13 4							

STATEMENT NO. 5A.
INCOME AND EXPENDITURE IN RESPECT OF BOOK-STALL SERVICE.

EXPENDITURE.	1929-30.		1928-29.		Per Cent. of Revenue.		REVENUE.		1929-30.	1928-29.
	£ s. d.		£ s. d.		1929-30.		1928-29.		£ s. d.	£ s. d.
	£	s. d.	£	s. d.						
Wages	121	11 10	37	4 9	12-68	11-55	..	..	959	3 8
Stores	644	7 5	215	12 8	67-17	66-88	..	..		
Miscellaneous	8	16 9	17	15 5	0-93	5-51	..	..		
Operating profit	774	16 0	270	12 10	80-78	83-94	..	..		
	184	7 8	51	15 7	19-22	16-06	..	..	959	3 8
	959	3 8	322	8 5	100-00	100-00	..	..		
Payments to Railway Revenue—							Operating profit	..	184	7 8
Rents	94	0 0	29	8 4				..		
Rail freights	0	8 11	0	13 6				..		
Net profit	89	18 9	21	13 9				..		
	184	7 8	51	15 7				..	184	7 8

STATEMENT NO. 6.

INCOME AND EXPENDITURE IN RESPECT OF ADVERTISING SERVICE.

EXPENDITURE.	1929-30.		1928-29.		Per Cent. of Revenue.		REVENUE.		1929-30.	1928-29.	Per Cent. of Revenue.	
	£ s. d.		£ s. d.		1929-30.		1928-29.		£ s. d.	£ s. d.	1929-30.	
	£	s. d.	£	s. d.								
Salaries, wages, and allowances	14,572	12 10	13,675	19 4	27-22	25-34	Advertising-signs, printing, &c. ..	..	51,180	13 1	95-60	97-16
Stores and materials	3,621	14 4	2,865	16 11	6-77	5-31	Miscellaneous receipts ..	..	2,351	8 11	4-40	2-84
Office and general expenses	3,720	13 11	3,384	18 2	6-95	6-27						
Insurance and depreciation	15,129	15 1	14,714	12 10	28-26	27-25						
Operating profit	37,044	16 2	34,641	7 3	69-20	64-17						
	16,487	5 10	19,342	8 0	30-80	35-83						
	53,532	2 0	53,983	15 3	100-00	100-00			53,532	2 0	100-00	100-00
Payments to Railway Revenue—							Operating profit	..	16,487	5 10		
Interest on capital	2,335	0 0	2,170	0 0				..				
Rent of premises, sites, and commission ..	13,254	15 2	13,422	9 0				..	16,487	5 10		
Freights	323	5 9	285	17 10				..				
Betterments	193	8 8	199	15 6				..				
Net profit	380	16 3	3,264	5 8				..				
	16,487	5 10	19,342	8 0				..	16,487	5 10		

STATEMENT No. 7.
INCOME AND EXPENDITURE IN RESPECT OF DEPARTMENTAL DWELLINGS.

EXPENDITURE.	1929-30.		1928-29.		Per Cent. of Revenue.		REVENUE		1929-30.		1928-29.	
	£ s. d.		£ s. d.		1929-30.				£ s. d.		£ s. d.	
Wages and charges	48,076	18 3	41,705	19 0	43-84	39-38	..	..	109,648	9 6	105,897	7 5
Materials	14,297	19 11	12,964	9 9	13-04	12-24	..	..				
Insurance	4,782	0 0	4,411	0 0	4-36	4-17	..	..				
Renewals	36,435	0 0	33,612	0 0	33-23	31-74	..	..				
Operating profit	103,591	18 2	92,693	8 9	94-47	87-53						
	6,056	11 4	13,203	18 8	5-53	12-47						
	109,648	9 6	105,897	7 5	100-00	100-00			109,648	9 6	105,897	7 5
Payment to railway revenue—Interest	84,224	0 0	77,380	0 0			Operating profit	..	6,056	11 4	13,203	18 8
	84,224	0 0	77,380	0 0			Net loss	..	78,167	8 8	64,176	1 4
									84,224	0 0	77,380	0 0

STATEMENT No. 8.
INCOME AND EXPENDITURE IN RESPECT OF BUILDINGS OCCUPIED BY REFRESHMENT SERVICE, BOOK-STALL PROPRIETORS, ETC.

EXPENDITURE.	1929-30.		1928-29.		Per Cent. of Revenue.		REVENUE.		1929-30.		1928-29.	
	£ s. d.		£ s. d.		1929-30.				£ s. d.		£ s. d.	
Wages and charges	1,768	4 10	1,537	5 11	8-26	7-90	..	..	21,404	14 11	19,455	1 0
Materials	554	12 5	369	14 8	2-59	1-90	..	..				
Insurance and renewals	2,596	0 0	2,500	0 0	12-13	12-85	..	..				
Operating profit	4,918	17 3	4,407	0 7	22-98	22-65						
	16,485	17 8	15,048	0 5	77-02	77-35						
	21,404	14 11	19,455	1 0	100-00	100-00			21,404	14 11	19,455	1 0
Payments to railway revenue—Interest	4,225	0 0	4,076	0 0			Operating profit	..	16,485	17 8	15,048	0 5
Net profit	12,260	17 8	10,972	0 5					16,485	17 8	15,048	0 5
	16,485	17 8	15,048	0 5								

STATEMENT NO. 8A.
INCOME AND EXPENDITURE IN RESPECT OF ROAD MOTOR SERVICES.

EXPENDITURE.	1929-30.		1928-29.		Per Cent. of Revenue.		REVENUE.		1929-30.		1928-29.		Per Cent. of Revenue.	
	£	s. d.	£	s. d.	8-38	10-59	Passengers ..	..	£	s. d.	103,884 9 7	98-27	98-25	
														1929-30.
Superintendence — Salaries and office expenses	8,858	0 9	10,844	13 1			..	..	103,884	9 7	100,597	0 10	98-25	
Maintenance charges ..	22,404	12 3	25,229	7 8	21-20	24-64	Parcels ..	..	1,739	15 3	1,654	4 2	1-62	
Running-expenses ..	55,238	8 7	46,767	0 10	52-26	45-68	Advertising ..	..	78	2 3	134	4 7	0-13	
License fees ..	3,080	17 9	2,555	13 6	2-91	2-50	Total revenue	..	105,702	7 1	102,385	7 7	100-00	
Insurance and depreciation ..	21,996	11 1	20,711	17 8	20-81	20-23	Operating loss	..	5,876	3 4	3,723	5 2	3-64	
	111,578	10 5	106,108	12 9	105-56	103-64			111,578	10 5	106,108	12 9	103-64	
Operating loss ..	5,876	3 4	3,723	5 2			Net loss	..	11,414	19 4	9,327	0 10		
Payments to railway revenue—	2,002	0 0	2,156	0 9										
Interest on capital ..	3,536	16 0	3,447	14 11										
Preliminary expenses ..	11,414	19 4	9,327	0 10					11,414	19 4	9,327	0 10		

STATEMENT NO. 9.
RAILWAY SAWMILLS AND BUSH ACCOUNTS.—COMBINED TRADING AND PROFIT AND LOSS ACCOUNTS.

Dr.	1929-30.	1928-29.		Cr.	1929-30.	1928-29.	
		£	s. d.			£	s. d.
		£	s. d.			£	s. d.
To Stock of timber, firewood, and logs on hand at 1st April, 1929	42,841 17 6	99,883 13 2		By Sales, issues, and transfers—	96,387 5 2		
Purchases and transfers—				Timber ..	..	..	
Timber ..				Firewood ..	..	..	
Firewood ..							
Royalty payments ..	10,421 4 2	30,044 15 2		Stocks on hand at 31st March, 1930—			
Wages ..	2,220 7 0	2,767 2 8		Timber ..	2,390 3 9		
Salaries and miscellaneous payments, including interest on capital ..	13,255 5 3	16,542 2 0		Logs ..	389 8 0		
Net profit ..	24,551 0 10	31,001 8 0		Rents ..	..	..	
	10,011 19 4	..		Net loss carried forward	..	..	
	103,301 14 1	180,239 1 0			103,301 14 1		

STATEMENT No. 9A.
RAILWAY EMPLOYEES' SICK BENEFIT SOCIETY.
Income and Expenditure.

<i>Dr.</i>	1929-30.		1928-29.		<i>Cr.</i>	1929-30.		1928-29.	
	£	s. d.	£	s. d.		£	s. d.	£	s. d.
<i>Expenditure.</i>					<i>Income.</i>				
To Sick pay paid to members	30,242	0 8	6,334	14 11	By Contributions	21,067	7 2	2,786	6 2
Balance carried down being excess of income over expenditure	..	..	..	..	Entrance fees	301	7 6	1,447	2 6
					Interest on investment	228	7 1	..	..
					Donation	1	0 0	..	..
					Subsidy as per Section 5, Subsection (1), of Government Railways Amendment Act, 1928, charged to Working Railways Account	8,000	0 0	2,101	6 3
					Balance carried down, being excess of expenditure over income for the year	643	18 11	..	..
	£30,242	0 8	£6,334	14 11		£30,242	0 8	£6,334	14 11
To Balance brought down	643	18 11	..	..	By Accumulated funds brought forward on 1st April, 1929	6,334	14 11	..	..
Balance, accumulated funds as at 31st March, 1930	5,690	16 0	6,334	14 11	Balance, brought down	..	..	6,334	14 11
	£6,334	14 11	£6,334	14 11		£6,334	14 11	£6,334	14 11

Balance-sheet.

<i>Liabilities.</i>	1929-30.		1928-29.		<i>Assets.</i>	1929-30.		1928-29.	
	£	s. d.	£	s. d.		£	s. d.	£	s. d.
Accumulated Funds Account	5,690	16 0	6,334	14 11	Investment Account	..	..	6,300	0 0
Working Railways Account	734	4 1	..	..	Plus accrued interest	..	..	228	7 1
Sundry creditors	31	10 9	..	..	Cash in Working Railways Account	..	..	..	..
Sick pay (due not paid)	78	18 9	..	..	Contributions outstanding on 31st March, 1930	..	..	6,303	18 9
					Entrance fees outstanding on 31st March, 1930	..	..	20	13 8
						0	10 0	10	2 6
	£6,535	9 7	£6,334	14 11		£6,535	9 7	£6,334	14 11

STATEMENT NO. 10.

STATEMENT OF LOSSES ON DEVELOPMENTAL BRANCH LINES FROM 3RD MARCH, 1929, TO 1ST MARCH, 1930, AND ISOLATED SECTIONS FROM 1ST APRIL, 1929, TO 31ST MARCH, 1930.

Branches showing Loss.	Mileage.	Loss on Working.		Feeder Value.		Total Net Loss.		Loss including Interest.		Average per Mile of Line.			
										Branch Revenue.	Feeder Value.	Total Revenue.	Working-expenses.
		£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	£	£	£
Kaikōke ..	25	7,116 15 2	4,542 0 4	2,574 14 10	9,689 8 11	16,805 11 0	17,945 19 7	310	182	492	595	£	718
Kirikopuni ..	14	5,212 7 11	2,380 17 9	2,831 10 2	10,613 2 8	27,446 10 9	48,053 12 4	193	170	363	565	£	3,432
Waikū ..	13	3,825 16 11	2,015 12 3	1,810 4 8	5,791 2 10	10,890 9 10	11,000 10 5	402	155	557	696	£	846
Taneatua ..	111	47,186 0 2	13,752 3 0	33,433 17 2	576 2 0*	4,569 6 9	153,995 18 8	624	124	748	1,049	£	1,387
Toko ..	48	12,334 2 6	1,996 5 7	10,337 16 11	928 19 9	2,049 5 0	43,517 2 9	330	42	372	587	£	907
Opunake ..	23	4,306 3 2	2,803 8 7	1,502 14 7	3,213 18 5	9,892 0 9	21,139 16 5	227	122	349	414	£	919
Greytown ..	3	2,433 10 1	1,131 16 8	1,301 13 5	2,886 4 0	10,458 2 11	1,855 19 4	163	377	540	974	£	619
Eskdale ..	12	3,847 19 4	1,702 9 9	2,145 9 7	2,84 14 8*	83,528 3 8	9,869 15 10	296	142	438	616	£	822
North Island totals ..	249	86,262 15 3	30,324 13 11	55,938 1 4	16,626 18 1	314,306 15 2	307,378 15 4	442	122	564	788	£	1,234
Eyreton-Oxford ..	54	11,081 10 7	1,392 1 8	9,689 8 11	3,302 7 2	5,743 17 10	16,805 11 0	163	26	189	368	£	311
Cheviot ..	44	12,838 11 9	2,225 9 1	10,613 2 8	2,767 13 1	2,800 8 6	27,446 10 9	406	51	457	698	£	624
Little River ..	23	6,162 4 9	371 1 11	5,791 2 10	3,213 18 5	2,886 4 0	10,890 9 10	408	16	424	675	£	473
Southbridge ..	26	973 13 11	1,549 15 11	576 2 0*	3,213 18 5	2,886 4 0	4,569 6 9	862	60	922	899	£	175
Whitecliffs ..	12	1,962 15 3	1,033 15 6	928 19 9	2,266 5 2*	1,602 19 6	2,049 5 0	202	86	288	365	£	170
Methven ..	23	448 5 10	2,714 11 0	2,266 5 2*	6,196 10 10	9,306 4 6	1,602 19 6	539	118	657	558	£	69
Springburn ..	28	7,024 0 8	827 9 10	6,196 10 10	3,302 7 2	5,743 17 10	9,306 4 6	196	30	226	447	£	332
Fairlie ..	37	4,484 0 0	1,683 11 6	2,800 8 6	3,302 7 2	5,743 17 10	10,023 17 11	415	46	461	536	£	270
Waimate ..	13	6,070 0 3	2,767 13 1	3,302 7 2	3,213 18 5	2,886 4 0	5,743 17 10	274	213	487	741	£	442
Kurou ..	38	5,612 12 7	2,398 14 2	3,213 18 5	2,886 4 0	10,458 2 11	9,892 0 9	350	63	413	498	£	261
Ngapara-Livingstone ..	27	3,731 4 5	845 0 5	2,886 4 0	284 14 8*	1,351 7 10	10,458 2 11	155	31	186	293	£	387
Waihemo ..	9	1,031 4 9	1,315 19 5	2,952 10 4	16,626 18 1	83,528 3 8	1,351 7 10	220	146	366	335	£	151
Otago Central ..	147	19,579 8 5	2,952 10 4	16,626 18 1	16,626 18 1	83,528 3 8	83,528 3 8	680	20	700	813	£	568
Outram ..	9	3,583 17 8	729 8 7	2,854 11 1	4,810 11 1	4,810 11 1	4,810 11 1	304	81	385	703	£	535
Roxburgh ..	61	16,167 1 5	1,977 9 9	14,189 11 8	45,963 4 10	45,963 4 10	45,963 4 10	290	32	322	555	£	754
Cadins River ..	43	5,761 18 4	3,532 12 11	2,229 5 5	2,229 5 5	23,153 10 2	23,153 10 2	454	82	536	588	£	539
Tapanui ..	27	7,048 8 4	2,125 6 11	4,923 12 3	1,866 3 4	10,690 6 0	10,690 6 0	245	79	324	506	£	396
Waikaka ..	13	2,705 19 7	839 16 3	1,866 3 4	1,866 3 4	5,074 3 3	5,074 3 3	190	65	255	399	£	391
Switzers ..	14	2,420 5 6	723 5 10	1,696 19 8	1,696 19 8	5,404 0 0	5,404 0 0	134	52	186	306	£	385
Glenham ..	10	4,183 8 5	1,139 16 2	3,043 12 3	3,043 12 3	5,527 14 7	5,527 14 7	159	114	273	578	£	553
Seaward Bush ..	34	3,948 8 7	1,629 5 5	2,319 3 2	2,319 3 2	10,923 0 9	10,923 0 9	445	48	493	561	£	321
Orarua ..	9	1,727 14 4	529 10 5	1,198 3 11	1,198 3 11	6,052 4 3	6,052 4 3	81	59	140	273	£	672
Forest Hill ..	13	2,153 4 10	1,193 2 3	960 2 7	960 2 7	2,214 4 8	2,214 4 8	222	92	314	387	£	170
Mararoa ..	12	134 10 6	536 19 11	402 9 5*	402 9 5*	825 17 4	825 17 4	102	45	147	113	£	69
South Island totals ..	726	130,834 10 8	37,034 8 3	93,800 2 5	314,306 15 2	314,306 15 2	314,306 15 2	399	51	450	579	£	433
Cape Foulwind ..	8	1,385 18 2	15 15 11	1,370 2 3	1,370 2 3	5,140 2 6	5,140 2 6	47	2	49	220	£	642
Total ..	983	218,483 4 1	67,374 18 1	151,108 6 0	151,108 6 0	626,825 13 0	626,825 13 0	407	69	476	629	£	637
Isolated Sections.													
Kaihu ..	24	3,330 19 9	..	3,330 19 9	3,330 19 9	11,251 15 1	11,251 15 1	..	..	271	400	£	469
Gisborne ..	60	8,839 10 0	..	8,839 10 0	8,839 10 0	45,501 6 7	45,501 6 7	..	..	536	681	£	758
Nelson ..	64	15,090 16 4	..	15,090 16 4	15,090 16 4	40,599 12 9	40,599 12 9	..	..	403	648	£	634
Picton ..	56	8,388 8 3	..	8,388 8 3	8,388 8 3	36,912 17 0	36,912 17 0	..	..	708	842	£	659
Total ..	204	35,649 14 4	..	35,649 14 4	35,649 14 4	134,265 11 5	134,265 11 5	..	..	510	682	£	658
Grand Total..	1,187	254,132 18 5	67,374 18 1	186,758 0 4	186,758 0 4	761,091 4 5	761,091 4 5	..	..	..	..	£	..

* Indicates profit.

STATEMENT No. 11.

STATEMENT OF CASH RECEIPTS AND PAYMENTS—WORKING RAILWAYS ACCOUNT.

<i>Receipts.</i>			<i>Payments.</i>		
	£	s. d.		£	s. d.
To Balance brought forward ..	340,236	1 6	By Wages and vouchers ..	8,056,263	5 8
Investments realized ..	395,000	0 0	Refunds to Harbour Boards, shipping companies, and other carriers ..	289,319	14 3
Contributions to Sick Benefit Fund ..	29,464	12 4	Interest on capital ..	2,132,324	0 9
Revenue receipts ..	8,322,964	10 1	Investments ..	56,300	0 0
"Credits in aid" (Working Railways expenditure) ..	1,347,148	3 5	Payments to Sick Benefit Fund ..	28,297	9 11
Receipts from Consolidated Fund under subsection (1) (b) of section 37 of Government Railways Act, 1926 (Subsidy—Branch lines and isolated sections) outstanding year ended 31st March, 1929 ..	29,929	1 2	Balance as per general balance-sheet ..	70,936	3 2
Interest on investments ..	18,698	5 3			
Advance from Consolidated Fund under section 37 of the Government Railways Act, 1926 (No. 17)	150,000	0 0			
	<u>£10,633,440</u>	<u>13 9</u>		<u>£10,633,440</u>	<u>13 9</u>

Reconciliation Statement.

	£	s. d.
Credit balance in Working Railways Account as per Treasury figures ..	12,415	3 0
Add Imprests outstanding ..	58,521	0 2
Credit balance as per above statement ..	<u>£70,936</u>	<u>3 2</u>

STATEMENT No. 12.

RENEWALS, DEPRECIATION, AND EQUALIZATION RESERVE ACCOUNTS.

SLIPS, FLOODS, AND ACCIDENTS EQUALIZATION RESERVE ACCOUNT.

<i>Expenditure.</i>			<i>Income.</i>		
	£	s. d.		£	s. d.
To Repairs to bridges, slips, and washouts ..	31,329	4 5	By Balance from previous year ..	26,902	2 5
Balance ..	17,219	18 0	Contributions debited to working-expenses ..	21,647	0 0
	<u>£48,549</u>	<u>2 5</u>		<u>£48,549</u>	<u>2 5</u>
			By Balance ..	£17,219	18 0

WORKERS' COMPENSATION RESERVE ACCOUNT.

<i>Expenditure.</i>			<i>Income.</i>		
	£	s. d.		£	s. d.
To Accident payments ..	47,890	1 11	By Balance from previous year ..	18,497	3 11
Balance ..	15,501	15 0	Premiums debited to working-expenses ..	44,894	13 0
	<u>£63,391</u>	<u>16 11</u>		<u>£63,391</u>	<u>16 11</u>
			By Balance ..	£15,501	15 0

INSURANCE RESERVE ACCOUNT.

<i>Expenditure.</i>			<i>Income.</i>		
	£	s. d.		£	s. d.
To Losses ..	3,704	5 1	By Balance from previous year ..	24,819	2 9
Upkeep Railway fire brigades and fire appliances ..	3,167	12 4	Premiums debited to working-expenses ..	15,963	10 0
Balance ..	33,910	15 4		<u>£40,782</u>	<u>12 9</u>
	<u>£40,782</u>	<u>12 9</u>		<u>£40,782</u>	<u>12 9</u>
			By Balance ..	£33,910	15 4

GENERAL RENEWALS AND DEPRECIATION RESERVE ACCOUNT.

<i>Expenditure.</i>			<i>Income.</i>		
	£	s. d.		£	s. d.
To Relaying of track ..	172,604	6 2	By Balance from previous year ..	1,328,019	9 8
Bridges, buildings, &c. ..	17,334	11 2	Contributions debited to working-expenses ..	699,177	0 0
Rolling-stock ..	103,433	5 4			
Locomotive workshops and plant ..	4,128	1 0			
Dwellings ..	2,261	10 11			
Signal appliances ..	21,347	0 7			
Road motors ..	18,526	0 0			
Balance ..	1,687,561	14 6		<u>£2,027,196</u>	<u>9 8</u>
	<u>£2,027,196</u>	<u>9 8</u>		<u>£2,027,196</u>	<u>9 8</u>
			By Balance ..	£1,687,561	14 6

BETTERMENTS RESERVE ACCOUNT.

<i>Expenditure.</i>			<i>Income.</i>		
	£	s. d.		£	s. d.
To Way, works, buildings, and structures ..	19,944	11 2	By Balance ..	4,000	0 0
Signals, &c. ..	2,649	12 9	Contributions debited to working-expenses (refreshment service) ..	1,500	0 0
Rolling-stock ..	6,534	5 0	Net Revenue Appropriation Account ..	27,917	7 3
Balance ..	4,288	18 4		<u>£33,417</u>	<u>7 3</u>
	<u>£33,417</u>	<u>7 3</u>		<u>£33,417</u>	<u>7 3</u>
			By Balance ..	£4,288	18 4

STATEMENT No. 13.

EXPENDITURE ON CONSTRUCTION OF RAILWAYS, ROLLING-STOCK, ETC., TO 31ST MARCH, 1930; NET REVENUE AND RATE OF INTEREST EARNED ON CAPITAL EXPENDED ON OPENED LINES FOR YEAR ENDED SAME DATE

Section of Railway.	Opened Lines.			Unopened Lines.	Net Revenue.	Rate of Interest earned.
	Lines and Works.	Rolling-stock.	Total.			
	£	£	£	£	£	£ s. d.
Kaihu	177,101	13,043	190,144	..	—3,331	..
"	..	..	..	..	..	..
Gisborne	775,263	73,481	848,744	..	—8,839	..
"	..	..	..	1,021,620	..	..
North Island Main Lines and Branches ..	23,975,293	6,063,198	30,038,491	..	493,705	1 13 4
"	..	..	..	5,846,786	..	..
South Island Main Lines and Branches ..	17,640,423	4,661,701	22,302,124	..	128,571	0 11 8
"	..	..	..	75,935	..	..
Westport "	562,523	148,324	710,847	..	39,341	5 11 7
"	..	..	..	336,753	..	..
Nelson	532,912	42,632	575,544	..	—15,091	..
"	..	..	..	173,761	..	..
Picton	631,916	49,731	681,647	..	—8,388	..
"	..	..	..	88,556	..	..
	44,295,431	11,052,110	55,347,541	7,543,411	625,968	1 2 11
Lake Wakatipu steamer service	44,750	..	44,750	..	—6,927	..
Subsidiary Services, &c.	2,371,205	..	2,371,205	..	302,104	12 19 6
<i>In suspense—</i>						
Surveys, North Island	..	..	..	29,984	..	..
Miscellaneous, North Island	..	..	..	5,169	..	..
Surveys, South Island	..	..	..	5,763	..	..
Miscellaneous, South Island	..	..	..	5,168	..	..
General	24,175	..	24,175	..	..	..
P.W.D. stock of permanent way	..	..	..	123,014	..	..
Balance of cost of raising loan of £1,500,000 for Railways Improvement Authorization Act 1914 Account	..	..	..	25,819	..	..
	46,735,561	11,052,110	57,787,671	..	921,055	1 12 3
	..	..	..	7,738,418	..	..
Total cost of opened and unopened lines at 31st March, 1930	..	..	65,526,089	..	..	1 8 10

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. No allowance has been made in the capital for the writing-off of £8,100,000. The rate of interest earned on the reduced capital was £1 17s. per cent.

STATEMENT NO. 14.
EXPENDITURE UNDER VOTE FOR ADDITIONS TO OPEN LINES, CHARGED TO CAPITAL ACCOUNT, FOR THE YEAR ENDED 31ST MARCH, 1930.
Way and Works Branch: Particulars of Works, &c.

Work, &c.	Kaihu.	Gisborne.	North Island Main Lines and Branches.	South Island Main Lines and Branches.	Westport.	Nelson.	General.	Totals.
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Land	..	..	..	345 18 2	..	..	..	3,649 11 8
Grading and formation, including formation station-yards	..	..	..	13,049 18 5	..	..	..	14,535 7 0
Bridges, culverts, and subways	..	..	..	Cr. 1,405 11 2	..	..	..	2,447 5 9
Fences, gates, and cattlestops	..	..	..	150 13 3	..	..	..	150 13 3
Permanent-way	..	..	..	2,608 3 5	927 13 5	..	..	Cr. 4,597 1 3
Station buildings, platforms, cattleyards, loading-banks	..	..	..	3,596 16 3	..	..	..	6,276 16 0
Engine-sheds, car and wagon depots, and other operating buildings	..	..	..	1,475 13 9	..	..	..	2,348 16 9
Dwellings	..	..	..	127 2 5	..	..	..	321 11 7
Wharves	..	..	..	Cr. 10,141 10 7	..	..	..	Cr. 10,141 10 7
Water services	..	..	..	108 5 8	114 11 3	..	..	2,218 15 6
Non-operating buildings	..	..	..	2,924 13 3	98 2 0	..	..	3,032 3 5
Locomotive depot plant (running-shed and car and wagon)	..	..	..	..	..	..	..	Cr. 76 7 1
Refreshment-rooms	..	..	..	..	..	..	..	4,432 19 3
Road-motor buildings	..	..	..	..	..	..	..	8,037 17 7
Cranes, weighbridges, capstans, turntables	..	..	..	40 14 3	10,063 16 9	..	..	15,244 2 5
Maintenance movable plant	..	..	..	..	..	..	..	Cr. 4,191 2 8
Miscellaneous (roads, sewerage, drainage, fire-fighting appliances)	..	..	..	975 11 5	..	..	..	2,099 2 9
Signals and interlocking	..	..	..	1,231 19 7	..	..	..	Cr. 14,689 9 4
Tablet installations	..	..	..	2,137 7 2	..	..	..	Cr. 801 13 0
Electric lighting	..	..	..	242 0 5	..	..	..	317 14 10
Train-control (lines and instruments)	..	..	..	31 5 11	..	..	..	10 2 3
House-factory and sawmill at Frankton (plant)	..	..	..	..	..	..	..	Cr. 3,579 7 6
	964 9 3	Cr. 189 0 0	Cr. 934 14 9	17,499 1 7	11,204 3 5	Cr. 92 0 0	Cr. 1,405 10 11	27,046 8 7

Purchase of motor-buses
Road Motors.
£ s. d.
Cr. 22,172 16 0

STATEMENT NO. 14—*continued*.EXPENDITURE UNDER VOTE FOR ADDITIONS TO OPEN LINES, CHARGED TO CAPITAL ACCOUNT, FOR
THE YEAR ENDED 31ST MARCH, 1930—*continued*.

LOCOMOTIVE BRANCH: PARTICULARS OF ROLLING-STOCK, ETC.

Description of Stock ordered.	Number Incomplete on 31st March, 1929.	Number Complete on 31st March, 1930.	Number Incomplete on 31st March, 1930.	Expenditure, Year ended 31st March, 1930.
				£ s. d.
Shunting locomotives, Class C (new design)	24	..	24	20,082 11 9
Clayton shunting locomotive, Class D	1	1	..	2,565 7 4
Articulated locomotives, Class G (Garrett)	2	2	..	2,669 2 4
Locomotives, Class Wf (A. and G. Price, Ltd.)	..	..	..	99 12 3
Fitting superheaters to locomotives	..	..	..	1,817 14 5
Fitting thermic syphons to locomotives	..	..	..	3,365 1 11
Spare boilers	..	..	..	5,756 13 9
Boiler-mountings for new spare boilers	..	..	..	1,003 2 3
Electric headlights for locomotives	..	..	..	1,694 16 3
Spare locomotive-wheels	..	12	18	1,963 17 0
Carriages, Class A	13	1	14	16,413 10 0
Carriages, Class A (coupé)	7	..	7	16,830 15 3
Carriages, Class Aa (suburban)	..	10	12	44,730 11 9
Carriages, Class Aa (coupé)	5	..	5	40,984 17 9
Carriages, 50 ft. Aa (day)	..	..	9	24,215 18 10
Carriages, 50 ft. Aa (observation)	2	..	2	5,592 6 8
Convert two suburban carriages to lounge	..	..	..	66 3 2
Spare carriage bogies	..	..	..	4,797 1 10
Electric lighting for carriages	..	..	..	11,933 14 8
Fitting chair seats to carriages	..	..	..	873 16 10
Brakevans, Class F	3	3	24	Cr. 96 11 7
Wagons, Class G	..	..	10	983 13 4
Wagons, Class H	..	..	40	9,769 2 5
Wagons, Class J	30	230	..	68,412 1 4
Wagons, Class L	..	..	..	Cr. 200 0 0
Wagons, Class La	40	124	470	94,867 7 10
Wagons, Class M	..	..	100	11,681 3 6
Wagons, Class Q	..	..	50	6,387 8 4
Wagons, Class Ra	20	..	20	6 1 8
Wagons, Class Ue	5	5	5	4,255 8 1
Wagons, Class W	20	..	30	3,305 19 1
Wagons, Class Xa	..	..	80	17,924 18 1
Wagons, Class Zp	40	40	..	25,693 2 8
Pneumatic coaling crane	..	..	..	4 3 0
Petrol tower wagon	..	..	..	329 11 2
Tarpaulins	..	500	..	3,195 15 4
Transfer of rolling-stock	..	..	..	1,134 8 2
Spare wagon bogies	..	..	..	212 19 11
Lakewood electric tractors	..	3	..	2,675 13 10
Material returned to stores	..	..	..	Cr. 67 0 0
Vehicles purchased from Public Works Department	..	..	..	8,153 3 8
New buses for road motor services	10	18	11	43,034 15 2
Equipment, Bus Shop, Hutt	..	..	..	1,459 11 1
Obsolete locomotives written off	..	..	..	Cr. 23,592 0 0
Sale of obsolete rolling-stock	..	..	..	Cr. 6,970 9 2
Obsolete rolling-stock written off	..	..	..	Cr. 87,671 3 7
Sale of obsolete machinery	..	..	..	Cr. 4,148 0 0
Total	..	..	..	388,197 19 4
Total locomotives	27*	3	24	
„ carriages	27	11	48	
„ brake-vans	3	3	24	
„ wagons, bogie	65†	45	25	
„ wagons, four-wheel	90	354	780	

* Increased by 1.

† Increased by 20.

Reconciliation Statement.

Expenditure charged to Vote	£	s. d.	£	s. d.	Expenditure—	£	s. d.
No. 44 by Treasury ..	549,477	0 5			Way and Works Branch ..	27,046	8 7
Vouchers outstanding previous					Road motor services ..	Cr. 22,172	16 0
Year	37,908	5 8			Locomotive Branch ..	388,197	19 4
	511,568	14 9					
Less recoveries on account of							
expenditure in previous years	189,815	12 11	321,753	1 10			
Cost of raising loan, 1929–30 ..			29,078	0 0			
Vouchers outstanding at 31st March, 1930			42,240	10 1			
			£393,071	11 11		£393,071	11 11

STATEMENT NO. 14—continued.

EXPENDITURE UNDER THE RAILWAYS IMPROVEMENT AUTHORIZATION ACT, 1914, AND SECTION 7 OF FINANCE ACT, 1924, AND SECTION 10 OF FINANCE ACT, 1925, AND SECTION 3 OF FINANCE ACT, 1926, CHARGED TO CAPITAL ACCOUNT, FOR THE YEAR ENDED 31ST MARCH, 1930.

Work, &c.	Kaihu.	Gisborne.	North Island Main Lines and Branches.	South Island Main Lines and Branches.	Westport.	Nelson.	Pictou.	General.	Total.
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Land	..	..	13,703 15 4	1,259 13 9	..	..	..	..	14,963 9 1
Grading and formation, including formation station-yards..	..	..	42,218 17 1	16,305 14 3	..	..	..	..	58,524 11 4
Bridges, culverts, and subways	..	..	56,545 13 9	16,104 14 2	..	..	..	..	72,650 7 11
Fences, gates, and cattle-stops	..	..	1,297 3 5	46 8 9	..	..	..	..	1,343 12 2
Permanent-way	..	..	79,642 6 4	12,953 14 9	..	..	..	..	92,596 1 1
Station buildings, platforms, cattle-yards, loading-banks ..	..	..	143,977 2 8	1,776 10 5	..	..	..	..	145,747 13 1
Engine-sheds, car and wagon depots, and other operating buildings	..	..	18,256 18 10	259 19 10	..	..	..	..	18,516 18 8
Dwellings	..	..	6,911 4 5	..	..	..	..	..	6,911 4 5
Water services	..	..	148 0 7	393 7 9	..	..	..	..	541 8 4
Non-operating buildings	..	..	2,089 4 3	1,765 12 3	..	..	..	..	3,854 16 6
Maintenance workshop buildings	..	..	12,095 7 1	..	..	..	..	..	12,095 7 1
Locomotive workshop buildings	..	..	43,173 3 2	120,353 10 11	..	..	..	..	163,526 14 1
Locomotive workshop plant	..	35 13 6	30,046 17 2	56,608 4 7	148 14 4	303 3 3	..	455 5 9	87,597 18 7
Locomotive depot plant (running shed and car and wagon)	..	..	119 15 4	1,869 18 6	..	..	..	..	1,989 13 10
Road motor buildings	..	..	440 3 3	..	..	..	..	..	440 3 3
Cranes, weighbridges, capstans, turntables	..	..	3,015 7 4	1 10 1	..	..	..	..	3,016 17 5
Miscellaneous (roads, sewerage, drainage, and fire-fighting appliances)	..	649 0 9	11,909 6 7	62 4 0	..	..	..	..	12,620 11 4
Signals and interlocking	..	..	7,698 19 9	3,137 7 2	..	..	..	Cr. 3,878 3 0	6,958 3 11
Automatic and power signalling	..	..	56,690 4 0	4,053 4 3	..	..	..	..	60,743 8 3
Electric lighting	..	139 9 7	9,633 4 0	13,287 6 8	..	71 18 8	64 13 1	..	23,196 12 0
Telegraph and telephone lines	..	..	Cr. 223 18 1	2,160 3 8	..	609 5 0	595 4 4	Cr. 880 11 5	2,260 3 6
Safety appliances (warning bells and wig-wags, &c.)	..	..	941 11 9	1,180 12 2	..	..	..	..	2,122 3 11
Train control (lines and instruments)	..	..	..	3,680 7 0	..	..	..	..	3,680 7 0
Electrification of track	..	..	..	28,465 11 0	..	..	..	..	28,465 11 0
Electric locomotives	..	..	..	132 1 8	..	..	..	..	132 1 8
	..	824 3 10	540,330 8 0	285,851 17 7	148 14 4	984 6 11	659 17 5	Cr. 4,303 8 8	824,495 19 5
Expenditure charged by Public Works Department—	..	..	..	..	..	..	..	..	..
New Line—Auckland—Westfield	..	..	62,379 15 1	..	..	..	..	..	..
Hutt Valley Railway	..	..	1,568 16 2	..	..	..	..	..	..
Deviations: Tawa Flat and Palmerston North	..	..	312,755 13 1	..	..	..	..	..	..
	..	..	376,704 4 4	..	..	..	..	..	376,704 4 4
Total	..	824 3 10	917,034 12 4	285,851 17 7	148 14 4	984 6 11	659 17 5	Cr. 4,303 8 8	1,201,200 3 9

Reconciliation Statement.

Expenditure charged by Treasury	..	..	£ s. d.	£ s. d.
Less outstanding previous year	..	..	1,168,222 7 5	..
	..	..	122,888 1 9	..
Cost of raising loan, 1929-30	..	..	..	1,045,334 5 8
Vouchers outstanding at 31st March, 1930..	..	..	..	91,038 13 9
	..	..	..	64,827 4 4
	..	..	£1,201,200 3 9	£1,201,200 3 9

STATEMENT NO. 15—continued.
COMPARATIVE STATEMENT OF OPERATING TRAFFIC AND REVENUE FOR THE YEAR ENDED 31ST MARCH, 1930—continued.
(2) OPERATING REVENUE.

Section.	Length Open for Traffic.	Revenue.										Mileage.																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																							
		Revenue.										Mileage.																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																							
		Ordinary Passengers.		Season Tickets.		Parcels, Luggage, and Mails.		Total Coaching.		Goods.		Labour, Demurrage, &c.		Total Goods.		Total Operating Revenue.		Per Mile of Railway per Annum (Average).		Train.		Shunting, &c.		Total.																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																											
	Miles.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.

STATEMENT No. 16.

STATEMENT OF SEASON TICKETS ISSUED FOR THE YEAR ENDED 31ST MARCH, 1930.

Description of Tickets.	1929-30.			1928-29.			1927-28.		
	Number.	Amount.		Number.	Amount.		Number.	Amount.	
		£	s. d.		£	s. d.		£	s. d.
Travellers' annual, all lines ..	32	3,071	12 11	32	3,128	18 4	35	3,379	19 5
Travellers' annual, North Island ..	90	6,054	18 0	90	5,977	10 11	96	6,565	0 5
Travellers' annual, South Island ..	19	1,217	6 9	19	1,241	17 6	19	1,183	17 6
Reporters' annual ..	25	899	4 3	20	664	6 0	28	996	16 2
Sectional annual, North Island ..	388	17,526	17 3	443	19,359	4 5	466	20,312	2 8
Sectional annual, South Island ..	201	8,829	15 1	224	9,383	0 10	247	9,964	8 11
Tourist, all lines ..	229	3,695	15 0	284	4,598	15 0	282	4,574	7 6
Tourist, North Island ..	852	8,792	5 0	819	8,685	0 0	894	9,497	10 0
Tourist, South Island ..	48	515	0 0	47	544	15 0	56	672	10 0
School ..	30,190	25,931	11 4	29,535	25,587	1 6	28,885	25,215	18 6
Bearer twelve-trip ..	48,618	15,249	12 9	49,049	15,567	8 7	48,596	16,059	7 10
Bearer fifty-trip ..	7,586	20,728	11 0	7,823	13,696	6 3	7,820	13,246	17 6
Weekly twelve-trip ..	116,376	21,972	8 10	116,609	22,183	13 10	116,967	22,731	14 11
Weekly workmen's ..	422,488	52,328	11 10	412,005	51,136	9 1	390,152	48,508	17 6
All other season ..	40,290	75,741	15 7	39,170	75,098	10 3	38,220	75,721	18 3
Totals ..	667,432	262,555	5 7	656,169	256,852	17 6	632,763	258,631	7 1

STATEMENT NO. 17.
STATEMENT OF PASSENGER TICKETS ISSUED AT CHEAP EXCURSION RATES FOR YEAR ENDED 31ST MARCH, 1930.

Sections.	SCHOOLS, FACTORIES, AND FRIENDLY SOCIETIES.				EXCURSIONS (OTHER THAN SCHOOLS, FACTORIES, AND FRIENDLY SOCIETIES).				GROSS TOTAL.			
	Schools, Factories, and Friendly Societies. Children not exceeding 15 Years of Age.	Schools only. Senior Scholars over 15 but not exceeding 19 Years of Age.	Schools, Factories, and Friendly Societies. Pupils exceeding 19 Years of Age and Adults.	Total.	Revenue.	First Class.	Second Class.	Total.	Revenue.	Number of Tickets.	£	s. d.
Kaihu ..	Number. 512	Number. ..	Number. 429	Number. 941	£ s. d. 57 1 8	Number. 138	Number. 1,169	Number. 1,307	£ s. d. 629 6 0	Number. 2,248	£	s. d. 686 7 8
Gisborne ..	1,701	154	998	2,853	137 9 5	300	2,048	2,348	1,052 11 4	5,201	1,190	0 9
Auckland ..	12,496	2,404	11,274	26,174	3,148 0 0	14,237	96,241	110,478	75,042 0 0	136,652	78,190	0 0
Ohakune ..	2,973	425	1,964	5,362	456 7 3	2,433	18,392	20,825	15,056 2 7	26,187	15,512	9 10
Wanganui ..	8,338	1,571	5,606	15,515	1,463 9 7	3,929	31,616	35,545	22,737 12 2	51,060	24,191	1 9
Wellington ..	28,129	3,032	23,204	54,365	4,248 9 0	42,625	109,858	152,483	101,294 5 7	206,848	105,542	14 7
Pictou ..	1,415	73	1,079	2,567	169 5 5	968	3,901	4,869	646 11 5	7,436	815	16 10
Nelson ..	1,697	241	1,153	3,091	180 18 11	161	9,699	9,860	1,187 11 10	12,951	1,368	10 9
Westport ..	996	22	684	1,702	84 7 8	136	9,280	9,416	2,005 7 11	11,118	2,149	15 7
Christchurch ..	31,187	3,128	38,096	72,411	9,466 6 0	17,642	103,446	121,088	61,202 18 9	193,499	70,669	4 9
Dunedin ..	15,133	1,735	17,382	35,250	3,731 3 7	12,337	100,461	112,798	60,992 5 1	148,048	64,713	8 8
Invercargill ..	7,934	876	10,326	19,136	2,455 16 5	4,556	55,651	60,207	27,950 9 7	79,343	30,406	6 0
Head Office ..	..	..	..	..	..	4,293	7,047	11,340	24,373 12 2	11,340	24,373	12 2
Totals ..	113,511	13,661	112,195	239,367	25,588 14 11	103,755	548,809	652,564	394,220 14 5	891,931	419,809	9 4
Total, year ending—	42,506	5,736	37,708	85,950	5,466 16 9	95,628	588,813	684,441	136,813 0 1	770,391	142,279	16 10
31st March, 1902	41,540	6,048	41,555	89,143	6,050 11 3	84,448	517,566	602,014	103,279 8 6	691,157	109,329	19 9
31st March, 1903	50,364	6,975	54,344	111,683	7,424 19 7	100,417	594,967	695,384	125,624 4 0	807,067	133,049	3 7
31st March, 1904	52,742	7,359	53,558	113,659	7,490 16 0	100,968	592,485	693,453	130,688 16 9	807,112	137,559	12 9
31st March, 1905	55,478	7,715	57,027	120,220	7,882 16 1	110,823	626,852	737,675	140,939 16 3	857,895	148,822	12 4
31st March, 1906	48,044	7,837	39,783	95,664	6,514 18 4	125,280	731,132	856,412	194,185 2 9	952,076	200,700	1 1
31st March, 1907	51,031	8,163	53,886	113,080	7,604 10 4	113,617	618,518	732,135	141,519 16 11	845,215	174,121	7 3
31st March, 1908	55,199	9,266	52,579	117,044	7,641 5 10	122,312	667,857	790,179	166,471 6 3	907,223	149,112	12 1
31st March, 1909	53,917	7,811	53,577	115,405	7,964 15 7	128,277	735,561	863,838	211,133 6 10	979,243	219,098	2 5
31st March, 1910	66,381	10,799	66,695	143,875	9,488 14 7	107,208	576,251	683,459	155,444 10 11	827,334	164,933	5 6
31st March, 1911	62,289	8,924	63,612	134,825	9,702 15 3	135,590	704,883	840,473	206,472 13 1	975,298	216,175	8 4
31st March, 1912	63,040	9,723	133,897	133,897	9,509 8 7	159,730	804,965	964,695	271,611 17 7	1,098,592	281,121	6 2
31st March, 1913	111,029	18,246	59,712	188,987	13,235 8 4	131,416	683,851	815,267	210,109 0 9	1,004,254	223,344	9 1
31st March, 1914	47,846	7,974	48,197	104,017	7,919 1 9	144,260	732,355	926,615	259,547 10 6	1,030,632	267,466	12 3
31st March, 1915	43,038	8,198	36,091	87,327	6,072 18 9	136,401	763,690	900,091	269,097 16 0	987,418	275,170	14 9
31st March, 1916	38,477	8,738	32,901	80,166	6,189 17 6	168,098	735,468	903,566	313,006 7 3	983,732	319,166	4 10
31st March, 1917	591	124	743	1,458	131 6 7	20,148	110,630	132,088	62,968 15 11	Nil	63,100	2 6
31st March, 1918*	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil
31st March, 1919*	38,357	3,968	42,461	84,786	7,173 12 2	76,713	260,159	336,872	161,401 18 3	421,658	168,575	10 5
31st March, 1920	94,175	12,346	70,794	177,315	14,966 19 8	146,404	524,246	670,650	371,525 9 4	847,965	386,492	9 0
31st March, 1921	76,537	13,835	71,852	162,224	14,955 1 5	109,414	333,791	448,205	242,464 18 6	610,429	257,419	19 11
31st March, 1922	83,716	15,700	73,855	173,271	16,228 5 3	119,261	393,682	512,943	323,015 18 8	686,214	339,244	3 11
31st March, 1923	96,338	18,363	86,947	200,748	19,699 5 2	111,124	322,061	433,185	267,717 7 0	633,933	287,416	12 2
31st March, 1924	42,540	76,057	76,057	19,298	7,702 14 4	123,341	362,724	486,065	289,939 8 8	562,122	297,702	3 0
31st March, 1925	88,461	19,197	86,061	193,719	24,699 0 7	146,417	565,326	711,743	445,694 15 10	905,462	470,393	16 5
31st March, 1926	134,802	21,368	111,365	267,535	32,702 4 0	120,663	643,431	802,662	351,481 6 10	910,796	384,183	10 10
31st March, 1927	96,308	17,173	98,381	211,862	23,864 17 4	105,372	485,428	590,800	329,246 3 8	802,662	353,111	1 0
31st March, 1928	112,033	14,894	115,215	242,142	27,338 7 0	117,323	590,761	708,084	394,220 14 5	950,226	477,427	3 2
31st March, 1929	113,511	13,661	112,195	239,367	25,588 14 11	103,755	548,809	652,564	394,220 14 5	891,931	419,809	9 4

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

STATEMENT NO. 18.
STATEMENT OF TRAFFIC AND REVENUE FOR EACH STATION FOR THE YEAR ENDED 31st MARCH, 1930.

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.	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.																				
NORTH ISLAND MAIN LINES AND BRANCHES—																									
Auckland—																								NORTH ISLAND MAIN LINES AND BRANCHES—	
Coaching Goods ..	28,115	11,709	142,028	110,452	292,304	17,490	338	971	28,947	382,730	198,713	4 1	19,619	15 0	39,806	0 8	13,111	12 8	Cr. £ 251 5 1	£ 2,083 8 4	£ 273,082 15 8	Number. 618	Number. 2,025	£ 74,699	256,219
Karangahape Road ..	172	190	1,056	1,932	3,350	28	..	..	..	..	4,635	7 6	95	16 10	299	17 9	9 12	8	Cr. £ 375,192 14 5	£ 6,848 2 10	£ 382,040 17 3	..	..	..	..
Central Booking-office ..	6,221	4,387	6,566	8,302	25,476	527	..	..	..	..	20,148	1 6	4,292	10 4	..	..	..	..	Cr. £ 0 10 9	£ 15 4 5	£ 5,055 8 5	..	..	..	..
Symonds Street Booking-office ..	292	324	976	1,639	3,231	23	..	..	..	..	5,065	8 1	115	10 11	400	17 7	6 3	6	Cr. £ 4 12 0	£ 48 8 8	£ 24,484 8 6	..	..	..	..
Newmarket ..	2,644	1,968	24,380	27,567	56,559	10,780	34	..	3,225	5,511	8,122	11 1	2,082	19 0	1,011	12 4	135	6 8	..	..	£ 14,686 13 2	..	..	..	..
Mount Eden ..	830	499	15,438	20,045	36,812	5,304	143	127	1,490	20,449	4,284	7 7	1,083	17 8	489	7 5	34	0 0	..	..	£ 6,073 3 7	..	..	..	..
Avondale ..	304	265	20,673	31,450	52,692	66,700	635	..	721	9,540	3,300	13 6	7,895	4 11	316	2 10	21	18 3	..	..	£ 4,587 5 3	..	..	..	..
Henderson ..	323	490	14,258	26,641	41,712	20,731	3,452	12,264	586	8,308	3,804	15 9	4,328	7 4	1,364	7 10	13	17 6	..	..	£ 6,360 7 3	..	..	..	..
Helensville ..	2,844	1,079	15,061	13,798	32,782	188	9,507	48,745	6,000	13,705	6,962	16 3	331	2 9	1,760	17 2	45	1 11	..	..	£ 16,079 3 5	..	..	..	..
Wellsford ..	1,018	504	6,925	4,094	12,541	58	5,694	23,182	1,478	3,705	4,181	7 6	45	0 0	1,055	5 5	35	13 5	..	..	£ 148 13 0	..	..	..	..
Maungaturoto ..	1,294	632	7,786	6,833	16,545	6	4,185	18,636	86	3,232	4,901	3 4	14	6 6	258	18 1	27	8 2	..	..	£ 5,565 4 1	..	..	..	..
Paparoa ..	364	102	2,243	1,534	4,243	10	4,477	13,677	337	3,258	1,407	17 10	8	7 0	209	18 11	15	2 8	..	..	£ 2,688 6 5	..	..	..	..
Waiotira ..	709	340	6,268	4,444	11,761	63	11,785	60,656	14,898	38,939	2,907	9 1	46	8 1	442	11 7	20	10 2	..	..	£ 3,654 14 5	..	..	..	..
Whangarei ..	4,740	1,728	24,907	15,456	46,831	1,151	6,475	29,003	3,705	14,040	20,647	18 1	634	15 2	1,231	9 8	164	11 8	..	..	£ 26,513 13 9	..	..	..	..
Hikurangi ..	190	139	3,167	1,992	5,488	117	2,252	10,923	2,444	121,704	1,980	7 5	125	19 3	463	2 7	10	0 4	..	..	£ 2,422 8 7	..	..	..	..
Otira ..	1,013	410	4,017	2,411	7,851	31	907	9,669	4,132	2,471	4,256	10 3	26	6 7	953	17 4	20	14 11	..	..	£ 5,565 4 1	..	..	..	..
Kawakawa ..	619	467	5,506	2,149	8,741	15	86	123	83	8,276	1,719	7 10	12	0 0	262	19 8	13	6 9	..	..	£ 3,300 14 6	..	..	..	..
Opua ..	979	299	7,807	6,877	15,962	58	18	109	867	3,560	3,473	19 1	28	14 9	220	19 11	17	4 6	..	..	£ 2,688 6 5	..	..	..	..
Kaikohe ..	869	410	8,579	6,139	15,997	1	3,908	39,437	2,099	1,435	6,823	10 1	5	2 6	519	3 0	30	2 7	..	..	£ 2,013 9 11	..	..	..	..
Remuera ..	1,064	151	2,063	1,756	5,034	4,630	608	166	156	59	185	0 1	1,091	18 7	22	15 7	2	7 4	..	..	£ 6,067 8 6	..	..	..	..
Green Lane ..	529	216	4,591	8,780	14,116	7,862	..	..	6	38	506	17 7	1,801	16 1	29	18 3	3	11 5	..	..	£ 564 8 6	..	..	..	..
Ellerslie ..	375	331	9,566	11,108	21,380	13,256	831	..	26	143	1,253	17 1	2,526	13 11	109	16 4	4	6 9	..	..	£ 113 12 0	..	..	..	..
Penrose ..	60	226	5,032	4,139	9,457	5,796	940	3,893	854	92,369	467	11 0	961	17 8	173	8 0	5	4 9	..	..	£ 2,802 18 3	..	..	..	..
Onehunga Town ..	16	18	2,865	1,499	4,398	9,464	49	104	4,355	3,220	230	7 1	1,410	13 7	185	6 9	5	10 11	..	..	£ 40,708 2 10	..	..	..	..
Otahuhu ..	274	1,658	8,614	27,417	37,963	20,624	1,674	21,185	133	92,604	2,123	2 11	4,362	16 0	205	4 8	27	13 2	..	..	£ 1,872 5 0	..	..	..	..
Papatoetoe ..	191	842	6,114	17,509	24,656	15,579	495	3,232	1,302	1,124	800	4 1	3,630	0 7	566	16 7	17	17 10	..	..	£ 564 8 6	..	..	..	..
Papakura ..	831	1,484	18,735	37,268	58,318	16,333	2,225	21,565	13	26,466	4,220	3 6	4,230	6 11	364	11 7	38	12 2	..	..	£ 113 12 0	..	..	..	..
Drury ..	71	141	1,971	2,213	4,396	253	3,743	17,297	320	9,916	705	7 5	204	11 4	284	18 1	5	4 9	..	..	£ 1,207 19 2	..	..	..	..
Waiuku ..	180	129	2,873	2,049	5,231	6	9,082	10,189	251	542	1,204	8 5	7 11 5	267	9 7	9	0 10	..	..	£ 5,670 15 5	..	..	..	..	
Pukekohe ..	747	990	9,946	8,166	19,849	252	9,368	16,950	999	13,337	5,279	17 7	263	7 4	805	2 6	67	2 2	..	..	£ 2,422 8 7	..	..	..	..
Tuakau ..	254	466	4,539	4,590	9,849	332	5,489	47,959	..	4,540	2,122	14 9	243	3 3	1,552	15 6	21	5 1	..	..	£ 16,838 4 10	..	..	..	..
Pokeno ..	98	78	1,986	1,818	3,980																				

STATEMENT NO. 18—continued.

STATEMENT OF TRAFFIC AND REVENUE FOR EACH STATION FOR THE YEAR ENDED 31ST MARCH, 1930—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.	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.																		
NORTH ISLAND MAIN LINES AND BRANCHES—contd.																						
Tariki	71	13	950	433	1,467	70	2,022	2,407	2,651	1,692	239 14 10	57 0 0	14 6 6	1 12 6	1,211 8 5	3 7 0	1,527 9 3	177	1,742	624	2,493	Tariki.
Midhurst	21	52	1,854	980	2,907	175	2,969	3,112	2,238	240 16 6	140 14 7	33 18 6	2 7 9	1,926 18 9	2 15 11	2,347 12 0	15	705	1,111	4,485	Midhurst.	
Stratford	1,491	636	16,736	7,884	26,747	224	13,207	33,575	584	6,970	8,615 19 6	235 11 5	1,057 19 4	140 8 0	7,935 0 5	934 13 9	18,919 12 5	2,054	15,142	8,357	16,400	Stratford.
Te Wera	30	111	538	429	1,108	12	634	6,208	91	6,051	223 19 4	...	296 10 2	1 3 10	2,117 0 6	815 17 5	3,454 11 3	797	6,337	1,281	5,161	Te Wera.
Whangamomona	349	424	5,766	5,020	11,559	12	1,648	23,346	18	1,323	1,480 9 7	14 18 8	399 2 2	4 11 9	2,562 17 7	292 9 6	4,754 9 3	1,540	3,229	3,851	11,105	Whangamomona.
Eltham	477	209	7,536	6,213	14,435	267	26,972	54,009	1,932	9,808	4,183 19 10	264 17 7	362 2 2	56 13 0	11,431 5 8	574 19 2	16,873 17 5	1,933	25,646	19,934	24,602	Eltham.
Normanby	14	29	1,752	958	2,753	68	23,276	27,280	24	21,856	420 19 7	52 12 11	38 18 2	5 12 2	11,863 13 3	4 7 5	12,386 3 6	2,180	10,114	315	12,433	Normanby.
Hawera	1,617	874	17,911	11,578	31,980	197	18,115	82,524	1,972	15,115	13,078 18 6	353 2 6	803 12 10	188 5 11	15,645 12 4	68 10 1	30,138 2 2	5,245	60,660	19,315	39,011	Hawera.
Patea	382	187	4,641	2,794	7,904	154	1,898	22,323	3,632	15,348	2,414 15 10	121 16 8	188 8 6	38 16 9	19,689 3 0	417 12 7	22,870 13 4	46,329	123,115	3,309	40,990	Patea.
Waverley	279	103	2,754	1,551	4,687	62	5,603	58,602	78	2,726	1,565 16 7	56 8 2	128 15 8	26 14 0	5,687 11 8	49 15 3	7,515 1 4	3,406	31,193	14,647	11,607	Waverley.
Waitotara	39	61	1,009	1,147	2,256	1	2,926	71,206	46	425	401 15 2	1 0 0	129 0 0	3 3 4	3,762 6 1	1 9 10	4,298 14 5	1,602	30,920	922	5,408	Waitotara.
Kai Iwi	11	14	303	203	531	1	472	3,121	108	38,006	2,931 18 10	12 2 8	361 15 1	122 18 7	18,034 1 11	27 19 0	21,490 16 1	1,317	20,732	4,660	36,212	Kai Iwi.
Aramoho	992	559	7,945	3,586	13,082	19	1,696	54,521	763	15,024	18,339 3 3	584 6 3	2,338 3 0	593 11 9	18,681 9 7	2,069 19 3	42,606 13 1	11,498	395,531	30,034	42,084	Aramoho.
Wanganui	3,714	1,904	25,922	13,363	44,903	169	2,860	31,954	763	15,024	18,339 3 3	584 6 3	2,338 3 0	593 11 9	18,321 4 7	10,166 2 6	28,487 7 1	44	...	2,786	10,620	Wanganui.
Wanganui Wharf	104	114	2,013	694	2,925	49	1,994	67,876	2,788	1,693	439 4 2	38 6 1	74 14 9	10 0 2	4,248 11 8	11 18 4	4,822 15 2	1,173	20,934	1,202	3,576	Fordell.
Fordell	85	125	3,383	1,723	5,316	33	1,090	59,060	12	1,733	998 3 11	26 3 11	142 19 0	15 2 7	3,660 9 9	7 2 3	4,850 1 5	635	25,375	669	5,758	Turakina.
Turakina	108	206	1,245	861	2,420	8	1,194	39,205	91	17,614	502 6 10	6 0 0	61 4 3	9 3 2	7,168 0 11	3 2 5	7,749 17 7	475	17,847	698	2,876	Greatford.
Greatford	76	83	2,323	2,329	4,811	108	391	41,007	224	2,314	745 15 7	81 19 9	44 15 2	11 4 10	3,312 2 7	5 2 10	4,201 0 9	408	16,878	636	2,512	Halcombe.
Halcombe	1,796	859	10,356	5,263	18,274	187	10,091	208,065	452	12,129	7,719 8 9	216 0 10	749 9 1	182 5 3	25,675 9 1	54 1 5	34,596 14 5	26,810	107,044	20,877	26,731	Feilding.
Palmerston North	12,225	7,963	58,821	45,149	124,158	580	3,809	38,599	5,372	59,692	57,840 5 7	1,671 12 10	3,568 4 3	1,630 14 8	50,034 3 0	891 6 3	115,636 6 7	7,005	138,423	106,704	70,001	Palmerston North.
Ashhurst	169	218	3,033	894	4,314	42	813	39,379	19	634	784 3 8	34 5 4	54 14 3	15 0 7	2,316 8 4	5 2 2	3,209 14 4	1,600	22,741	1,621	3,560	Ashhurst.
Longburn	89	262	3,901	4,970	9,222	62	10,813	94,415	1,618	14,836	999 4 4	60 18 4	190 4 11	12 3 11	25,372 18 8	Cr. 120 1 11	26,515 8 3	841	150,596	328	8,896	Longburn.
Foxton	138	97	4,704	2,722	7,661	27	1,097	9,070	9,262	11,121	1,140 4 5	24 2 6	126 5 7	11 3 5	7,230 18 3	383 19 1	8,916 13 3	1,296	9,676	6,736	42,698	Foxton.
Shannon	327	537	7,738	11,832	20,434	299	3,275	50,816	706	4,240	3,661 18 10	340 3 7	191 17 10	32 8 11	7,490 8 5	10 3 3	11,727 0 10	1,708	29,566	3,849	6,015	Shannon.
Levin	1,613	1,069	14,588	13,335	30,505	325	7,966	30,710	1,224	4,601	8,306 2 10	285 13 8	486 10 7	131 7 11	7,269 14 2	51 10 7	16,530 19 9	1,873	23,161	8,230	11,531	Levin.
Otaki	934	557	8,854	7,441	17,786	263	2,257	34,438	8,132	5,393	4,303 3 10	266 0 4	2,559 11 4	61 6 2	8,159 9 2	29 7 10	15,378 18 8	1,570	12,155	2,396	17,699	Otaki.
Paekakariki	1,654	2,483	12,206	19,385	35,728	1,216	657	29,178	9,215	15,714	5,439 16 10	537 16 8	1,941 4 3	72 15 3	5,502 16 10	24 5 11	13,518 15 9	705	4,602	3,051	6,841	Paekakariki.
Johnsonville	448	1,289	9,139	21,014	31,890	16,279	771	14,657	37	310	2,990 17 0	2,847 19 1	96 10 7	21 0 0	950 10 6	25 5 9	6,932 2 11	9,694	63,178	7,301	9,646	Johnsonville.
Thorndon (Coaching)	14,797	18,872	57,654	94,030	185,353	17,431	...	...	...	78,809	1 4	5,794 14 10	22,428 19 2	4,170 8 8	Cr. 137 0 10	284						

STATEMENT No. 18—continued.

STATEMENT OF TRAFFIC AND REVENUE FOR EACH STATION FOR THE YEAR ENDED 31ST MARCH, 1930—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.	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.	£	s.										d.	£	s.	d.	£					s.	d.	£	s.	d.	£	s.	d.	£	s.	d.	Number.	Number.	Tons.		
SOUTH ISLAND MAIN LINES AND BRANCHES—																																								
Lyttelton	27,068	23,947	34,561	85,119	170,695	13,609	2,085	44,213	51,944	365,783	12,849	14	9	4,078	7	9	3,701	9	3	107	15	11	147,543	19	8	16,398	12	10	184,680	0	2	1,409	12,132	14,271	282,260	49,061	6,444	12,809	1	Lyttelton. (Wharf).
Heathcote	383	2,010	2,951	19,927	25,271	4,021	..	..	..	3,572	1,057	18	7	1,059	4	11	30	16	11	8	12	4	2,185	16	10	2	4	4	4,344	13	11	..	..	..	963	6,444	..	Heathcote.		
Woolston	158	207	1,980	6,033	8,378	2,897	12	30	13	4,119	365	8	8	470	14	1	130	6	6	4	0	7	2,280	13	5	7	4	1	3,258	7	4	33	348	..	..	..	..	Woolston.		
Opawa	380	652	2,784	6,100	9,916	4,905	..	..	..	356	471	7	11	664	2	5	25	5	0	9	12	4	2,280	13	5	7	4	1	1,181	10	1	..	..	..	..	..	..	Opawa.		
Christchurch— (Coaching)	38,398	39,233	112,283	230,232	420,146	32,226	..	..	..	..	86,937	8	10	7,370	4	10	13,373	4	0	5,961	13	8	Cr. 95	12	3	521	14	2	114,068	13	3	..	..	..	..	..	..	Christchurch— (Coaching).		
Central Booking Office	8,895	6,398	6,553	13,953	35,799	337	..	..	..	..	40,612	18	8	4,436	14	3	1,943	13	4	7	14	0	Cr. 1	0	2	46	15	5	47,046	15	6	..	..	..	..	..	..	Central Booking-office.		
Addington	207	327	3,282	4,971	8,787	1,740	6,022	317,590	6,940	33,036	1,356	11	1	219	3	3	187	1	10	34	2	9	25,079	12	5	490	19	3	27,367	10	7	21,382	520,588	78,455	79,556	17,628	..	Addington.		
Riccarton	186	84	1,033	1,289	2,592	306	..	..	..	5,234	333	6	3	65	3	0	25	1	7	8	10	9	1,838	8	10	2	18	8	2,273	9	1	3	..	..	..	..	..	Riccarton.		
Papanui	528	126	2,846	3,018	6,518	2,058	76	..	241	5,116	974	7	9	487	7	5	147	13	11	20	13	0	3,218	11	6	4	15	8	4,853	9	3	303	73	10,378	8,939	9,878	13,540	Papanui.		
Belfast	50	187	2,442	5,497	8,176	339	627	7,466	314	24,198	540	5	6	206	5	10	107	3	6	8	6	0	12,832	5	4	23	12	11	13,717	19	1	1,098	635,982	6,457	9,878	..	Belfast.			
Kaipoi	185	254	4,137	6,769	11,345	431	636	13,206	251	27,155	1,661	1	4	375	19	9	260	6	6	40	5	9	11,512	11	3	43	4	5	13,893	9	0	523	221,615	3,297	..	..	..	Kaipoi.		
Rangiora	697	744	8,944	16,156	26,541	634	1,531	47,065	1,184	26,268	4,262	10	2	800	19	2	294	14	3	68	17	0	11,569	18	2	67	11	4	17,064	10	11	1,218	21,268	11,474	12,684	..	Rangiora.			
Cust	1	12	310	350	673	100	356	24,637	328	6,046	123	2	7	81	5	5	20	9	1	4	11	3	3,188	0	11	1	5	10	3,418	15	1	169	13,080	1,150	2,306	..	Cust.			
East Oxford	6	10	274	1,492	1,782	10	629	49,964	..	3,032	324	19	5	11	17	6	328	11	7	5	8	11	2,967	9	6	4	0	1	3,642	7	0	246	12,550	2,443	5,002	..	East Oxford.			
Sefton	43	111	1,136	1,151	2,441	96	521	10,992	..	4,182	355	4	5	70	5	7	55	17	7	6	8	11	2,057	4	5	5	7	3	2,550	8	2	140	6,646	848	1,468	..	Sefton.			
Amberley	354	112	1,442	1,285	3,193	83	474	68,084	53	3,643	769	6	10	71	2	3	128	10	11	17	19	1	3,869	17	6	15	14	0	4,872	10	7	341	25,537	897	2,744	..	Amberley.			
Waipara	202	221	1,365	1,447	3,235	27	1,347	130,413	1	4,810	910	14	2	25	13	1	286	12	7	7	1	2	7,945	19	1	10	8	4	9,186	8	5	414	10,888	400	1,027	..	Waipara.			
Mina	154	91	744	581	1,570	..	1,257	70,631	45	2,107	849	11	11	..	..	..	256	14	4	11	7	7	5,159	2	2	11	6	9	6,288	2	9	692	12,521	3,640	5,685	..	Mina.			
Parnassus	1,382	117	1,003	451	2,953	15	720	71,036	1,236	1,119	2,331	3	1	17	12	4	297	0	8	18	12	9	5,832	4	10	32	18	8	8,529	12	4	216	6,709	1,322	2,982	..	Parnassus.			
Waikari	171	93	1,359	922	2,545	42	209	28,666	..	4,520	757	17	10	60	3	6	94	16	6	13	3	2	3,549	10	6	6	4	8	4,481	16	2	91	4,534	1,608	3,925	..	Waikari.			
Hawarden	162	40	1,307	1,230	2,739	27	652	77,370	34	6,124	755	4	6	26	17	0	188	7	3	13	13	5	6,823	7	9	5	3	9	7,812	13	8	265	15,105	1,570	2,455	..	Hawarden.			
Culverden	310	212	2,556	1,678	4,756	9	1,940	71,696	7	4,633	1,853	5	6	9	3	0	236	2	4	30	19	7	7,363	13	10	8	15	2	9,501	19	5	378	18,161	2,466	5,542	..	Culverden.			
Waiau	148	38	963	606	1,755	4	655	58,432	114	1,657	797	15	1	3	8	8	103	1	5	13	10	6	4,753	6	6	4	16	11	5,675	19	1	601	7,724	1,700	3,211	..	Waiau.			
Hornby	51	138	924	1,797	2,910	78	1,892	4,038	44	58,123	645	12	7	50	8	0	18	13	4	3	16	11	21,387	17	7	9	10	11	22,115	19	4	2,231	19,939	3,438	61,721	..	Hornby.			
Prebbleton	4	6	539	1,311	1,860	105	65	778	..	5,427	150	0	1	87	13	9	8																							

STATEMENT NO. 18—continued.

STATEMENT OF TRAFFIC AND REVENUE FOR EACH STATION FOR THE YEAR ENDED 31ST MARCH, 1930—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.	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.																							
Burke's ..	209	814	1,330	5,607	7,960	2,353	1	..	..	..	324 0 2	709 15 2	5 5 9	1 19 5	0 17 11	0 10 0	1,042 8 5	1	..	..	..	12	Burke's.
Ravenbourne ..	1,040	2,953	4,855	16,092	24,940	6,275	..	..	30	162	769 16 10	1,653 3 2	17 6 11	6 0 2	30 7 2	0 17 3	2,477 11 6	..	..	1,547	6,804	Ravenbourne.	
Dunedin (Coaching) ..	21,907	30,472	100,102	218,013	370,494	18,742	..	..	..	..	112,373 1 7	10,796 5 8	15,582 10 0	3,617 19 8	Cr. 130 10 8	545 16 6	142,785 2 9	1,244	2,123	130,351	258,647	Dunedin (Coaching).	
(Goods) ..	..	..	..	..	..	..	1,141	..	361	..	..	..	..	..	164,637 4 0	1,471 6 10	166,108 10 10	..	..	..	..	..	(Goods) ..
Caversham ..	371	493	5,455	8,228	14,547	2,993	..	..	65	441	1,591 11 4	407 10 8	83 9 4	19 10 9	485 11 3	5 7 0	2,593 0 4	..	..	3,883	9,342	Caversham.	
Burnside ..	326	554	6,923	7,438	15,241	5,257	2,810	40,022	188	56,221	503 17 9	880 4 6	196 4 3	4 5 8	39,772 16 10	68 10 6	41,425 19 6	16,840	497,695	3,850	101,483	Burnside.	
Green Island ..	527	1,248	4,640	14,141	20,556	5,423	1	..	..	32,300	1,095 4 5	1,505 9 4	29 6 0	7 9 0	5,932 10 9	8 19 10	8,578 19 4	6	1	588	17,950	Green Island.	
Abbotsford ..	173	1,278	3,811	13,896	19,158	7,067	..	..	..	9,365	984 3 6	1,517 1 4	19 18 0	8 8 7	1,754 9 5	25 1 5	4,309 2 3	..	..	334	2,061	Abbotsford.	
Wingatui ..	173	587	3,170	10,823	14,753	1,869	972	21,124	..	10,830	1,457 1 7	538 7 6	74 8 5	11 1 2	5,960 11 11	4 15 3	8,046 5 10	844	2,052	171	1,652	Wingatui.	
Middlemarch ..	274	129	1,073	485	1,961	5	808	64,804	42	2,462	846 19 9	5 5 0	535 17 1	9 4 9	6,397 17 6	13 19 7	7,809 3 8	414	9,500	1,572	3,346	Middlemarch.	
Waipia ..	214	84	1,053	419	1,770	..	367	35,402	22	980	908 7 0	..	114 6 1	10 15 11	3,544 6 0	3 17 5	4,581 12 5	222	4,735	2,344	4,529	Waipia.	
Ranfurly ..	457	163	1,456	805	2,881	14	266	49,204	90	2,870	1,638 18 9	8 11 8	349 9 5	17 6 11	5,827 4 9	31 4 10	7,872 16 4	262	1,843	2,897	4,290	Ranfurly.	
Oturehua ..	107	32	510	214	863	16	569	69,666	..	2,718	472 11 3	15 2 5	171 6 6	4 9 0	8,094 2 2	19 6 6	8,776 17 10	57	9,100	1,009	1,848	Oturehua.	
Omakau ..	258	86	1,268	502	2,114	..	546	52,240	6	1,455	1,238 13 11	..	338 9 5	9 0 2	6,292 1 6	12 4 10	7,890 9 10	276	7,128	4,594	4,472	Omakau.	
Alexandra ..	300	107	1,433	448	2,288	13	57	7,978	37	1,907	1,417 16 6	69 7 7	246 18 11	14 0 10	3,430 4 0	26 11 9	5,204 19 7	273	4,023	3,074	4,913	Alexandra.	
Clyde ..	165	60	809	329	1,363	70	20	4,716	62	854	596 16 0	61 10 0	146 13 9	6 17 8	1,615 6 7	7 2 6	2,434 6 6	17	1,069	1,081	1,490	Clyde.	
Cromwell ..	531	130	2,213	929	3,803	..	629	31,721	13	5,880	2,889 5 11	1 13 0	508 10 3	23 0 9	10,627 2 1	29 15 2	14,079 7 2	117	6,118	4,363	6,925	Cromwell.	
Mosgiel ..	741	2,381	9,082	35,645	48,449	8,758	687	10,937	31	29,448	5,161 5 3	2,696 4 3	269 12 11	113 8 4	4,705 2 2	190 1 7	15,135 14 6	795	5,045	1,469	2,047	Mosgiel.	
Outram ..	9	17	2,877	1,036	3,939	296	286	8,484	..	9,144	448 4 9	161 17 3	73 7 4	3 9 2	2,480 9 7	3 17 11	3,171 6 0	292	2,527	1,732	8,635	Outram.	
Allanton ..	75	311	2,594	2,743	5,723	63	1,152	19,790	..	3,019	729 9 5	43 8 2	313 3 0	5 5 1	2,639 6 10	4 5 7	3,734 18 1	1,593	7,532	1,621	17,927	Allanton.	
Milburn ..	16	68	690	475	1,249	33	199	16,341	12	60,636	273 8 9	11 8 6	37 7 7	2 10 8	19,316 7 5	295 16 9	19,936 19 8	195	2,728	582	27,296	Milburn.	
Milton ..	736	664	5,678	6,523	13,601	77	628	36,644	352	13,608	4,312 18 2	116 2 10	560 14 0	57 9 4	8,079 1 3	245 19 9	13,372 5 4	517	11,267	1,801	10,530	Milton.	
Waitahuna ..	38	25	458	865	1,386	28	282	19,629	124	446	346 11 3	29 17 4	97 13 9	5 5 10	1,220 9 3	5 11 5	1,705 8 10	75	2,983	673	4,120	Waitahuna.	
Lawrence ..	360	365	2,834	2,512	6,071	5	404	22,629	41	1,493	1,700 1 3	3 15 0	334 14 11	31 6 8	2,719 18 3	27 6 7	4,817 2 8	138	2,984	565	3,939	Lawrence.	
Miller's Flat ..	67	31	591	427	1,116	..	155	19,032	9	2,237	406 3 9	..	85 8 0	9 7 7	3,968 4 9	2 6 10	4,461 10 11	167	1,210	2,821	3,052	Miller's Flat.	
Roxburgh ..	137	82	914	887	2,020	1	13	6,861	..	3,393	908 9 3	1 8 3	88 19 9	12 8 4	5,485 19 2	4 10 11	6,501 15 8	20	103	5,042	2,388	Roxburgh.	
Lovell's Flat ..	33	223	496	700	1,452	114	122	14,343	101	23,213	237 11 9	58 15 6	28 8 3	2 4 5	10,491 17 9	252 4 3	11,071 1 11	62	2,289	273	3,351	Lovell's Flat.	
Stirling ..	116	149	2,968	2,421	5,654	127	3,940	10,900	..	81,710	1,216 9 9	164 6 1	125 14 8	11 10 6	43,753 5 9	1,071 18 4	46,343 5 1	2,181	2,388	1,325	4,358	Stirling.	
Balclutha ..	1,255	895	10,841	8,497	21,488	121	2,008	81,133	1,281	29,185	8,286 8 6	230 15 2	917 8 6	132 1 5	19,631 13 4	168 12 6	29,366 19 5	1,038	44,010	4,915	13,061	Balclutha.	
Owaka ..	187	96	2,196	1,560	4,039	16	586	38,907	50,725	6,649	1,402 14 8	17 3 3	282 17 10	22 11 2	17,292 16 10	16 12 1	19,135 15 10	1,170	142,263	3,275	15,781	Owaka.	
Tahakopa ..	109	32	2,890	3,622	6,653	12	61	2,776	27,050	1,651	812 8 11	17 4 10	170 3 3	4 13 6	7,289 5 8	71 15 10	8,365 12 0	198	3,587	131	4,801	Tahakopa.	
Waiwera ..	35	42	788	688	1,553																		

CLASSIFICATION OF GOODS AND LIVE-STOCK TRAFFIC AND EARNINGS BY COMMODITIES.

29

D.—2.

Commodity.	Year ended 31st March, 1930.						Year ended 31st March, 1929.								
	Tonnage carried.	Per Cent. of Gross.	Tons one Mile.	Average Haul.	Revenue.			Tonnage carried.	Per Cent. of Gross.	Tons one Mile.	Average Haul.	Revenue.			
					Total.	Per Cent. of Gross.	Per Ton. Mile.					Total.	Per Cent. of Gross.	Per Ton. Mile.	
<i>Products of Agriculture.</i>															
Grain ..	316,943	4.07	15,567,158	49	137,941	2.78	0 8 9	355,522	4.67	15,948,026	45	151,354	3.09	0 8 6	2.28
Meals ..	41,772	0.53	7,214,682	61	60,784	1.23	0 10 4	121,283	1.59	7,401,395	61	62,947	1.29	0 10 5	2.04
Fruit ..	163,173	2.09	10,257,966	63	80,210	1.62	0 9 10	162,033	2.13	10,314,750	64	79,425	1.62	0 9 10	1.84
Root crops, fodder ..	26,159	0.33	1,606,417	61	17,312	0.34	0 13 3	27,025	0.36	1,361,771	50	16,138	0.33	0 12 0	2.84
Flax, green and dressed ..	20,646	0.26	1,253,804	61	14,860	0.30	0 14 5	24,276	0.32	1,380,037	57	17,251	0.35	0 14 3	3.00
Seeds ..	686,594	8.81	43,000,861	63	360,478	7.27	0 10 6	731,378	9.61	43,722,417	60	376,830	7.69	0 10 4	2.06
<i>Animals and their Products.</i>															
Cattle and horses ..	151,333	1.94	11,688,183	77	199,300	4.02	1 6 4	144,257	1.89	11,662,716	81	196,464	4.01	1 7 3	4.04
Sheep and pigs ..	414,445	5.32	29,395,987	71	412,839	8.33	0 19 11	391,194	5.14	28,260,602	72	391,486	7.99	1 0 0	3.32
Meat ..	173,669	2.23	4,679,993	27	117,658	2.37	0 13 7	171,964	2.26	4,459,369	26	110,650	2.26	0 12 11	5.95
Butter ..	122,749	1.58	7,224,555	59	120,999	2.44	0 19 9	101,846	1.34	6,684,889	66	111,594	2.28	1 1 11	4.00
Cheese ..	93,220	1.20	4,328,914	46	86,360	1.74	0 18 6	99,691	1.31	4,240,398	43	89,138	1.82	0 17 11	5.04
Wool ..	124,156	1.59	7,214,860	58	125,951	2.54	1 0 3	141,235	1.86	7,554,649	53	144,388	2.95	1 0 6	4.59
Dairy by-products ..	18,664	0.24	1,460,141	78	18,299	0.37	0 19 7	16,989	0.22	1,318,072	78	16,641	0.34	0 19 7	3.03
Fat, hides, skins ..	32,366	0.42	1,427,868	44	32,208	0.65	0 19 11	33,354	0.44	1,463,499	44	34,139	0.70	1 0 6	5.60
Fish ..	8,233	0.10	1,336,490	162	12,133	0.25	1 9 6	7,743	0.10	1,232,316	159	11,838	0.24	1 10 7	2.30
	1,138,835	14.62	68,756,991	60	1,125,747	22.71	0 19 10	1,108,273	14.56	66,876,510	60	1,106,338	22.59	1 0 0	3.96
<i>Products of Mines.</i>															
Agricultural lime ..	171,777	2.21	11,114,058	65	33,183	0.66	0 3 11	142,213	1.87	8,839,383	62	45,668	0.93	0 6 5	1.24
Coal, imported ..	5,749	0.07	261,710	46	2,367	0.05	0 8 3	59,661	0.78	1,652,598	28	25,432	0.52	0 8 7	3.69
Coal, N.Z. hard ..	1,242,046	15.95	43,477,370	35	328,036	6.62	0 5 3	1,105,509	14.52	34,161,724	31	287,411	5.87	0 5 2	2.02
Coal, N.Z. brown ..	981,093	12.60	129,819,599	132	584,548	11.79	0 11 11	999,017	13.12	120,913,304	121	572,268	11.68	0 11 6	1.14
Road-metal ..	413,551	5.31	8,647,540	21	69,192	1.40	0 3 4	354,159	4.65	7,610,165	21	59,043	1.21	0 3 4	1.86
Lime and coke ..	65,015	0.83	3,630,318	56	26,843	0.54	0 8 3	60,734	0.80	3,382,939	56	25,110	0.51	0 8 3	1.78
	2,879,231	36.97	196,950,595	68	1,044,169	21.06	0 7 3	2,721,293	35.74	176,560,113	65	1,014,932	20.72	0 7 6	1.37
<i>Products of Forests.</i>															
Timber, imported ..	30,990	0.40	1,626,573	52	31,682	0.64	1 0 5	29,769	0.39	1,437,803	49	29,259	0.60	0 19 8	4.88
Timber, N.Z. ..	543,097	6.97	61,674,493	114	497,099	10.03	0 18 4	538,252	7.07	60,980,958	113	495,929	10.12	0 18 5	1.95
Firewood, posts, &c. ..	150,698	1.94	12,861,211	85	63,616	1.28	0 8 5	126,693	1.66	10,002,510	79	50,936	1.04	0 8 1	1.22
	724,785	9.31	76,162,277	105	592,397	11.95	0 16 4	694,714	9.12	72,421,271	104	576,124	11.76	0 16 7	1.90
<i>Manufactures, &c.</i>															
Benzine, gasoline, kerosene ..	144,418	1.85	11,262,749	78	237,451	4.79	1 12 11	123,937	1.63	9,030,982	73	200,239	4.09	1 12 4	5.32
Cement, N.Z. ..	82,544	1.06	5,921,607	72	61,122	1.23	0 14 10	70,679	0.93	5,484,478	78	55,130	1.13	0 15 8	2.41
Manures ..	681,458	8.75	39,384,547	58	274,286	5.54	0 8 0	712,741	9.36	47,242,949	66	326,939	6.67	0 9 2	1.66
	908,420	11.66	56,568,903	62	572,859	11.56	0 12 8	907,357	11.92	61,758,409	68	582,308	11.89	0 12 10	2.26
Miscellaneous ..	1,451,108	18.63	70,390,878	49	1,261,538	25.45	0 17 5	1,450,430	19.05	66,414,678	46	1,241,859	25.35	0 17 1	4.48
Totals ..	7,788,973	100.00	511,830,505	66	4,957,188	100.00	0 12 9	7,613,445	100.00	487,753,398	64	4,898,391	100.00	0 12 11	2.41

STATEMENT NO. 19.

STATEMENT SHOWING MILEAGE, CAPITAL COST, TRAFFIC, REVENUE, AND EXPENDITURE OF NEW ZEALAND GOVERNMENT RAILWAYS FROM 1ST APRIL, 1922, TO 31ST MARCH, 1930.

MILEAGE, CAPITAL COST, TRAFFIC, AND REVENUE.*

Year.	Miles.	Capital Cost.	Train-mileage.	Passengers.		Season Tickets.		Coaching.	Cattle. (Number.)	Sheep and Pigs. (Number.)	Timber. (Tons.)
				Number.	Revenue.	Number.	Revenue.	Revenue.			
		£			£		£	£			
1922-1923 ..	3,037	40,275,161	8,346,731	14,256,610	2,216,514	485,681	204,106	393,322	293,930	7,367,763	663,213
1923-1924 ..	3,053	41,399,427	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
1925-1926 ..	3,138	45,794,199	10,319,407	11,787,273	2,271,498	600,272	265,549	409,207	391,649	8,209,965	770,654
1926-1927 ..	3,164	47,195,948	10,723,864	10,274,878	2,045,348	585,078	258,832	377,367	391,062	8,902,511	663,442
1927-1928 ..	3,180	49,014,832	10,838,594	9,272,547	1,886,833	632,741	258,463	379,933	459,742	9,299,715	570,558
1928-1929 ..	3,287	54,210,139	11,113,482	9,046,267	1,868,047	656,155	256,699	378,141	634,394	9,685,374	568,026
1929-1930 ..	3,287	55,347,541	12,022,043	8,469,038	1,733,512	667,419	262,415	386,792	695,060	10,271,544	574,080
Year.	Goods		Total.	Goods Revenue.		Miscellaneous Revenue, Labour, Demurrage, &c.	Rents and Commission.	Total Revenue.	Revenue per Train-mile.		
	Tons.		Tons.	£		£	£	£	£		
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		
1925-1926 ..	6,028,959		6,799,613	4,499,160		143,861	..	7,589,274	176.51		
1926-1927 ..	6,161,706		6,825,148	4,596,166		145,759	..	7,423,472	166.14		
1927-1928 ..	6,276,525		6,847,083	4,680,135		138,481	..	7,343,845	162.62		
1928-1929 ..	6,509,978		7,078,004	4,846,125		175,852	..	7,524,864	162.50		
1929-1930 ..	6,649,114		7,223,194	4,904,324		186,949	..	7,473,993	149.21		

EXPENDITURE.*

Year.	Expenditure per Train-mile.	Expenditure per Cent. of Revenue.	Maintenance of Way and Works.				Maintenance of Signals.				Maintenance of Locomotives, Carriages, and Wagons.		
			Amount.	Per Cent. of Revenue.	Per Mile of Railway.	Per Train-mile.	Amount.	Per Cent. of Revenue.	Per Mile of Railway.	Per Train-mile.	Amount.	Per Cent. of Revenue.	Per Train-mile.
	d.		£		£	d.	£		£	d.	£		d.
1922-1923 ..	157.81	81.79	1,040,892	15.49	343.76	29.93	67,425	1.01	22.27	1.94	1,043,590	15.51	30.00
1923-1924 ..	143.43	77.37	1,143,281	16.39	375.57	30.40	70,912	1.02	23.29	1.88	1,048,567	15.01	27.89
1924-1925 ..	146.19	77.97	1,113,048	15.67	362.95	29.40	81,201	1.14	26.48	2.14	1,083,788	15.24	28.63
1925-1926 ..	143.37	81.23	1,144,385	15.08	368.80	26.62	105,064	1.38	33.86	2.43	1,311,317	17.28	30.50
1926-1927 ..	137.82	82.96	1,074,334	14.47	340.30	24.04	100,861	1.36	31.95	2.26	1,303,444	17.56	29.17
1927-1928 ..	139.55	85.81	1,147,067	15.62	360.94	25.40	102,871	1.40	32.37	2.28	1,380,727	18.80	30.57
1928-1929 ..	137.66	84.71	1,111,229	14.77	341.50	24.00	112,206	1.49	34.48	2.42	1,424,165	18.93	30.76
1929-1930 ..	136.71	91.62	1,146,014	15.33	352.19	22.87	117,577	1.57	36.13	2.35	1,680,919	22.49	33.55
Year.	Locomotive Transportation.			Traffic Transportation.			Head Office and General Charges.			Lake Wakatipu Steamers.		Total Expenditure.	
	Amount.	Per Cent. of Revenue.	Per Train-mile.	Amount.	Per Cent. of Revenue.	Per Train-mile.	Amount.	Per Cent. of Revenue.	Per Train-mile.	Amount.	Per Cent. of Revenue.		
	£		d.	£		d.	£		d.	£		£	
1922-1923 ..	1,613,564	23.98	46.40	1,527,033	22.73	43.91	195,894	2.91	5.63	14,100	150.79	5,502,497	
1923-1924 ..	1,395,491	19.98	37.11	1,530,652	21.94	40.71	204,407	2.93	5.44	10,456	117.85	5,403,766	
1924-1925 ..	1,408,927	19.81	37.23	1,599,668	22.52	42.27	246,504	3.47	6.51	12,279	121.62	5,545,415	
1925-1926 ..	1,636,620	21.56	38.06	1,743,641	22.98	40.55	223,543	2.94	5.20	..	..	6,164,570	
1926-1927 ..	1,669,352	22.49	37.36	1,752,998	23.61	39.23	257,294	3.47	5.76	..	..	6,158,283	
1927-1928 ..	1,662,074	22.63	36.80	1,760,459	23.97	38.98	248,921	3.39	5.51	..	..	6,302,119	
1928-1929 ..	1,650,793	21.94	35.65	1,825,965	24.26	39.43	250,221	3.32	5.40	..	..	6,374,579	
1929-1930 ..	1,755,208	23.49	35.03	1,883,918	25.21	37.61	264,389	3.54	5.28	..	..	6,848,026	

* Figures from 1925-26 are for train operation only, and do not include subsidiary services as in previous years.

STATEMENT No. 20.

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

	Area in Square Miles.	Population.	Miles open.	Gauge.	Total Cost.	Cost per Mile.	Population per Mile of Railway.	Cost per Head of Population.	Train-miles run.*	Gross Earnings.	Earnings per Train-mile.	Working-expenses.	Working-expenses per Train-mile.	Profit on Working.	Net Earnings per Train-mile.	Percentage of Net Earnings to Capital.	Percentage of Working-expenses to Earnings.	Earnings per Head of Population.	Passengers carried.†	Tonnage of Goods.	Earnings per Average Mile open.	Working-expenses per Average Mile open.	Net Earnings per Average Mile.	Expenses.					Number of Locomotives.	Number of Passenger-carriages.	Number of Wagons and Brake-vans.	Year ending
																								Maintenance per Mile of Railway.	Locomotive Car, and Wagon per Train-mile.	Traffic per Cent. of Revenue.	General Charges (including Compensation, &c.) per Cent. of Revenue.					
Victoria ..	87,884	1,770,000	4,699	$\left\{ \begin{smallmatrix} 5 & 3 \\ 2 & 6 \end{smallmatrix} \right\}$	£ 73,716,159	15,688	394	£ s. d. 41 13 0	17,979,219	13,164,973	175-74	£ 9,739,392	d. 130-01	£ 3,425,581	d. 45-73	d. 4-63	d. 73-98	£ s. d. 7 8 9	161,002,267	8,187,088	£ 2,802	£ 2,073	£ 729	£ 408	d. 52-53	d. 23-45	d. 6-08	653	1,957	21,507	30 June, 1929.	
New South Wales ..	309,432	2,458,721	5,940	4 8½	124,329,422	20,930	414	50 11 4	27,382,124	19,615,616	171-93	14,978,050	131-28	4,637,566	40-65	3-82	76-36	7 19 7	151,116,086	14,516,643	3,323	2,537	786	429	63-57	19-64	6-82	1,425	2,381	24,683	„ „	
Queensland ..	670,500	927,092	6,447	$\left\{ \begin{smallmatrix} 3 & 6 \\ 2 & 0 \end{smallmatrix} \right\}$	61,038,403	9,467	144	65 16 9	11,893,147	7,568,647	152-73	6,202,801	125-17	1,365,846	27-56	2-24	81-95	8 3 3	24,738,327	4,558,099	1,185	971	214	252	54-87	22-74	2-03	780	1,151	19,383	„ „	
South Australia ..	380,070	580,000	2,542	$\left\{ \begin{smallmatrix} 3 & 6 \\ 5 & 3 \end{smallmatrix} \right\}$	27,453,923	10,802	228	47 6 8	5,765,366	3,618,735	150-64	3,652,281	152-04	33,546 (loss)	1-40 (loss)	..	100-93	6 4 9	17,885,515	2,761,639	1,422	1,435	13 (loss)	259	79-08	25-24	4-98	452	742	9,462	„ „	
Western Australia..	975,920	405,760	4,079	3 6	23,196,608	5,687	99	57 3 4	5,984,139	3,799,764	152-39	3,055,446	122-54	744,318	29-85	3-21	80-41	9 7 3	14,904,917	3,670,147	952	765	187	187	55-39	21-13	3-24	406	405	11,088	„ „	
Tasmania ..	26,215	212,512	654	$\left\{ \begin{smallmatrix} 3 & 6 \\ 2 & 0 \end{smallmatrix} \right\}$	6,494,003	9,930	325	30 11 2	1,414,456	503,855	85-49	563,652	95-63	59,797 (loss)	10-14 (loss)	..	111-86	2 7 5	2,212,817	660,523	771	862	91 (loss)	242	39-98	25-81	7-86	89	190	1,921	„ „	
New Zealand ..	103,861	961,604	2,427	3 6	23,504,272	9,570	396	24 8 10	6,755,454	2,624,600	93-00	1,812,482	64-21	812,118	28-79	3-45	69-06	2 14 7	9,600,786	4,592,099	1,078	744	334	253	23-37	18-90	2-80	398	966	14,605	31 Mar., 1907.	
„ ..	103,861	985,318	2,469	3 6	24,365,647	9,861	399	24 14 7	7,051,274	2,761,938	93-75	1,949,759	66-18	812,179	27-57	3-33	70-59	2 16 1	9,756,716	4,834,534	1,114	786	328	258	24-96	19-40	2-76	410	1,002	15,475	„ 1908.	
„ ..	103,861	1,016,044	2,556	3 6	27,762,592	10,851	398	27 6 6	7,458,236	2,929,526	94-00	2,114,815	67-89	814,711	26-11	3-13	72-19	2 17 8	10,457,144	4,871,874	1,148	828	320	258	25-56	20-73	3-16	452	1,116	16,476	„ 1909.	
„ ..	103,861	1,035,211	2,704	3 6	28,513,476	10,494	383	27 10 10	7,889,166	3,249,790	98-75	2,169,474	65-84	1,080,316	32-91	3-80	66-76	3 2 9	11,141,142	5,223,414	1,203	803	400	230	25-35	18-96	2-96	465	1,140	17,220	„ 1910.	
„ ..	103,861	1,055,640	2,742	3 6	29,606,546	10,723	385	28 1 0	8,141,075	3,494,182	102-75	2,303,272	67-75	1,190,910	35-00	4-06	65-92	3 6 2	11,200,613	5,555,292	1,275	840	435	254	25-81	18-10	2-81	478	1,166	18,036	„ 1911.	
„ ..	103,861	1,081,344	2,801	3 6	30,506,089	10,864	386	28 4 2	8,371,687	3,676,509	105-25	2,465,896	70-52	1,210,613	34-73	3-98	67-07	3 8 0	20,336,577	5,599,756	1,314	881	433	263	27-30	18-27	2-76	493	1,212	18,521	„ 1912.	
„ ..	103,861	1,111,592	2,840	3 6	31,611,220	11,053	391	28 8 9	9,016,224	3,971,002	105-50	2,705,609	71-84	1,265,393	33-66	4-04	68-13	3 11 5	22,310,867	5,957,005	1,400	954	446	271	28-20	19-40	2-64	513	1,282	19,515	„ 1913.	
„ ..	103,861	1,139,669	2,861	3 6	32,355,087	11,309	398	28 7 9	9,319,268	4,043,328	104-00	2,880,323	74-00	1,163,005	30-00	3-61	71-24	3 10 11	23,173,472	5,661,340	1,416	1,008	408	268	29-72	20-73	2-91	534	1,363	20,251	„ 1914.	
„ ..	103,861	1,150,430	2,917	3 6	34,133,825	11,702	394	29 13 5	9,383,420	4,105,457	104-75	2,920,455	74-54	1,185,002	30-21	3-53	71-14	3 11 4	23,542,903	6,075,282	1,410	1,002	408	254	30-26	21-20	2-98	557	1,397	21,226	„ 1915.	
„ ..	103,861	1,152,048	2,959	3 6	34,857,882	11,780	389	30 5 2	9,356,522	4,548,356	116-50	2,910,883	74-50	1,637,473	42-00	4-72	64-00	3 19 0	24,600,693	5,960,562	1,540	985	555	251	29-77	19-60	2-50	585	1,452	21,994	„ 1916.	
„ ..	103,861	1,150,605	2,970	3 6	35,378,664	11,912	387	30 15 0	9,146,331	4,800,810	125-75	2,926,864	76-63	1,873,946	49-12	5-30	60-97	4 3 5	24,782,602	5,826,265	1,619	987	632	244	30-88	18-87	2-47	607	1,480	22,380	„ 1917.	
„ ..	103,861	1,154,559	2,977	3 6	36,001,432	12,029	389	32 0 11	7,468,646	4,687,700	150-50	3,042,907	97-54	1,644,793	52-96	4-60	64-91	4 1 3	21,438,325	5,373,136	1,578	1,023	555	240	40-02	20-38	2-67	624	1,488	22,517	„ 1918.	
„ ..	103,861	1,175,325	2,993	3 6	36,167,681	12,084	393	30 15 6	7,477,583	4,988,632	160-00	3,308,575	105-97	1,680,057	54-03	4-65	66-32	4 4 11	22,030,327	5,611,738	1,670	1,107	563	252	44-35	20-73	2-70	620	1,489	22,658	„ 1919.	
„ ..	103,861	1,223,915	3,006	3 6	36,390,115	12,106	407	29 14 8	7,408,608	5,752,487	186-00	4,105,067	132-72	1,647,420	53-28	4-53	71-36	4 14 0	24,582,186	6,000,279	1,923	1,372	551	281	57-84	22-66	2-99	616	1,492	22,937	„ 1920.	
„ ..	103,861	1,268,046	3,018	3 6	37,235,254	12,338	420	29 7 3	9,303,392	6,908,531	178-00	5,636,601	145-14	1,271,930	32-86	3-42	81-59	5 9 0	28,821,783	6,487,279	2,293	1,870	423	350	68-54	24-82	2-95	608	1,492	23,119	„ 1921.	
„ ..	103,861	1,300,967	3,030	3 6	39,309,097	12,973	429	30 4 4	8,717,265	6,643,591	182-69	6,237,727	171-37	405,864	11-32	1-07	93-89	5 2 0	28,121,763	6,321,351	2,199	2,063	136	393	86-29	25-66	3-06	637	1,496	23,974	„ 1922.	
„ ..	103,861	1,325,310	3,037	3 6	40,275,161	13,261	436	30 7 9	8,346,731	6,727,802	193-18	5,502,497	157-81	1,225,305	35-37	3-04	81-79	5 1 6	28,221,362	6,618,588	2,219	1,813	406	366	76-40	22-73	2-91	639	1,498	26,106	„ 1923.	
„ ..	103,861	1,347,723	3,053	3 6	41,399,427	13,560	441	30 14 4	9,024,503	6,984,211	185-50	5,403,766	143-43	1,580,445	42-07	3-83	77-3															

* The figures for train-miles run in New Zealand prior to 1925 included mileage run by assisting engines.

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

‡ New Zealand figures from 1926 are for operation only, subsidiary services not included as in previous years.

STATEMENT No. 21.

COMPARATIVE STATEMENT OF THE NUMBER OF EMPLOYEES FOR YEARS 1929-30 AND 1928-29.

Branch.	Kaihu.	Gisborne	North Island Main Line and Branches.	South Island Main Line and Branches.	Westport.	Nelson.	Pictou.	Stores.	Refreshment Branch.	Architectural Branch.	Advertising Branch.	Road Motors.	Total.
1929-30.													
General ..	1	3	670	164	4	4	3	426	356	..	73	108	1,812
Traffic ..	5	20	2,973	2,604	89	22	36	..	..	..	..	..	5,749
Maintenance ..	9	43	2,657	1,787	69	37	37	..	..	..	..	..	4,639
Locomotive ..	4	22	4,303	2,759	75*	23	24	..	..	..	..	..	7,210
Totals ..	19	88	10,603	7,314	237	86	100	426	356	..	73	108	19,410
1928-29.													
General ..	1	3	702	164	4	4	3	395	339	95†	..	..	1,710
Traffic ..	5	20	3,003	2,540	88	21	38	..	..	..	..	..	5,715
Maintenance ..	14	40	2,684	1,646	39	35	38	..	..	..	..	..	4,496
Locomotive ..	5	25	3,783	2,683	74*	22	23	..	..	..	..	..	6,615
Totals ..	25	88	10,172	7,033	205	82	102	395	339	95	..	..	18,536

* Workshop staff only. Westport locomotive-running staff are included under South Island Main Line and Branches. † Architectural Branch not now in operation.

STATEMENT NO. 22.

STATEMENT OF ACCIDENTS FOR THE YEAR ENDED 31ST MARCH, 1930.

Section.	Train Accidents.				Accidents on Line (other than Train Accidents).				Shunting Accidents.				Employees proceeding to or from Duty within the Railway Boundary.		Persons killed or injured at Railway Crossings.		Trespassers.		Accidents in Railway Workshops, &c.				Total.	
	Passengers.		Employees.		Passengers.		Employees.		Passengers.		Employees.		Other Persons.		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.										
Kaihu	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Gisborne	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
North Island Main Line	..	6	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
and Branches	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
South Island Main Line	..	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
and Branches	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Westport	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Nelson	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Picton	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Totals	..	7	..	9	5	28	7	22	11	4	..	1	..	113	1	3	1	4	22	34	1	687	50	1,907

STATEMENT No. 23.

STATEMENT OF RAILS RELAID DURING THE YEAR ENDED 31ST MARCH, 1930.

Weight.	Kaihu.	North Island Main Line and Branches.	Gisborne.	South Island Main Line and Branches.	Westport.	Nelson.	Picton.	Total.
RAILS LAID :—								
55 lb. steel	..	28	..	25	9	..	..	62
70 "	..	8,491	..	5,045	..	..	..	13,536
100 "	..	..	..	1	..	..	..	1
Totals	..	8,519	..	5,071	9	..	..	13,599

STATEMENT No. 24.

STATEMENT OF SLEEPERS LAID AND REMOVED DURING THE YEAR ENDED 31ST MARCH, 1930.

Description.	Kaihu.	North Island Main Line and Branches.	Gisborne.	South Island Main Line and Branches.	Westport.	Nelson.	Picton.	Total.
SLEEPERS LAID :—								
Ironbark	..	303	..	1,154	..	..	..	1,457
Jarrah	9	74,423	3	46,323	59	5	1,043	121,865
Matai	..	34	..	..	..	..	..	34
Totara	555	38,902	..	2,843	29	10	25	42,364
Birch	..	..	..	5	..	..	..	5
Silver-pine	..	8,634	..	30,379	433	23	550	40,019
Puriri	144	..	..	..	..	..	..	144
Maire	..	2,335	..	..	..	..	..	2,335
Yellow Pine	..	..	..	..	751	..	..	751
Mountain Pine	..	..	..	..	98	..	..	98
Totals	708	124,631	3	80,704	1,370	38	1,618	209,072
SLEEPERS REMOVED :—								
Ironbark	..	278	..	527	..	..	..	805
Jarrah	3	41,762	3	34,793	..	..	40	76,601
Tuart	..	138	..	..	..	..	..	138
Grey-gum	..	63	..	..	..	..	..	63
Matai	..	668	..	926	..	..	..	1,594
Totara	577	50,213	..	2,538	..	..	..	53,328
Birch	..	10,960	..	252	137	..	54	11,403
Silver-pine	..	7,343	..	26,412	952	38	1,524	36,269
Croscoted	..	8,876	..	8,553	..	..	..	17,429
Powellized	..	2	..	281	..	..	..	283
Puriri	120	3,677	..	1,090	..	..	..	4,887
Maire	..	159	..	..	..	..	..	159
Yellow Pine	..	..	..	..	281	..	..	281
Kauri	8	..	..	..	..	..	..	8
Totals	708	124,139	3	75,372	1,370	38	1,618	203,248

STATEMENT No. 25.

STATEMENT OF NUMBER OF STATIONS AND PRIVATE SIDINGS ON EACH SECTION FOR THE YEAR ENDED 31ST MARCH, 1930.

Section.	Length.	Number of Stations and Stopping-places for Passengers in the Time-tables.	Number of Private Sidings.		
			At Stations.	Out of Stations.	Total.
Kaihu	M. ch. 24 10	12	..	..	..
Gisborne	60 50	20	6	2	8
North Island Main Line and Branches	1,425 31	504	225	59	284
South Island Main Line and Branches	1,628 20	583	222	37	259
Westport	43 2	20	5	4	9
Nelson	64 10	23	4	1	5
Picton	56 12	19	7	..	7
Totals	3,301 55	1,181	469	103	572

STATEMENT NO. 26.
COMPARATIVE STATEMENT OF MILEAGE OF RAILWAYS OPEN FOR TRAFFIC AND UNDER MAINTENANCE ON 31ST MARCH, 1930.

Section.	Mileage open for Traffic on 31st March, 1929.	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, 1930.	Equivalent Total Mileage maintained during Finan- cial Year ended 31st March, 1930.
		Line opened.	Date of Opening.	Length opened.		Line.	Length.				
Kaihu	M. ch. 24 10	..	..	M. ch. ..	M. ch. ..	..	M. ch. ..	M. ch. ..	M. ch. ..	M. ch. 24 10	M. ch. 24 10
North Island Main Lines and Branches	1,423 52	Hutt Valley Industrial	1st April, 1929	1 59	1 59	..	..	1 59	1 59	1,425 31	1,425 31
Gisborne	60 50	..	..	..	..	..	..	..	..	60 50	60 50
South Island Main Lines and Branches	1,628 20	..	..	..	..	..	..	..	..	1,628 20	1,628 20
Westport	43 02	..	..	..	..	..	..	..	..	43 02	43 02
Nelson	64 10	..	..	..	..	..	..	..	..	64 10	64 10
Pictou	56 12	..	..	..	..	..	..	..	..	56 12	56 12
Totals	3,299 76	..	..	1 59	1 59	..	..	1 59	1 59	3,301 55	3,301 55

STATEMENT No. 27.

STATEMENT SHOWING WEIGHTS OF RAILS IN VARIOUS LINES ON 31ST MARCH, 1930.

Line.	40 lb. Iron.	40 lb. Steel.	52 lb. Iron.	52 lb. Steel.	53 lb. Steel.	55 lb. Steel.	56 lb. Steel.	65 lb. Steel.	70 lb. Steel.	100 lb. Steel.	Total.
Kaihu Section—											
Kaihu Branch ..	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.
North Island Main Lines and Branches—	..	..	..	..	..	..	..	..	..	..	..
Kaikōhe Branch ..	..	..	..	..	..	24 59	..	..	..	..	24 59
Kirikopuni Branch ..	..	..	..	..	..	13 71	..	..	..	..	13 71
Onerahi Branch ..	..	..	..	..	0 20	2 57	..	..	1 23	..	4 20
Auckland-Wellington	..	..	..	..	0 5	..	0 5	10 5	415 50	..	425 65
North Auckland Line	..	..	..	..	0 18	102 37	20 37	..	58 07	..	181 19
Onehunga Branch ..	..	0 10	..	..	0 57	..	1 48	..	0 24	..	2 59
Waiuku Branch ..	..	..	..	..	..	12 70	..	..	..	..	12 70
Huntly-Awaroa Railway	..	..	..	..	..	9 6	..	..	..	..	9 6
Thames Branch ..	..	..	..	..	0 33	..	17 75	..	44 47	..	62 75
East Coast Main Trunk Line	..	..	..	..	..	97 18	11 37	..	1 11	..	109 66
Cambridge Branch ..	..	..	..	..	6 75	2 36	2 42	..	0 8	..	12 1
Rotorua Branch ..	..	..	..	..	8 44	..	0 3	..	60 13	..	68 60
Raetihi Branch ..	..	..	..	..	6 35	2 3	..	..	..	..	8 38
Marton-New Plymouth	..	..	..	..	0 16	..	3 16	..	133 51	..	137 3
Waitara Branch ..	..	0 19	..	..	1 34	..	0 51	..	4 62	..	4 62
Toko Branch ..	..	..	..	..	13 78	31 34	0 31	..	1 47	..	47 30
Opunake Branch..	..	..	..	..	22 72	..	..	..	..	..	22 72
Mount Egmont Branch	..	..	..	..	..	..	6 2	..	..	..	6 2
Wanganui Branch ..	..	..	..	..	..	0 9	1 67	..	1 24	..	3 20
Foxton Branch ..	..	..	0 2	..	10 70	..	8 41	..	..	..	3 20
Palmerston North-Eskdale	..	..	..	..	0 18	11 73	0 22	..	111 43	..	19 33
Port Ahuriri Branch ..	..	..	..	..	1 65	0 4	..	..	0 1	..	123 76
Wellington-Woodville	..	..	..	..	..	0 1	4 51	..	109 71	..	1 70
Hutt Valley Branch ..	..	..	..	..	..	..	..	..	2 65	..	114 43
Hutt Valley Industrial Line	..	..	3 7	..	..	..	..	..	1 59	..	2 65
Greytown Branch ..	..	..	..	..	..	..	..	..	..	..	1 59
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 1	..	..	..	390 21	1 48	392 1
Main North Line..	..	..	..	..	28 25	12 79	3 36	..	39 28	..	80 52
Oxford Branch ..	..	11 45	..	..	18 35	0 3	..	..	0 6	..	33 45
Eyreton Branch ..	..	..	..	..	20 14	0 7	..	..	..	..	20 21
Cheviot Branch ..	..	..	..	..	..	12 53	31 25	..	0 3	..	44 1
Southbridge Branch ..	..	..	..	..	23 12	1 0	1 20	..	0 7	..	25 39
Little River Branch	..	0 9	..	..	0 48	17 45	4 25	..	0 1	..	22 48
Midland Line ..	..	..	..	..	..	0 1	..	..	122 14	8 50	130 65
White Cliffs Branch	..	..	..	..	11 29	..	0 10	..	0 7	..	11 46
Methven Branch ..	..	..	..	22 16	..	0 1	..	..	0 3	..	22 20
Carried forward	0 20	12 11	3 12	22 16	173 69	427 58	137 66	10 5	1,495 74	10 18	2,293 29

STATEMENT NO. 27—continued.
STATEMENT SHOWING WEIGHTS OF RAILS IN VARIOUS LINES ON 31ST MARCH, 1930—continued.

Line.	40lb. Iron.	40lb. Steel.	52lb. Iron.	52lb. Steel.	55lb. Steel.	55lb. Steel.	56lb. Steel.	65lb. Steel.	70lb. Steel.	100 lb. Steel.	Total.
Brought forward											
South Island Main Lines and Branches	M. ch. 0 20	M. ch. 12 11	M. ch. 3 12	M. ch. 22 16	M. ch. 173 69	M. ch. 427 58	M. ch. 137 66	M. ch. 10 5	M. ch. 1,495 74	M. ch. 10 18	M. ch. 2,293 29
Springburn Branch	..	..	..	..	2 01	4 59	20 34	..	0 22	..	27 36
Albury Branch	..	..	..	..	22 40	4 78	7 66	..	0 4	..	36 13
Waimate Branch	..	..	..	2 2	2 44	..	..	..	..	..	4 46
Waimate Gorge Branch	..	..	7 21	..	1 0	..	..	..	..	..	8 21
Dunroon Branch	..	..	0 4	..	28 51	3 61	3 69	..	..	..	37 41
Oamaru Breakwater Branch	..	..	..	..	0 40	..	..	..	..	..	0 63
Ngapara Branch	0 23	..	..	..	11 44	..	..	..	..	..	15 9
Tokarahi Branch	..	..	..	..	..	10 36	1 39	..	..	..	11 75
Dunback 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	..	..	..	..	47 19	15 27	65 58	..	18 54	..	146 78
Outram Branch	0 1	..	..	..	6 26	0 73	1 53	..	0 7	..	9 0
Lawrence Branch	..	..	..	..	1 40	42 20	15 8	..	..	..	58 68
Catlin's River Branch	..	..	..	..	15 26	20 5	3 48	..	3 79	..	42 78
Tapannui Branch	..	..	..	..	10 40	9 3	6 58	..	..	..	26 21
Waikaka Branch	..	..	..	..	..	12 56	..	..	0 1	..	12 57
Glenham Branch	..	..	..	..	6 64	..	2 17	..	0 34	..	9 35
Seaward Bush Branch	..	..	..	..	1 52	25 9	7 4	..	..	..	33 65
Kingston Branch	..	..	..	..	42 45	..	25 66	..	18 47	..	86 78
Tuatapere Branch	..	..	..	..	6 61	16 34	20 15	..	13 06	..	56 36
Wairio Branch	..	..	..	..	..	..	..	..	22 44	..	22 44
Hedgehope Branch	0 60	4 1	..	..	4 66	3 18	0 1	..	..	..	12 66
Mossburn Branch	..	10 16	..	..	0 23	..	0 2	..	..	..	10 41
Waimea Plains Branch	..	..	..	..	1 77	11 69	..	..	36 37	..	36 37
Switzers Branch	..	..	..	..	..	..	..	..	0 1	..	13 67
Grey mouth—Ross	..	..	..	..	..	..	..	..	24 3	..	38 29
Stillwater—Inangahua	..	..	..	..	27 64	14 54	8 75	..	5 40	..	56 73
Blackball Branch	..	..	..	..	..	1 0	2 31	..	..	..	3 31
Point Elizabeth Branch	..	..	..	..	0 15	..	1 35	..	6 35	..	8 5
7-Mile Branch	..	..	..	..	..	2 43	..	..	..	..	2 43
Westport—Mokihinui	..	..	..	..	0 17	0 1	8 67	..	21 12	..	30 17
Westport—Te Kaha	..	..	..	..	..	5 57	0 4	..	..	..	5 61
Cape Foulwind Line	..	..	..	..	..	..	7 4	..	..	..	7 4
Nelson Line	..	..	..	..	25 38	21 50	16 73	..	0 9	..	64 10
Picton Line	..	..	..	..	17 11	22 54	16 24	..	0 3	..	56 12
Totals	3 27	33 24	11 10	24 18	462 70	677 04	400 76	10 5	1,668 43	10 18	3,301 55

STATEMENT No. 28.

STATEMENT SHOWING APPROXIMATELY SLEEPERS LAID AND REMOVED UP TO 31ST MARCH, 1930.

Year.	Approximate Length opened each Year.			Sleepers.	
	North Island.	Middle Island.	Total.	Laid during Construction.	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
1925-1926	30 41	20 66	51 27	107,809	235,266
1926-1927	24 22	3 70	28 12	67,560	97,586
1927-1928	16 67	..	16 67	40,410	175,969
1928-1929	97 26	9 13	106 39	255,570	150,309
1929-1930	1 59	..	1 59	4,170	203,248
Totals	..	..	..	6,915,591	9,662,646

* Complete information not recorded until 1880-81.

† Nine months only.

STATEMENT NO. 29.

STATEMENT OF CARRIAGE, RAIL-CAR, BRAKE-VAN, AND WAGON STOCK, AND TARPAULINS, FOR THE YEAR ENDED 31ST MARCH, 1930.

Description.	Class.	Kathu.	North Island Main Line and Branches.	Gisborne.	South Island Main Line and Branches.	Westport.	Nelson.	Pictou.	Total.
CARRIAGES.									
Saloon, bogie, 56 ft.	AA	..	1	..	..	..	..	..	1
Sleepers, bogie, 56 ft.	AA	..	5	..	..	..	..	..	5
" " 50 ft.	AA	..	10	..	..	..	..	..	10
First-class, bogie, 50 ft.	AA	..	49	..	..	..	..	..	49
Lounge, bogie, 50 ft.	AA	..	2	..	..	..	..	..	2
Ladies' (composite), bogie, 50 ft.	AA	..	6	..	..	..	..	..	6
Second-class, bogie, 50 ft.	AA	..	72	..	..	..	..	..	72
Saloon, bogie, 50 ft.	AA	..	2	..	..	..	..	..	2
Postal, bogie, 50 ft.	AA	..	1	..	..	..	..	..	1
Inspection, bogie, 50 ft.	AA	..	1	..	..	..	..	..	1
Sleepers, bogie, 47½ ft.	A	..	..	..	6	..	..	..	6
Royal saloon, bogie, 44 ft.	A	..	..	..	1	..	..	..	1
Inspection, bogie, 50 ft.	A	..	..	..	1	..	..	..	1
Gallery-cars, bogie, 44 ft.	A	..	..	..	5	..	..	..	5
Saloon, bogie, 47½ ft.	A	..	..	..	1	..	..	..	1
" " 44 ft.	A	..	..	..	1	..	..	..	1
" " 41 ft.	A	..	4	..	4	..	..	..	8
" " 39½ ft.	A	..	6	..	7	..	..	..	13
" " 37½ ft.	A	..	2	..	..	..	..	..	2
" " 35 ft.	A	..	1	..	2	..	..	..	3
Ladies' (composite), bogie, 50 ft.	A	..	9	..	..	..	..	..	9
Motor-train, bogie, 60 ft.	A	..	4	..	1	..	..	..	5
First-class, bogie, 50 ft.	A	..	46	..	..	..	..	..	46
" " 47½ ft.	A	..	38	..	82	..	..	2	122
" " 44 ft.	A	..	3	..	3	..	..	1	7
" " 43 ft.	A	..	9	..	..	..	..	..	9
" " 30 ft.	B	..	..	..	1	..	..	..	1
Composite, bogie, 60 ft.	A	..	8	..	..	..	..	..	8
" " 50 ft.	A	..	52	..	1	..	..	..	53
" " 47½ ft.	A	..	104	2	108	1	4	2	221
" " 46 ft.	A	..	..	..	5	..	..	..	5
" " 44 ft.	A	..	64	7	71	2	1	2	147
" " 43 ft.	A	..	7	..	..	..	..	..	7
" " 42½ ft.	A	..	14	..	23	..	..	..	37
" " 39½ ft.	A	..	2	..	4	1	2	1	10
" " 30 ft.	B	..	10	..	18	..	..	..	28
" " 6-wheel	C	2	..	..	1	..	..	..	3
Second-class, bogie, 52 ft.	A	..	1	..	..	..	..	..	1
" " 50 ft.	A	..	104	..	1	..	..	..	105
" " 47½ ft.	A	..	96	..	137	3	..	..	236
" " 46 ft.	A	..	..	..	6	..	..	..	6
" " 44 ft.	A	..	84	4	125	3	3	4	223
" " 43 ft.	A	..	16	..	..	..	..	..	16
" " 42½ ft.	A	..	4	..	19	..	..	..	23
" " 39½ ft.	A	..	9	..	3	..	..	..	12
" " 35 ft.	A	..	3	..	..	..	..	..	3
" " 30 ft.	B	..	4	..	16	..	..	..	20
" " 6-wheel	C	2	2	..	2	2	4	..	12
" " 4-wheel	D	..	..	..	..	4	..	..	4
Postal, bogie, 50 ft.	A	..	7	..	3	..	..	..	10
" " 44 ft.	A	..	4	..	3	..	..	..	7
" " 39½ ft.	A	..	2	..	..	..	..	..	2
Totals	..	4	868	13	661	16	14	12	1,588
RAIL-CARS.									
Rail-car, 58 ft. (Clayton)	..	..	..	..	1	..	..	..	1
" " 56½ ft. (Sentinel)	..	..	1	..	..	..	..	..	1
" " 55½ ft. (Edison)	..	..	..	..	1	..	..	..	1
" " 16 ft. (Ford)	..	..	..	..	2	..	..	..	2
Totals	..	..	1	..	4	..	..	..	5
BRAKE-VANS.									
Brake-vans, 4-wheel	F	2	9	..	28	3	3	..	45
" " bogie	F	..	238	4	163	5	3	4	417
" " Fell	F	..	7	..	4	..	..	..	11
Totals	..	2	254	4	195	8	6	4	473

STATEMENT No. 29—continued.

STATEMENT OF CARRIAGE, BRAKE-VAN, AND WAGON STOCK, AND TARPAULINS, FOR THE YEAR
ENDED 31ST MARCH, 1930—continued.

Description.	Class.	Kaihu.	North Island Main Line and Branches.	Gisborne.	South Island Main Line and Branches.	Westport.	Nelson.	Pictou.	Total.
WAGONS.									
Horse-boxes	G	..	116	1	98	..	1	4	220
Cattle	H	..	375	4	258	4	5	8	654
Sheep	J	..	1,184	40	1,088	..	10	40	2,362
Covered goods	K	1	314	2	284	5	6	3	615
Sleeping-vans	K	..	25	..	51	1	1	..	78
High sides	L	4	5,288	47	4,820	17	103	174	10,453
Low sides.. .. .	LA	..	2,513	..	2,621	..	..	..	5,134
" (steel)	M	12	509	40	901	24	14	21	1,521
Work-train	MA	..	147	12	..	..	..	..	159
Timber	MB	..	84	..	25	..	..	..	109
Iron hopper	N	40	177	..	192	65	8	..	482
" for ballast	O	..	21	..	..	..	..	..	21
Platform coal	OB	..	28	..	..	..	..	..	28
Petrol, inspection	P	..	228	..	..	..	..	..	228
Moveable hopper	Pw	..	..	..	1	..	..	..	1
Frozen meat	Q	..	..	..	495	673	..	..	1,168
Cool, insulated	W	..	290	10	89	..	15	..	404
" ventilated	X	..	172	..	32	..	..	..	204
Work-train hopper	XA	1	212	..	211	..	..	7	431
"	XB	..	95	..	49	..	..	..	144
High-side, bogie	Y	..	..	..	2	..	..	..	2
Mail and luggage	YB	..	260	..	145	..	..	..	405
High-side, bogie	R	2	223	..	83	..	..	..	308
"	RA	..	..	..	..	..	..	1	1
"	RB	..	70	..	21	..	..	..	91
"	RD	..	50	..	..	..	..	..	50
"	RN	..	34	..	..	..	..	..	34
Sheep, bogie	S	..	63	..	34	..	..	..	97
Cattle, bogie	T	..	44	..	22	..	..	..	66
Platform, bogie	U	..	232	40	135	4	4	10	425
Gas-storeholders, bogie	UA	..	11	..	7	..	..	..	18
Platform, ...	UB	..	138	..	219	..	..	..	357
Oil fuel, ...	UD	..	..	..	1	..	..	..	1
Horse-boxes, ...	UG	..	37	..	34	..	..	..	71
Frozen meat, ...	V	..	47	12	71	..	..	..	130
"	VB	..	124	..	60	..	..	..	184
Covered goods	Z	..	58	..	40	..	..	..	98
Sleeping-vans, ...	Z	..	..	..	1	..	..	..	1
Covered goods, ...	ZP	..	76	..	78	..	..	..	154
Totals	..	60	13,245	208	12,168	793	167	268	26,909
Tarpaulins	..	30	11,368	115	11,345	52	175	290	23,375

STATEMENT No. 30.

STATEMENT OF LOCOMOTIVE STOCK FOR THE YEAR ENDED 31ST MARCH, 1930.

Class.	Type.	Cylinder.		Coupled Wheels.		Truck Wheels.		Kaibu.	North Island Main Line and Branches.	Gisborne.	South Island Main Line and Branches.	Westport.	Nelson.	Picton.	Total.
		Dia-meter.	Stroke.	No.	Dia-meter.	No.	Dia-meter.								
A	Tender (4-cyl. balanced compound), (17 superheated)	In. 12 & 19	In. 22	6	Ft. 4 6	6	In. 30½	..	50	..	7	..	..	..	57
AA	Tender (superheated) ..	18	24	6	4 1	6	30½	..	10	..	..	..	..	..	10
AB	" "	17	26	6	4 6	{ 2 26½ } 4 30½	..	..	87	..	54	..	..	..	141
AB	" (400) (superheated) ..	17	26	6	4 6	6	30½	..	..	..	1	..	..	..	1
B	" (3 superheated) ..	16	22	8	3 6½	4	30½	..	..	..	8	..	..	..	8
BA	" (superheated) ..	16	22	8	3 6½	4	26½	..	..	..	10	..	..	..	10
BB	" "	17	22	8	3 6½	4	26½	..	30	..	..	..	..	..	30
D	Clayton, shunting ..	7	10	4	3 6	..	..	..	1	..	..	..	..	..	1
EB	Battery, shunting (workshop) ..	..	..	..	..	..	..	..	2	..	2	..	..	..	4
F	Tank ..	10½	18	6	3 0½	..	..	2	21	..	36	3	1	..	63
FA	" "	12	18	6	3 0½	2	24	..	4	..	3	2	3	2	14
G	" Garratt " (articulated) ..	16½	24	12	4 9	4	33	..	3	..	..	..	..	..	3
H	Tank (Fell) ..	14	16	4	2 8	2	30½	..	6	..	..	..	..	..	6
J	Tender ..	14	20	6	3 6½	2	24½	..	8	..	10	..	..	..	18
L	Tank ..	12	18	4	3 6½	6	26½	..	2	..	1	..	..	..	3
N	Tender ..	15	20	6	4 1½	4	28½	..	2	..	..	..	..	..	2
N	" "	15	20	6	4 1½	4	30½	..	..	..	1	..	..	..	1
Nc	" (compound) ..	10 & 17	20	6	4 1	4	30½	..	1	..	..	..	..	..	1
OB	" ..	16	20	8	3 7	2	30½	..	1	..	..	..	..	..	1
OC	" (compound) ..	11 & 18	20	8	3 7	2	30½	..	1	..	..	..	..	..	1
P	" ..	15	20	8	3 5	2	26½	..	..	..	1	..	..	..	1
Q	" (2 superheated) ..	16	22	6	4 1½	{ 2 30½ } 4 26½	..	..	6	..	7	..	..	..	13
R	Single Fairlie ..	12½	16	6	3 0½	4	36½	..	..	..	5	..	..	..	5
U	Tender (superheated) ..	16	20	6	4 6	4	30½	..	..	..	9	..	..	..	9
UA	" (2 superheated) ..	16	20	6	4 1½	4	30½	..	..	..	6	..	..	..	6
UB	" (3 superheated) ..	16	20	6	4 1½	4	26½	..	..	..	20	..	..	..	20
UB	" (1 superheated) ..	16	22	6	4 1½	4	30½	..	..	..	2	..	..	..	2
UC	" (1 superheated) ..	16	22	6	4 1½	4	30½	..	..	..	10	..	..	..	10
UD	" (1 superheated) ..	16½	22	6	4 10	4	28	..	1	..	..	..	..	..	1
W	Tank ..	14	20	6	3 0½	4	26½	..	..	..	2	..	..	..	2
WA	" ..	14	20	6	3 3½	4	28½	..	1	6	3	..	..	..	10
WA	" (converted) ..	14	20	6	3 6½	4	24½	..	3	..	1	..	..	..	4
WAB	" (superheated) ..	17	26	6	4 6	{ 4 30½ } 4 26½	..	..	6	..	10	..	..	..	16
WB	" ..	14	20	6	3 3½	4	25	..	3	..	..	6	..	..	9
WD	" ..	14	20	6	3 3½	6	25	..	11	..	7	..	..	..	18
WE	" (1 superheated) ..	16	22	6	3 6½	8	30½	..	..	..	2	..	..	..	2
WF	" ..	14	22	6	3 9	6	30½	..	17	..	17	..	3	4	41
WG	" (8 superheated) ..	14	22	6	3 9	8	26½	..	20	..	..	..	..	..	20
WS	" (superheated) ..	17	26	6	4 6	{ 4 30½ } 4 26½	..	..	14	..	..	..	..	..	14
Ww	" (superheated) ..	15½	22	6	3 9	8	26½	..	47	..	1	2	..	..	50
X	Tender (4-cyl. balanced compound) ..	13½ & 22	22	8	3 9	{ 2 30½ } 4 26½	..	..	18	..	..	..	..	..	18
..	Electric ..	..	..	8	3 8½	..	..	..	..	..	11	..	..	..	11
Totals ..		..	..	..	..	..	..	2	376	6	247	13	7	6	657

STATEMENT No. 31.
PERFORMANCES OF LOCOMOTIVES FOR THE YEAR ENDED 31ST MARCH, 1930.

Type.	Number of Locomotives.	Locomotive-mileage.			Average Mileage per Locomotive.	Quantity of Stores.		Cost.				Cost per Locomotive-mile.				Days in Steam.	Average Number of Days in Steam per Locomotive.	Type.
		Details.		Total.		Running.		Repairs.	Running.		Repairs.	Running.		Total.				
		Train.	Shunting, Assisting, Light, and Miscellaneous.			Coal.	Oil.		Stores.	Fuel.		Wages and Material.	Wages.					

KAIHU SECTION.

F	2	17,606	4,016	21,622	10,811	Cwt. 5,026	Qt. 693	£ 245	£ 35	£ 526	£ 838	£ 1,634	d. 2,72	d. 0,39	d. 5,84	d. 9,19	d. 18,14	157	F.
Depreciation	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1,25	..	..
Water charges	..	..	..	..	..	..	..	..	..	..	..	7	..	..	..	..	0,08	..	..
General charges	..	..	..	..	..	..	..	..	..	..	..	97	..	..	..	..	1,08	..	..
Totals	..	..	..	21,622	..	..	..	..	..	..	..	1,851	..	..	..	..	20,55	..	..

GISBORNE SECTION.

WA	6	75,898	15,222	91,120	15,187	Cwt. 36,909	Qt. 3,592	£ 2,056	£ 174	£ 5,904	£ 2,798	£ 10,932	d. 5,42	d. 0,46	d. 15,54	d. 7,37	d. 28,79	141	WA.
Depreciation	..	..	..	..	..	..	..	..	..	..	..	700	..	..	..	..	1,84	..	..
Water charges	..	..	..	..	..	..	..	..	..	..	..	146	..	..	..	..	0,38	..	..
General charges	..	..	..	..	..	..	..	..	..	..	..	1,041	..	..	..	..	2,74	..	..
Totals	..	..	..	..	..	..	..	..	..	..	..	12,819	..	..	..	..	33,75	..	..

STATEMENT NO. 31—continued.

PERFORMANCES OF LOCOMOTIVES FOR THE YEAR ENDED 31ST MARCH, 1930—continued.

Type.	Number of Locomotives.	Locomotive-mileage.			Quantity of Stores.		Cost.			Cost per Locomotive-mile.				Days in Steam.	Average Number of Days in Steam per Locomotive.	Type.		
		Details.		Average Mileage per Locomotive.	Running.		Repairs.	Running.		Repairs.	Running.		Total.					
		Train.	Shunting, Assisting, Light, and Miscellaneous.		Coal.	Oil.		Stores.	Fuel.		Wages.	Stores.					Fuel.	Wages.

NORTH ISLAND MAIN LINE AND BRANCHES.																			
A ..	50	1,168,530	229,253	1,397,783	27,956	752,618	56,121	58,964	3,232	68,680	46,116	176,992	10-13	0-55	11-79	7-92	d.	A.	223
AA ..	10	199,281	46,778	246,059	24,606	168,207	8,597	6,973	497	16,475	7,873	31,818	6-80	0-48	16-07	7-68	d.	AA.	219
AB ..	87	3,200,143	466,841	3,666,984	42,149	1,876,044	119,092	96,329	6,837	178,328	97,297	378,791	6-30	0-45	11-67	6-37	d.	AB.	265
BB ..	30	548,398	205,990	754,388	25,146	433,778	28,488	30,381	1,670	43,367	28,117	103,535	9-66	0-53	13-80	8-95	d.	BB.	236
D ..	1	92	21	113	113	13	..	..	..	1	8	9	..	..	2-12	16-99	d.	D.	6
F ..	21	6,495	153,677	160,172	7,627	56,762	4,949	7,975	311	4,159	9,718	22,163	11-95	0-47	6-23	14-56	d.	F.	157
FA ..	4	1,690	55,103	56,793	14,198	25,714	1,905	947	121	2,230	3,528	6,826	4-00	0-51	9-42	14-91	d.	FA.	224
G ..	3	46,353	2,987	49,340	16,447	72,184	8,201	1,470	363	7,733	2,103	11,669	7-15	1-77	37-61	10-23	d.	G.	166
H ..	6	13,976	26,255	40,231	6,705	43,673	2,955	5,288	184	4,688	3,773	13,933	31-55	1-10	27-97	22-50	d.	H.	182
J ..	8	530	108,567	109,097	13,637	59,353	3,663	5,867	239	5,462	6,780	18,348	12-85	0-52	11-97	14-86	d.	J.	183
L ..	2	15,995	15,253	31,248	15,624	9,667	846	160	57	998	1,532	2,747	1-23	0-44	7-67	11-77	d.	L.	290
N ..	2	3,141	18,510	21,651	10,826	13,839	953	218	60	1,353	1,228	2,859	2-42	0-67	15-00	13-60	d.	N.	204
NC ..	1	3,933	917	4,850	4,850	2,802	259	232	13	306	162	713	11-48	0-64	15-14	8-02	d.	NC.	64
OA ..	1	1,780	4,852	6,632	6,632	4,344	298	92	18	346	415	871	3-33	0-65	12-52	15-02	d.	OA.	93
OB ..	1	6,478	6,685	13,163	13,163	7,640	554	112	31	809	704	1,656	2-04	0-57	14-75	12-84	d.	OB.	220
OC ..	1	2,975	1,824	4,799	4,799	3,375	275	367	17	360	199	943	18-35	0-85	18-00	9-95	d.	OC.	84
Q ..	6	155,044	32,223	187,267	31,211	105,496	5,964	5,563	373	9,831	6,148	21,915	7-13	0-48	12-60	7-88	d.	Q.	239
UD ..	1	7,520	13,915	21,435	21,435	12,483	867	285	53	1,027	1,134	2,499	3-19	0-59	11-50	12-70	d.	UD.	318
WA ..	1	3,658	5,010	8,668	8,668	3,172	471	2,170	25	334	416	2,945	60-08	0-69	9-25	11-52	d.	WA.	123
WA (converted)	3	8,980	28,572	37,552	12,517	17,848	1,408	1,270	83	1,593	2,025	4,971	8-12	0-53	10-18	12-94	d.	WA (converted).	149
WAB ..	6	125,693	23,246	148,939	24,823	85,830	6,079	4,822	328	9,102	3,617	17,869	7-77	0-53	14-67	5-83	d.	WAB.	209
WB ..	3	32,906	21,988	54,894	18,298	31,793	2,201	2,150	134	1,854	2,692	6,830	9-40	0-59	8-11	11-77	d.	WB.	268
WD ..	11	8,788	170,870	179,658	16,333	101,729	6,360	11,632	403	9,117	10,780	31,932	15-54	0-54	12-18	14-40	d.	WD.	216
WF ..	17	150,775	188,831	339,606	19,977	159,246	11,671	13,694	704	14,448	15,560	44,406	9-68	0-50	10-21	11-00	d.	WF.	230
WG ..	20	105,200	249,649	354,849	17,742	216,625	13,442	14,509	817	19,194	18,218	52,738	9-81	0-55	12-99	12-32	d.	WG.	213
WS ..	14	371,815	81,171	452,986	32,356	259,793	15,937	18,495	909	22,666	16,280	57,950	9-80	0-48	11-80	8-63	d.	WS.	269
WW ..	47	709,302	356,205	1,065,507	22,670	579,568	39,391	54,889	2,313	54,889	42,697	154,788	12-36	0-52	12-36	9-62	d.	WW.	239
X ..	18	377,527	46,389	423,916	23,551	334,214	29,174	32,866	1,416	33,107	14,858	82,247	18-61	0-80	18-74	8-41	d.	X.	197
Totals (steam)	375	7,276,998	2,561,582	9,838,580	26,236	5,437,810	370,121	377,720	21,208	512,057	343,978	1,254,963	9-21	0-52	12-49	8-39	d.	Rm 1 (steam).	228
No. 1 (Rail-motors — Sentinel steam)	1	..	385	385	385	44	17	7	1	4	10	22	4-36	0-62	2-49	6-23	d.	3	3
Totals (including rail-motor)	376	7,276,998	2,561,967	9,838,965	26,167	5,437,854	370,138	377,727	21,209	512,061	343,988	1,254,985	9-21	0-52	12-49	8-39	d.	228	228
Betterments and depreciation	..	..	..	..	..	..	..	..	..	..	..	70,818	..	..	..	..	d.	1-73	..
Water charges	..	..	..	..	..	..	..	..	..	..	..	15,460	..	..	..	..	d.	0-38	..
Conversions and alterations	..	..	..	..	..	..	..	..	..	..	..	12,608	..	..	..	..	d.	0-31	..
General charges	..	..	..	..	..	..	..	..	..	..	..	130,155	..	..	..	..	d.	3-17	..
Total	..	..	..	..	..	..	..	..	..	..	..	1,484,026	..	..	..	..	d.	36-20	..

NOTE.—Three FA, one J, one L, one M, one N, one NA, one OB, one UD, one WA written off. One D, two G new. Two F sold. One W transferred to Westport.

STATEMENT NO. 31—continued.
PERFORMANCES OF LOCOMOTIVES FOR THE YEAR ENDED 31st MARCH, 1930—continued.

Type.	Number of Locomotives.	Locomotive-mileage.			Average Mileage per Locomotive.	Quantity of Stores.		Cost.				Cost per Locomotive-mile.				Days in Steam.	Average Number of Days in Steam per Locomotive.	Type.
		Details.				Running.	Repairs.	Running.		Running.		Repairs.	Running.		Total.			
		Train.	Shunting, Assisting, Light, and Miscellaneous.	Total.				Stores.	Fuel.	Wages.	Stores.		Fuel.	Wages.				
SOUTH ISLAND MAIN LINE AND BRANCHES.																		
A ..	7	180,851	29,276	210,127	30,018	Cwt.	Qrt.	£	£	£	£	£	£	d.	d.	d.	d.	A.
AB 409	1	23,869	3,673	27,542	27,542	14,972	824	373	41	1,183	740	325	37	14-97	11-32	7-58	34-40	AB 409.
AB ..	54	2,051,753	270,074	2,321,827	42,997	1,201,971	89,884	84,439	3,850	94,277	60,768	8,753	3,850	3-25	10-30	6-45	20-36	AB.
B ..	8	75,783	72,290	148,073	18,509	98,481	6,799	6,913	327	7,656	6,680	11-20	9-19	8-73	9-75	6-28	25-16	B.
BA ..	10	145,733	85,111	230,844	23,084	144,430	11,334	8,837	519	11,450	10,221	9-54	11-90	11-20	10-63	32-26	14,492	BA.
F ..	36	24,183	492,784	516,967	14,360	220,263	19,877	11,908	1,025	16,227	31,995	5-53	4-48	5-53	10-63	14-85	28-39	266
FA ..	3	12,288	27,945	40,233	13,411	68,613	17,811	1,129	85	1,446	2,137	6-73	5-51	6-73	7-53	12-75	28-62	236
J ..	10	11,293	132,112	143,405	14,341	68,613	6,208	10,723	325	5,479	9,292	17-95	0-54	17-95	8-63	14-85	28-62	232
L ..	1	7,015	2,501	9,516	9,516	2,534	306	167	14	211	306	4-21	0-35	4-21	5-32	7-72	17-60	232
N ..	1	16,248	9,164	25,412	25,412	12,748	705	226	37	1,013	930	2-13	0-35	2-13	9-57	8-78	22-09	127
P ..	1	7,763	158	7,921	7,921	3,621	280	97	12	283	337	2-94	0-36	2-94	8-57	10-22	22-09	127
Q ..	7	191,526	35,378	226,904	32,415	116,577	7,032	6,039	311	9,420	6,425	6-39	0-33	6-39	9-96	6-80	23-48	119
R ..	5	11,121	40,990	52,111	10,422	21,367	1,750	525	92	1,771	3,176	2-42	0-42	2-42	8-16	14-63	25-63	259
U ..	9	199,511	28,213	227,724	25,303	121,960	8,022	8,284	397	8,924	6,908	8-73	0-42	8-73	9-40	7-28	25-83	119
UA ..	6	134,513	21,380	155,893	25,982	91,330	5,255	6,506	250	6,735	5,122	10-02	0-38	10-02	10-37	7-89	28-66	254
UB ..	22	480,131	101,648	581,779	26,444	349,090	20,057	25,656	918	27,601	19,093	10-58	0-38	10-58	11-39	7-88	30-23	254
UC ..	10	193,290	45,564	238,854	23,885	129,434	8,164	9,899	385	10,393	7,825	9-95	0-39	9-95	10-44	7-86	28-64	236
W ..	2	10,005	26,145	36,150	18,075	16,824	1,436	646	70	1,354	1,991	4-29	0-46	4-29	8-99	13-22	26-96	236
WA ..	3	29,542	20,280	49,822	16,607	28,243	2,125	590	107	2,246	2,614	2-84	0-52	2-84	10-82	12-59	26-77	232
WA (converted)	1	3,954	12,026	15,980	15,980	8,430	742	933	37	645	873	14-01	0-56	14-01	9-69	13-11	37-37	254
WAB ..	10	328,128	35,795	363,923	36,392	225,332	14,952	15,708	614	17,413	9,875	10-36	0-41	10-36	11-48	6-51	28-76	220
WD ..	7	34,122	57,098	91,220	13,031	53,443	4,579	4,485	224	4,132	5,040	11-80	0-59	11-80	10-87	13-26	36-52	262
WE ..	2	16,800	7,584	24,384	12,192	19,606	1,117	1,658	54	1,584	1,277	16-32	0-53	16-32	15-59	12-57	45-01	218
WF ..	17	204,179	122,954	327,133	19,243	169,106	13,141	11,281	648	12,965	14,196	8-28	0-48	8-28	9-51	10-41	28-68	192
WW ..	1	10,241	4,360	14,601	14,601	9,860	777	3,426	41	765	640	56-31	0-67	56-31	12-57	10-53	80-08	240
Totals (steam)	234	4,403,842	1,684,503	6,088,345	26,019	3,283,939	236,895	233,552	10,846	255,088	215,095	9-20	0-43	9-20	10-06	8-48	28-17	185
Electric locos.—	..	..	..	..	..	Units.	7	..	..	1	11	12	..	..	0-96	10-56	11-52	244
E 1	1	..	250	250	250	74	7	..	..	..	..	..	..	..	..	..	..	4
E 2-6	5	43,112	53,544	96,656	19,331	1,721,470	2,030	2,110	140	17,809	1,902	5-24	0-35	5-24	44-22	4-72	54-53	259
E 7-12	6	114,685	21,506	136,191	22,699	3,139,886	2,040	2,358	139	6,541	2,846	4-16	0-24	4-16	11-53	5-02	20-95	214
Rail-motors—	..	..	..	..	..	Cwt.	236	247	14	149	383	793	..	..	0-24	2-53	6-50	138
No. 2 (Clayton steam)	1	13,485	657	14,142	14,142	1,408	236	247	14	149	383	793	..	..	0-24	2-53	6-50	138
No. 4 (Ford petrol)	1	6,317	1,175	7,492	7,492	466	154	105	7	44	148	304	..	..	0-22	1-41	4-74	274
No. 5 (Ford petrol)	1	5,809	330	6,139	6,139	394	102	83	6	38	126	253	..	..	0-23	1-49	4-93	216
No. 6 (Edison electric)	1	44,266	905	45,171	45,171	167,827	365	595	18	1,108	377	2,098	..	..	0-10	5-89	2-00	249
Totals (including rail-motors, &c.)	250	4,631,516	1,762,870	6,394,386	25,578	3,285,347	241,829	239,050	11,170	280,778	220,888	751,886	..	..	0-42	10-54	8-29	242

STATEMENT NO. 31-- continued.
PERFORMANCES OF LOCOMOTIVES FOR THE YEAR ENDED 31ST MARCH, 1930-- continued.

Type.	Number of Locomotives.	Locomotive-mileage.			Average Mileage per Locomotive.	Quantity of Stores.		Cost.				Cost per Locomotive-mile.				Days in Steam.	Average Number of Days in Steam per Locomotive.	Type.	
		Details.				Running.	Repairs.	Running.		Total.	Repairs.	Running.		Total.					
		Train.	Shunting, Assisting, Light, and Miscellaneous.	Total.				Stores.	Fuel.			Wages.	Stores.		Fuel.				Wages.

SOUTH ISLAND MAIN LINE AND BRANCHES—continued.

Betterments and depreciation	..	..	Cwt.	Qt.	£	£	£	£	£	£	£	£	d.	..	..	..
Water charges	..	..	..	..	..	..	..	..	..	..	..	..	1-60	..	..	..
Conversions and alterations	..	..	..	..	..	..	..	..	..	..	..	..	0-28	..	..	..
General charges	..	..	..	..	..	..	..	..	..	..	..	..	0-30	..	..	..
	..	..	..	..	..	..	..	..	..	..	..	..	3-50	..	..	..
Total	..	..	..	..	..	..	..	..	..	..	..	..	33-90	..	..	..

NOTE.--One F, one J written off. One Ww transferred to Westport.

WESTPORT SECTION.

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NOTE.--One F sold. One Ww transferred from North Island. One Ww transferred from South Island.

STATEMENT NO. 31—continued.
PERFORMANCES OF LOCOMOTIVES FOR THE YEAR ENDED 31st MARCH, 1930—continued.

Type.	Number of Locomotives.	Locomotive-mileage.			Average Mileage per Locomotive.	Quantity of Stores.			Cost.				Cost per Locomotive-mile.				Days in Steam.	Average Number of Days in Steam per Locomotive.	Type.				
		Details.		Total		Running.		Repairs.	Running.		Repairs.	Running.		Repairs.	Running.					Total.			
		Train.	Shunting, Assisting, Light, and Miscellaneous.			Coal.	Oil.		Stores.	Fuel.		Wages and Material.	Stores.		Fuel.	Wages and Material.					Stores.	Fuel.	Wages.

NELSON SECTION.

F ..	..	1	59	16,006	16,065	Cwt. 3,394	Qt. 357	£ 50	£ 16	£ 394	£ 575	£ 1,035	d. 0-75	d. 0-24	d. 5-39	d. 8-59	d. 15-47	191	F.
FA ..	..	3	18,087	10,872	28,959	9,242	969	443	46	1,069	1,176	2,734	3-67	0-38	8-86	9-75	22-66	477	FA.
WF ..	..	3	45,181	6,940	52,121	20,629	1,834	2,439	89	2,412	1,572	6,512	11-23	0-41	11-11	7-24	29-99	588	WF.
Totals	..	7	63,327	33,818	97,145	33,265	3,160	2,932	151	3,875	3,323	10,281	7-24	0-37	9-57	8-21	25-39	1,256	
Betterments and depreciation	..	..	..	..	..	..	..	..	..	..	..	577	..	..	..	..	1-43	..	179
Water charges	..	..	..	..	..	..	..	..	..	..	..	139	..	..	..	..	0-34	..	..
General charges	..	..	..	..	..	..	..	..	..	..	..	1,480	..	..	..	..	3-66	..	..
Total	..	..	..	..	..	..	..	..	..	..	..	12,477	..	..	..	..	30-32	..	..

PICTON SECTION.

FA ..	..	2	8,548	9,643	18,191	Cwt. 6,944	Qt. 717	£ 523	£ 34	£ 817	£ 737	£ 2,111	d. 6-90	d. 0-45	d. 10-78	d. 9-72	d. 27-85	417	FA.
WF ..	..	4	64,176	24,241	88,417	32,782	2,726	4,464	132	3,847	2,922	11,365	12-12	0-36	10-44	7-93	30-85	844	WF.
Totals	..	6	72,724	33,884	106,608	39,726	3,443	4,987	166	4,664	3,659	13,476	11-23	0-37	10-50	8-24	30-34	1,261	
Betterments and depreciation	..	..	..	..	..	..	..	..	..	..	..	584	..	..	..	..	1-31	..	209
Water charges	..	..	..	..	..	..	..	..	..	..	..	59	..	..	..	..	0-13	..	..
General charges	..	..	..	..	..	..	..	..	..	..	..	639	..	..	..	..	1-44	..	..
Total	..	..	..	..	..	..	..	..	..	..	..	14,758	..	..	..	..	33-22	..	..

STATEMENT NO. 31—continued

SUMMARY.

Section.	Number of Locomotives.												
	Locomotive-mileage.					Quantity of Stores.			Cost.				Section.
	Details.		Average Mileage per Locomotive.	Running.		Repairs.	Running.			Total.			
Train.	Shunting, Assisting, Light, and Miscellaneous.	Total.	Coal.	Oil.	Wages and Material.	Stores.	Fuel.	Wages.					

ALL SECTIONS.

Kaihu	..	..	2	17,606	4,016	21,622	10,811	5,026	693	£	245	£	526	£	828	£	1,634	Kaihu.
Gisborne	..	..	6	75,898	15,222	91,120	15,187	36,909	3,592	£	2,056	£	5,904	£	2,798	£	10,932	Gisborne.
N.I.M.L. and branches	..	..	376	7,276,998	2,561,967	9,838,965	26,168	5,437,854	370,138	£	377,727	£	21,209	£	512,061	£	1,254,985	N.I.M.L. and branches.
S.I.M.L. and branches	..	..	250	4,631,516	1,762,870	6,394,386	25,578	3,285,347	241,829	£	239,050	£	11,170	£	280,773*	£	751,886	S.I.M.L. and branches.
Westport	..	..	13	103,966	81,812	185,778	14,291	86,216	7,983	£	6,547	£	435	£	5,573	£	21,369	Westport.
Nelson	..	..	7	63,327	33,818	97,145	13,878	33,265	3,160	£	2,932	£	151	£	3,875	£	10,281	Nelson.
Pictou	..	..	6	72,724	33,884	106,608	17,768	39,736	3,443	£	4,987	£	166	£	4,664	£	13,476	Pictou.
Totals	..	..	660	12,242,035	4,493,589	16,735,624	25,357	8,924,343	630,838	£	638,544	£	33,340	£	813,381	£	2,064,563	

Section.	Cost per Locomotive-mile.						Water Charges.	Conversion and Alteration Charges.	General Charges.	Cost of Betterments and Depreciation Charges per Locomotive-mile.	Cost of Water Charges per Locomotive-mile.	Cost of Conversions and Alteration Charges per Locomotive-mile.	Cost of General Charges per Locomotive-mile.	Total Cost.	Total Cost per Locomotive-mile.	Days in Steam.	Average Number of Days in Steam per Locomotive.	Section.	
	Running.			Stores.	Fuel.	Wages.													Total.
	Repairs.	Wages and Material.																	
..	..	d. 2-72	d. 0-39	d. 5-84	d. 9-19	d. 18-14	£ 113	£ 7	£ 97	d. 1-25	d. 0-08	d. .	d. 1-08	£ 1,851	d. 20-55	313	157	Kaihu.	
..	..	d. 5-42	d. 0-46	d. 15-54	d. 7-37	d. 28-79	£ 700	£ 146	£ 1,041	d. 1-84	d. 0-38	d. .	d. 2-74	£ 12,819	d. 33-75	847	141	Gisborne.	
..	..	d. 9-21	d. 0-52	d. 12-49	d. 8-39	d. 30-61	£ 70,818	£ 15,460	£ 130,155	d. 1-73	d. 0-38	d. .	d. 3-17	£ 1,484,026	d. 36-20	85,622	228	N.I.M.L. and branches.	
..	..	d. 8-97	d. 0-42	d. 10-54	d. 8-29	d. 28-22	£ 42,740	£ 7,353	£ 93,303	d. 1-60	d. 0-30	d. .	d. 3-50	£ 903,324	d. 33-90	60,528	242	S.I.M.L. and branches.	
..	..	d. 8-46	d. 0-56	d. 7-20	d. 11-39	d. 27-61	£ 683	£ 204	£ 3,646	d. 0-88	d. 0-26	d. .	d. 4-71	£ 25,953	d. 33-53	2,452	189	Westport.	
..	..	d. 7-24	d. 0-37	d. 9-57	d. 8-21	d. 25-39	£ 577	£ 139	£ 1,480	d. 1-43	d. 0-34	d. .	d. 3-66	£ 12,477	d. 30-82	1,256	179	Nelson.	
..	..	d. 11-23	d. 0-37	d. 10-50	d. 8-24	d. 30-34	£ 584	£ 59	£ 639	d. 1-31	d. 0-13	d. .	d. 1-44	£ 14,758	d. 33-22	1,261	210	Pictou.	
Totals	..	d. 9-09	d. 0-48	d. 11-66	d. 8-38	d. 29-61	£ 116,215	£ 23,368	£ 230,361	d. 1-66	d. 0-34	d. 0-30	d. 3-30	£ 2,455,208	d. 35-21	152,279	231		

* Includes cost of 860 gallons benzine and 5,029,257 units electric current

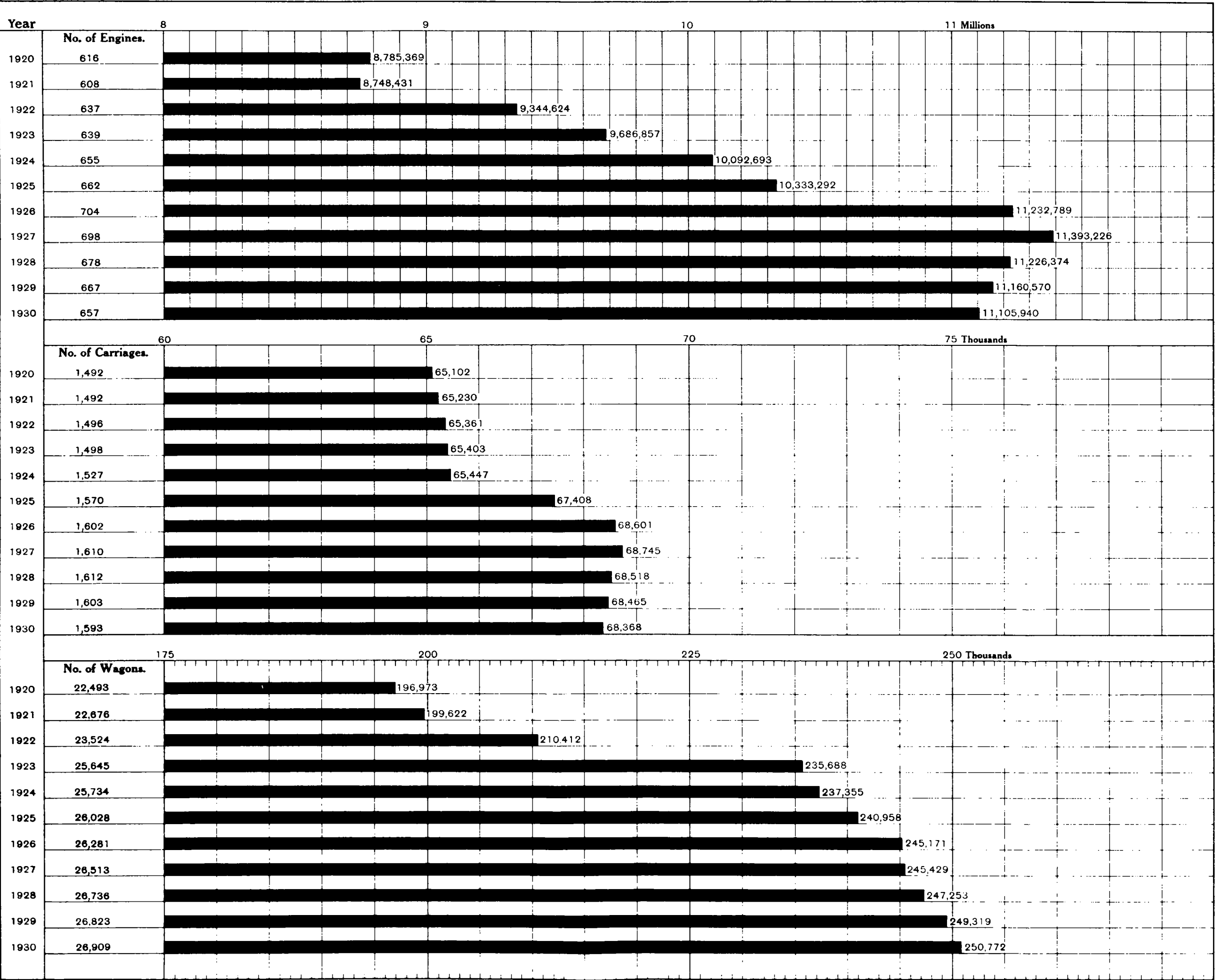
NEW ZEALAND GOVERNMENT RAILWAYS.

Number of Engines and Tractive Power. Number of Carriages and Seating-accommodation.
Number of Wagons and Carrying-capacity in use from 1920 to 1930.

ENGINES.
Tractive Power, Lb.

CARRIAGES.
Seating-accommodation.

WAGONS.
Carrying-capacity in Tons.



Percentage of Increase,
1920-1930

Engines
6·66 per cent.

Tractive Power,
26·41 per cent.

Percentage of Increase,
1920-1930

Carriages
6·77 per cent.

Seating-accommodation
5·02 per cent.

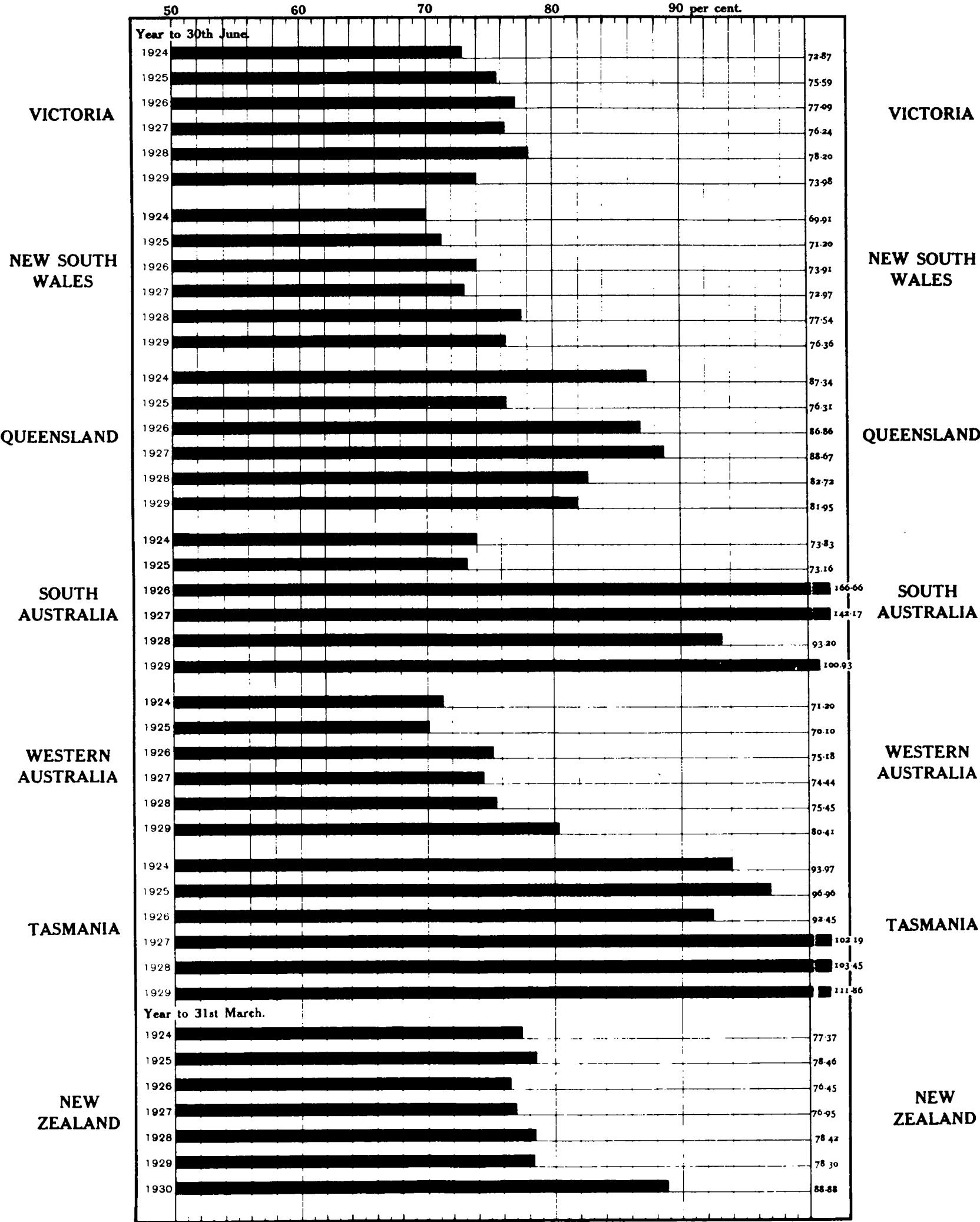
Percentage of Increase,
1920-1930

Wagons
19·63 per cent.

Carrying-capacity
27·31 per cent.

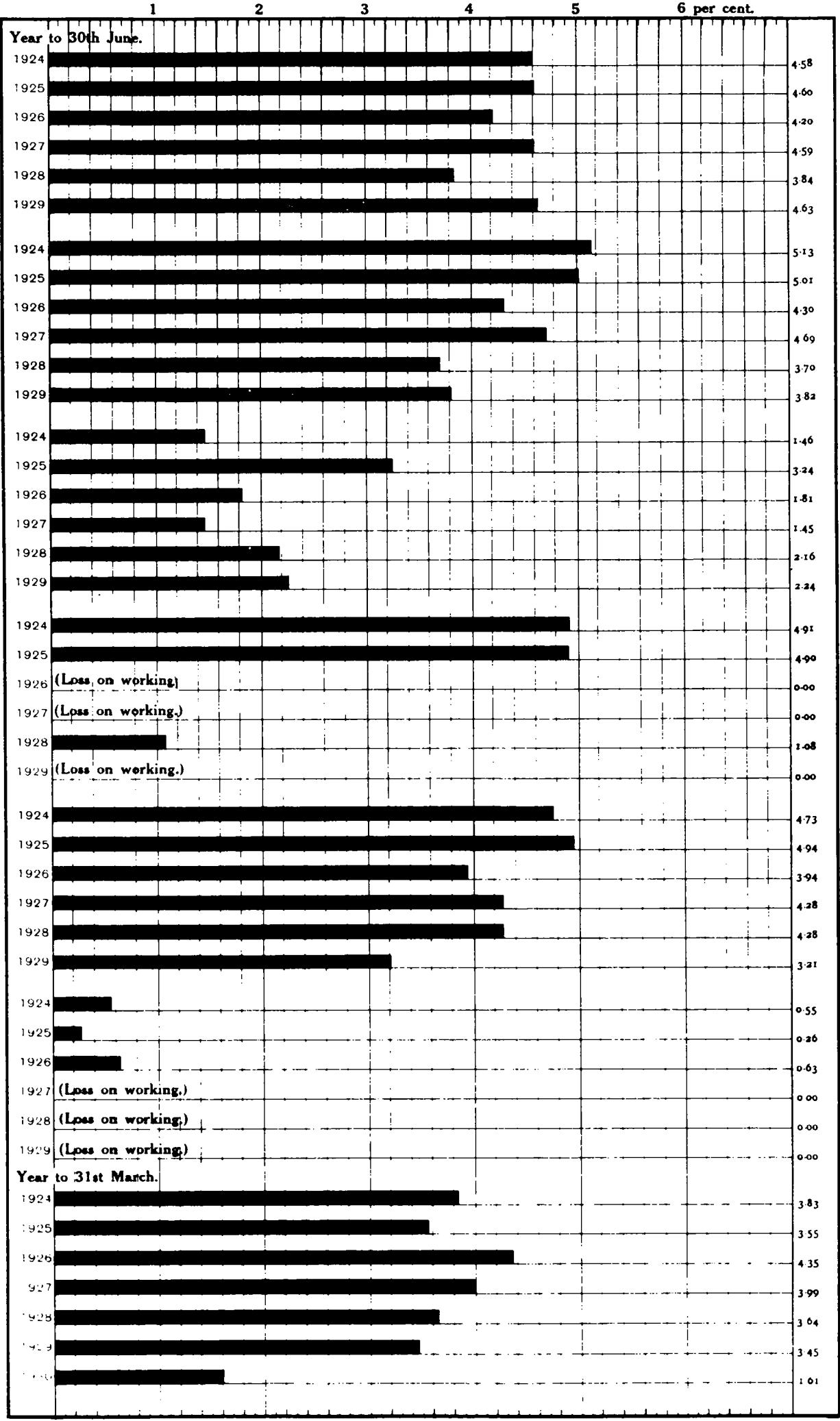
GOVERNMENT RAILWAYS OF AUSTRALIA AND NEW ZEALAND.
COMPARATIVE STATEMENT.

Percentage of Working-expenses to Earnings from 1924 to 1930.

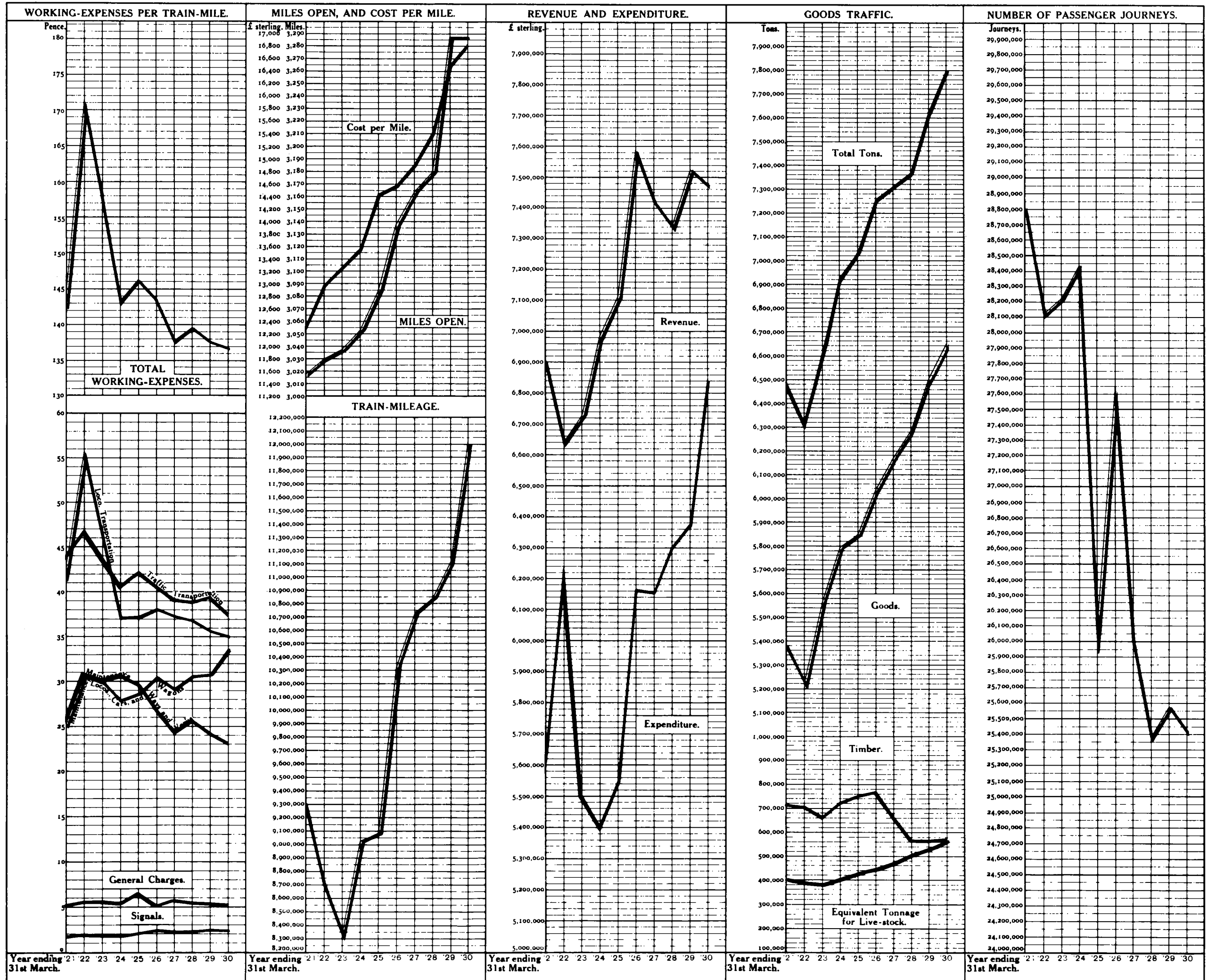


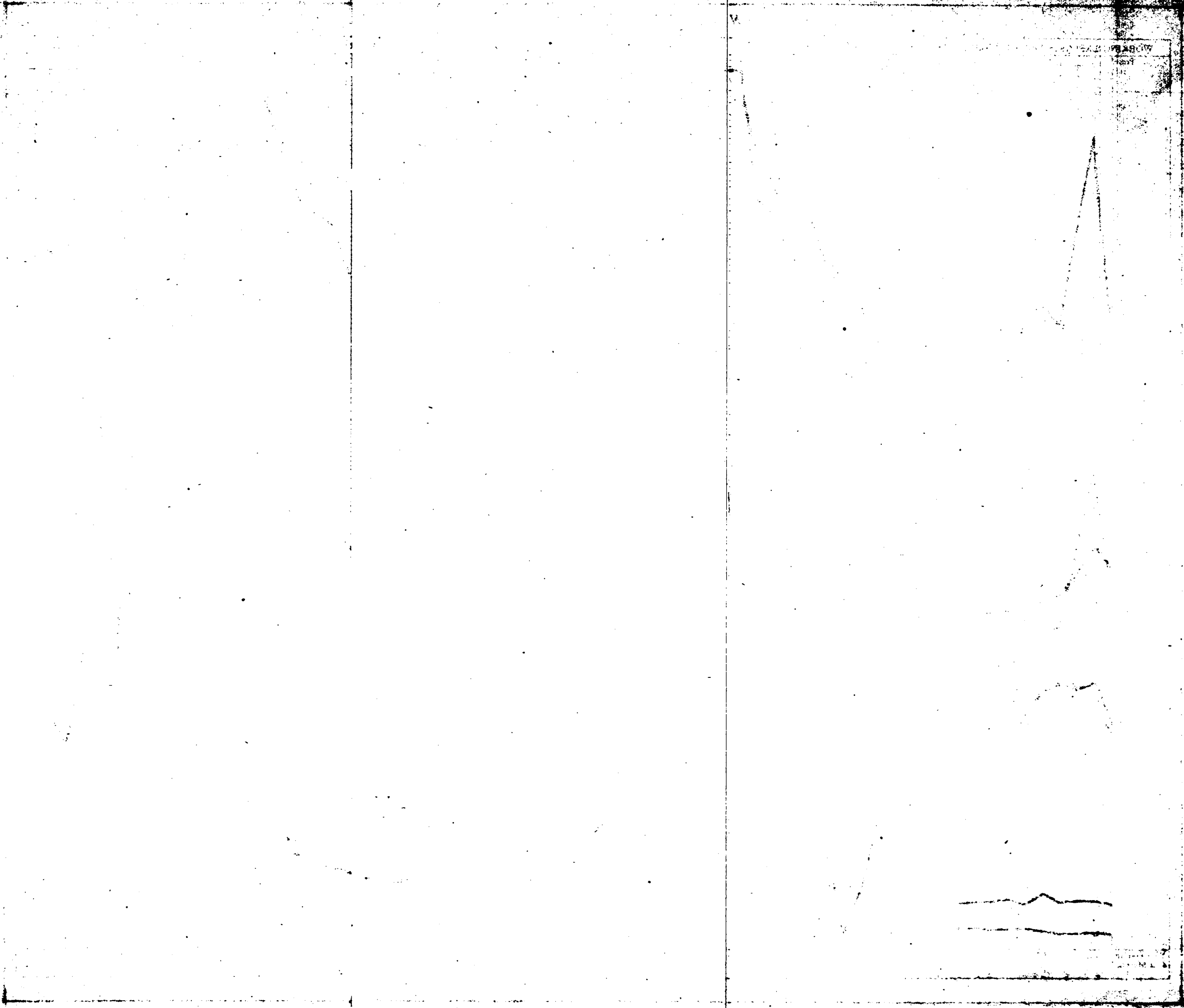
GOVERNMENT RAILWAYS OF AUSTRALIA AND NEW ZEALAND.
COMPARATIVE STATEMENT.

Percentage of Net Earnings to Capital from 1924 to 1930.



NEW ZEALAND GOVERNMENT RAILWAYS.





17

18

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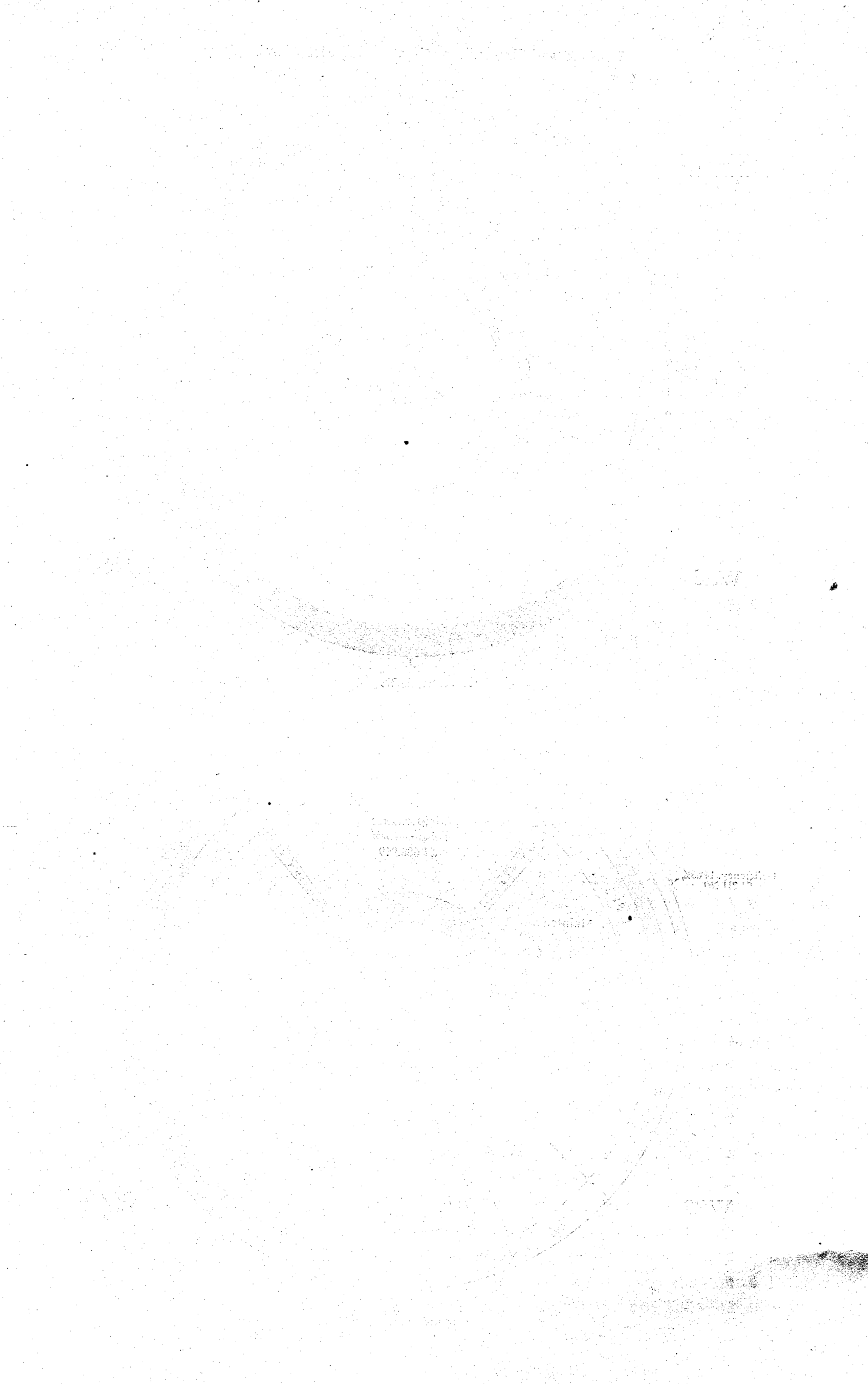
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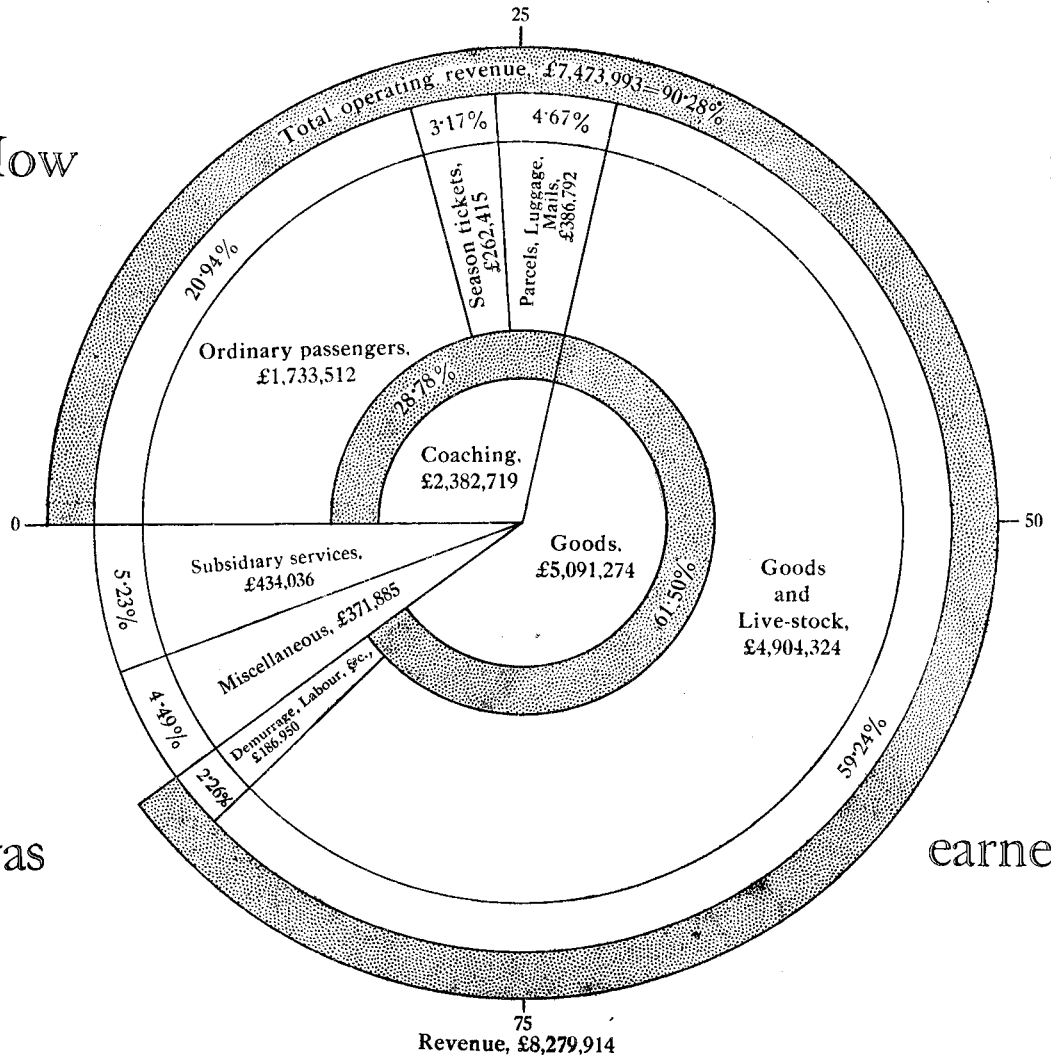
Revenue and Expenditure, Year ended 31st March, 1930.

How

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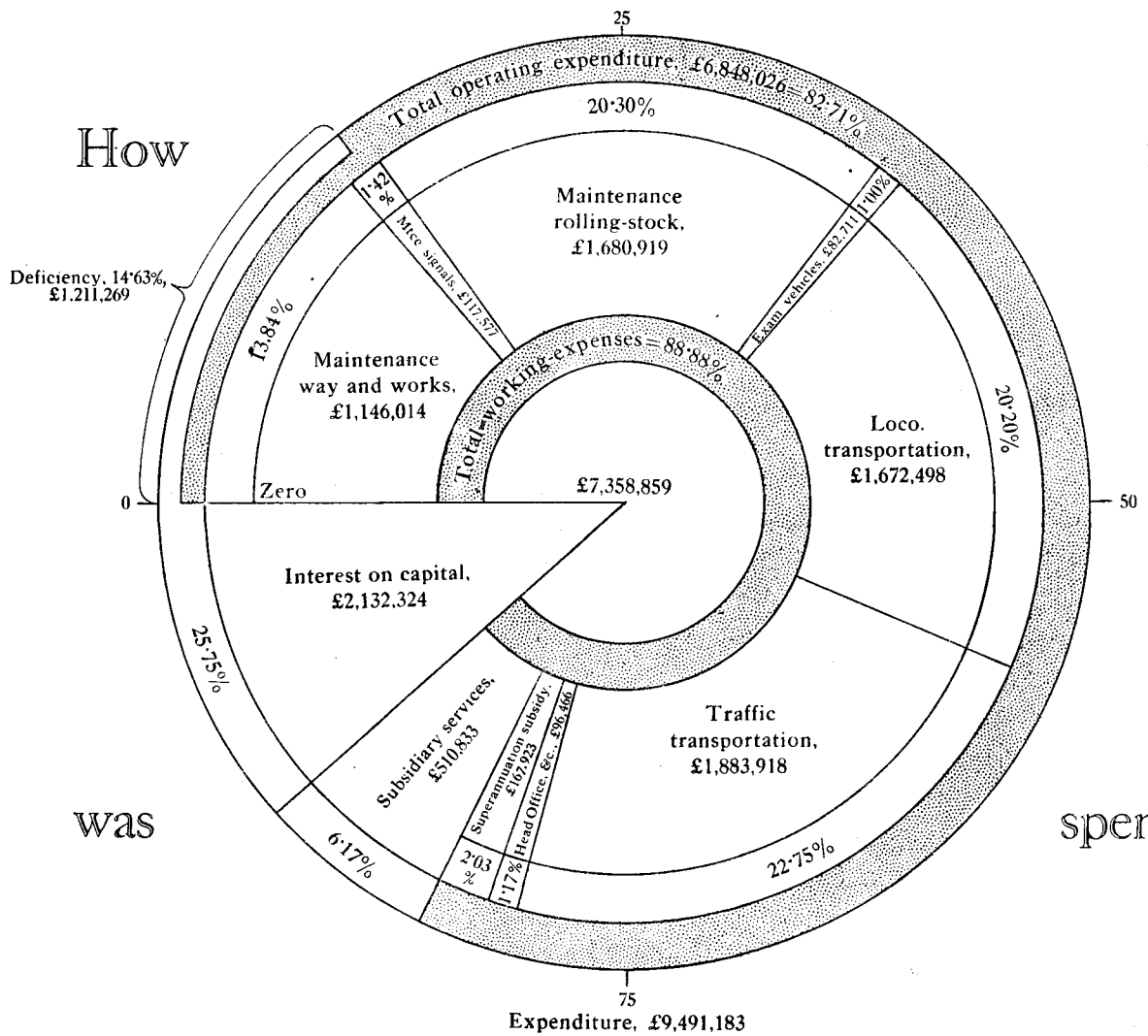


How

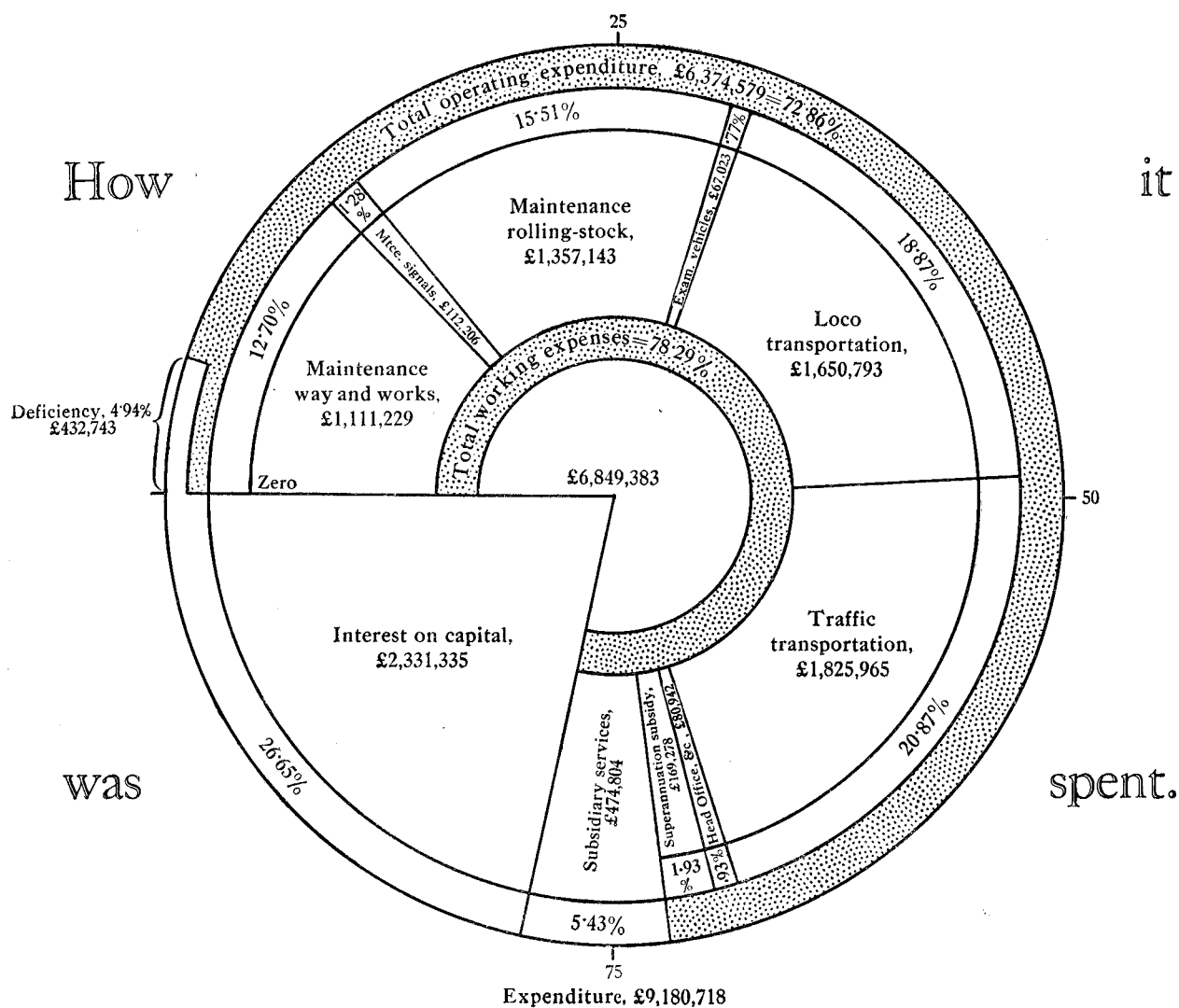
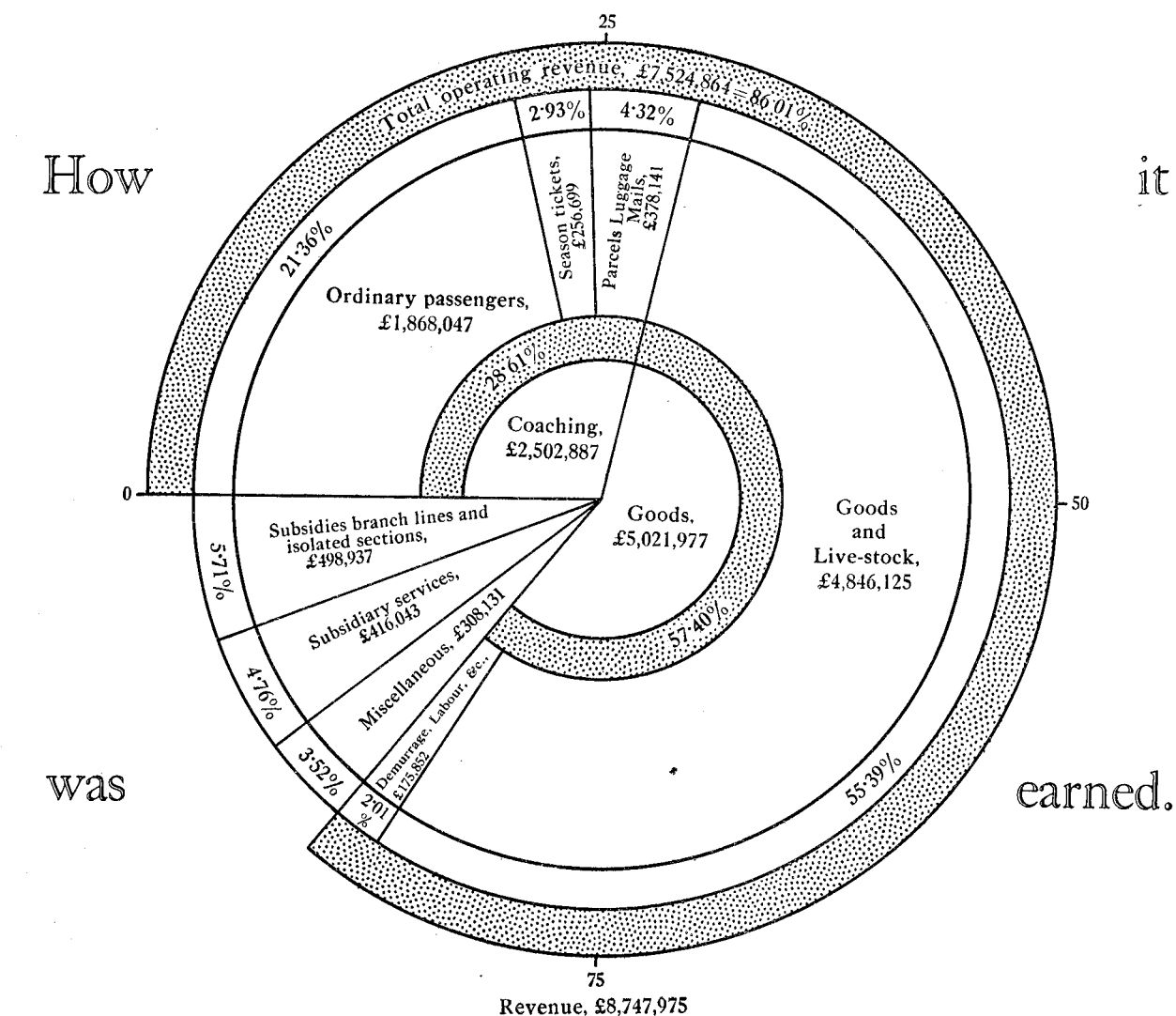
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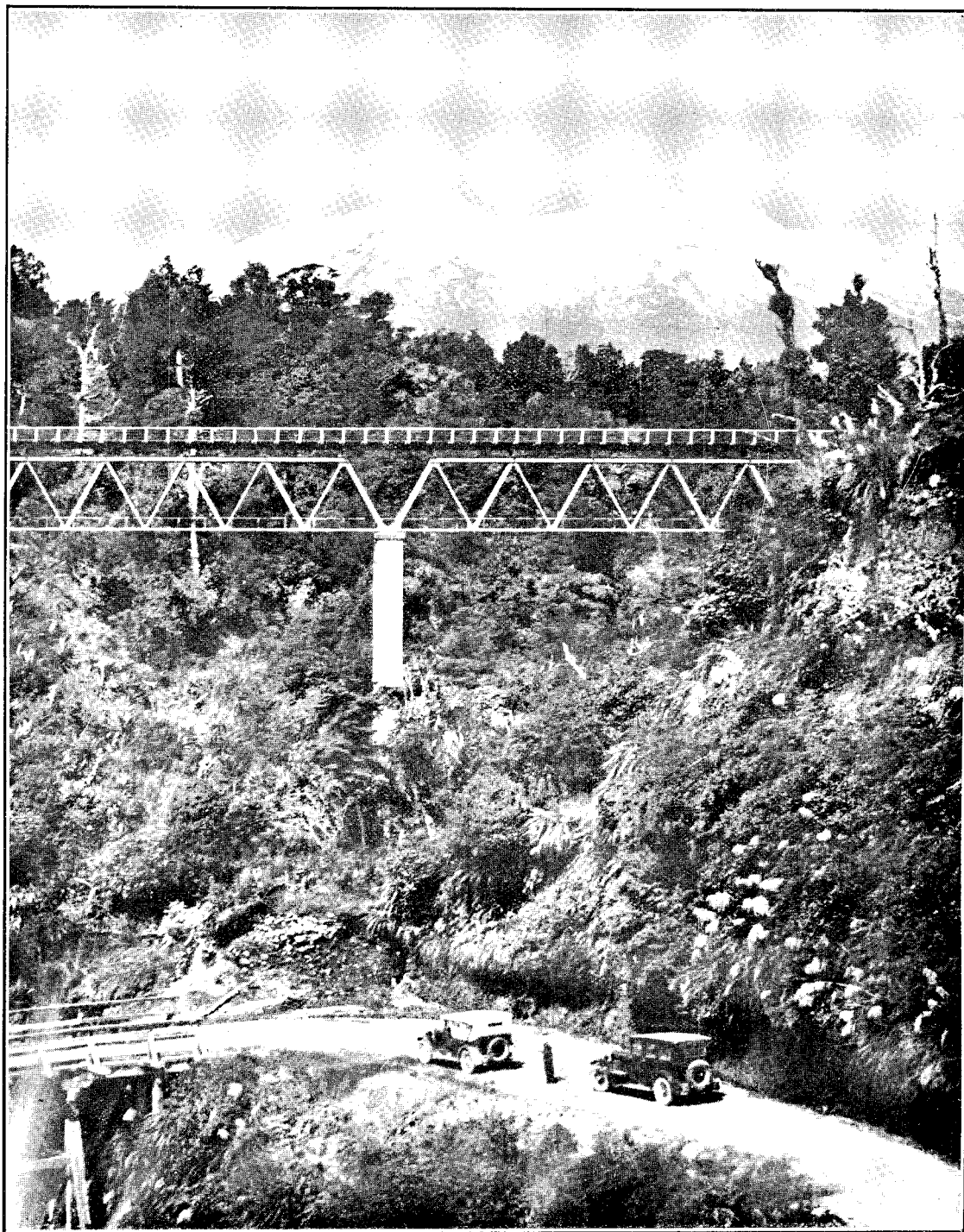
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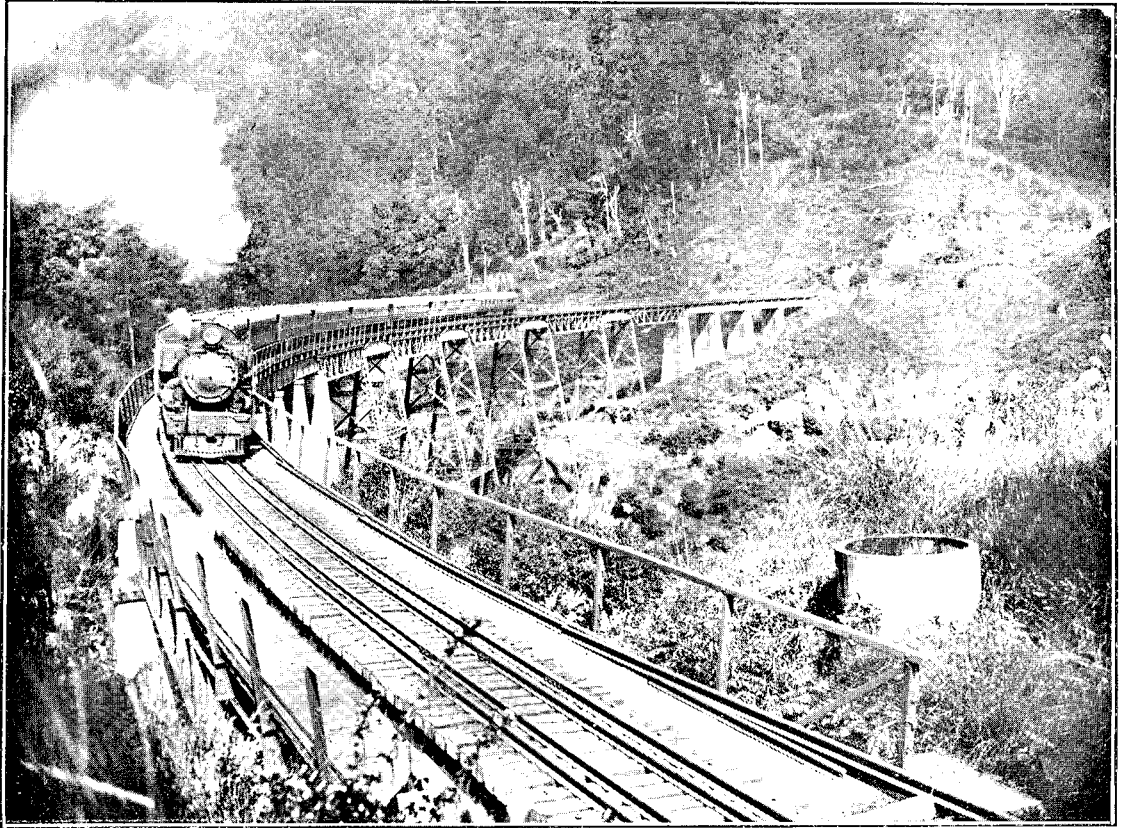


Revenue and Expenditure, Year ended 31st March, 1929.

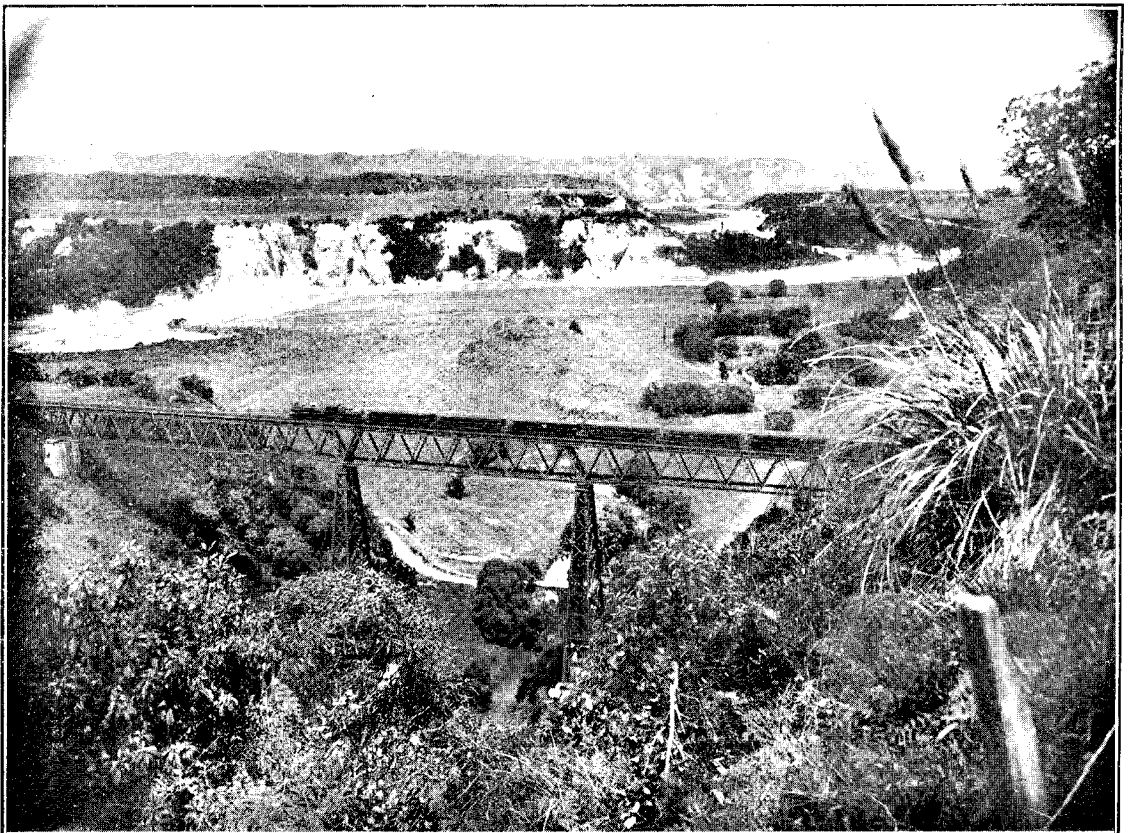




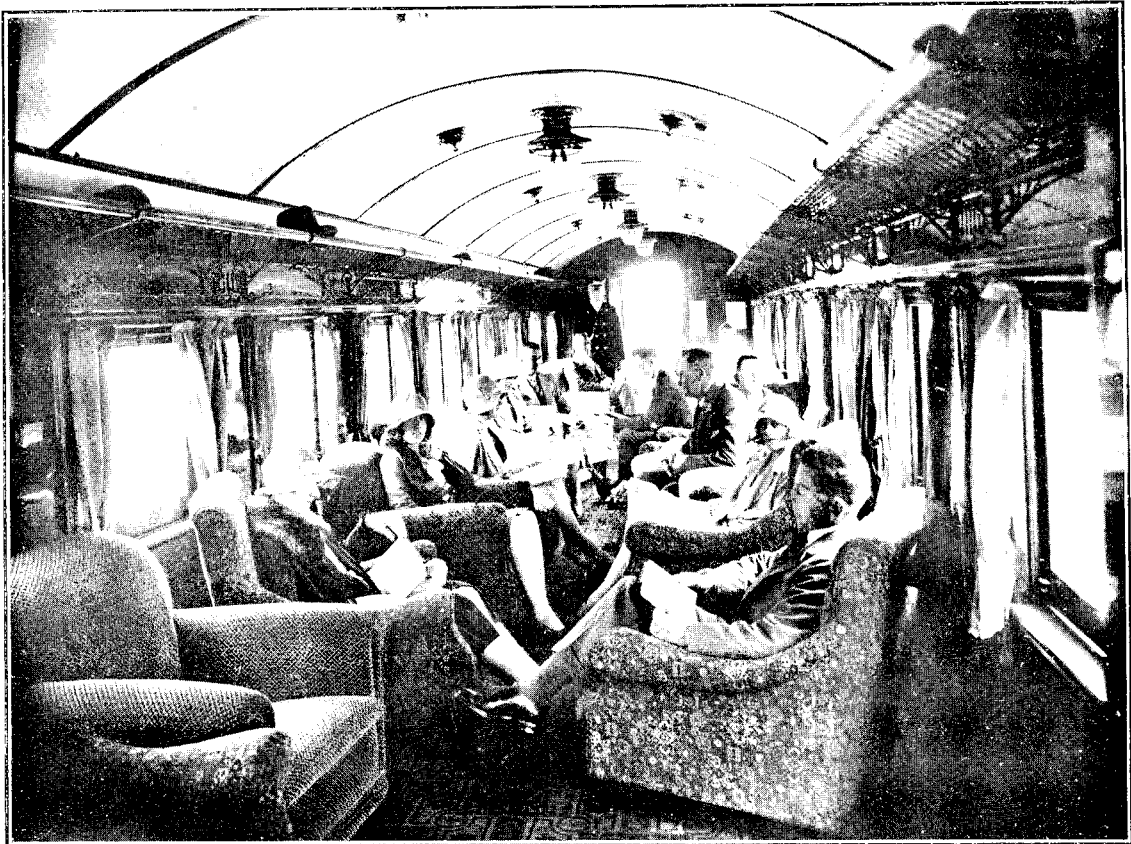
MAUNGANUI-O-TE-AO VIADUCT MOUNT RUAPEHU IN THE BACKGROUND- NORTH ISLAND MAIN TRUNK LINE, NEW ZEALAND.



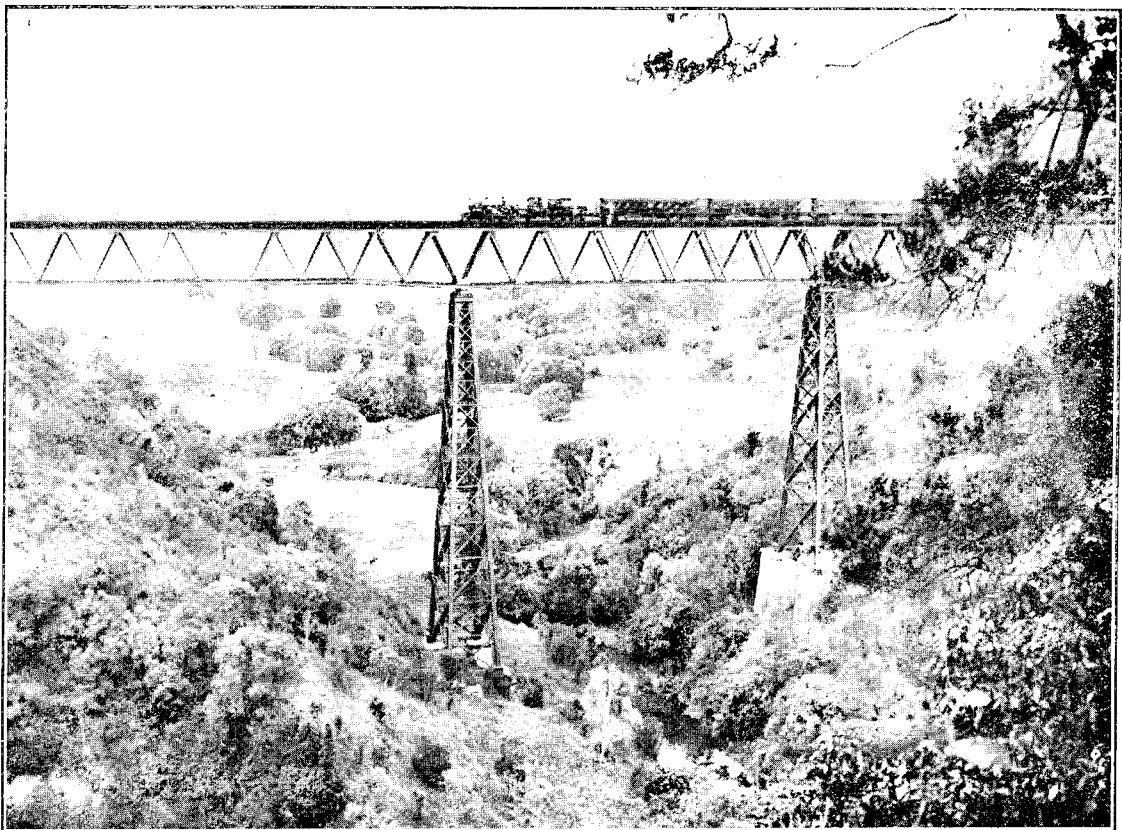
DAYLIGHT LIMITED EXPRESS NORTHBOUND ; PASSING OVER THE HAPUAWHENUA VIADUCT.



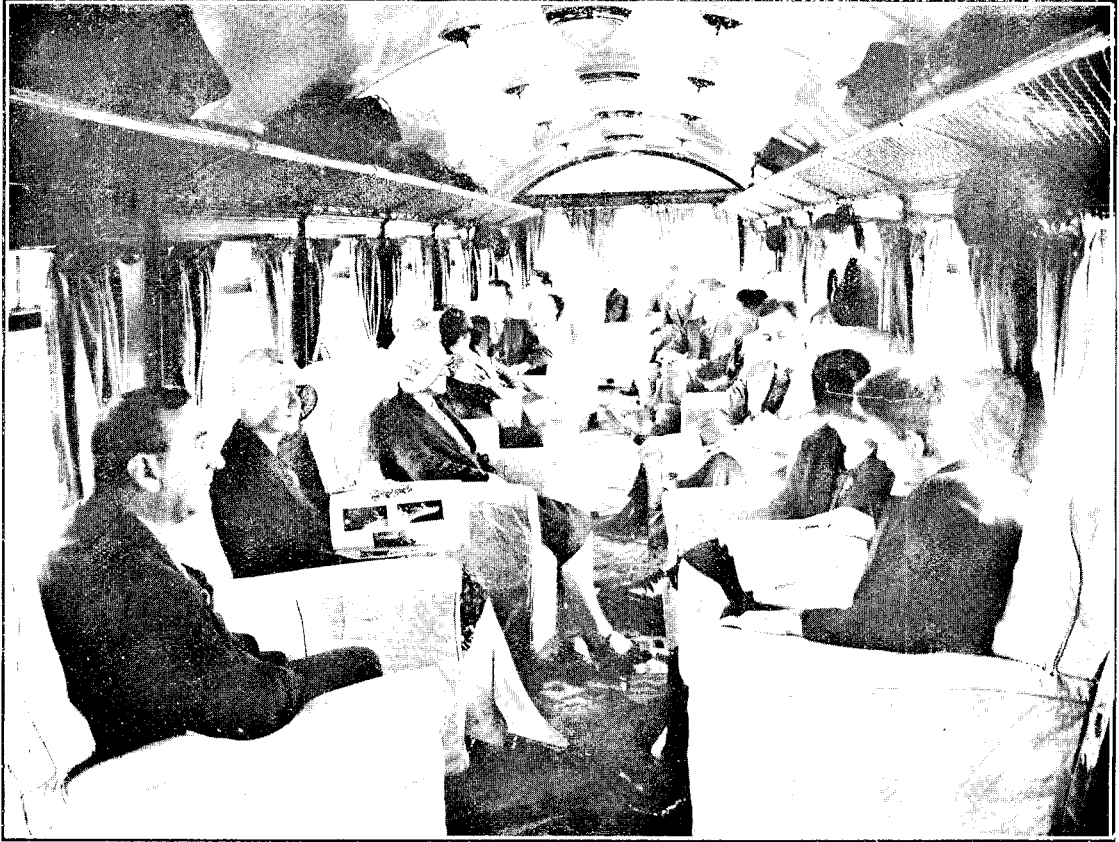
MAKOHINE VIADUCT, NORTH ISLAND MAIN TRUNK LINE --HEIGHT, 238 FT. ; LENGTH, 750 FT.



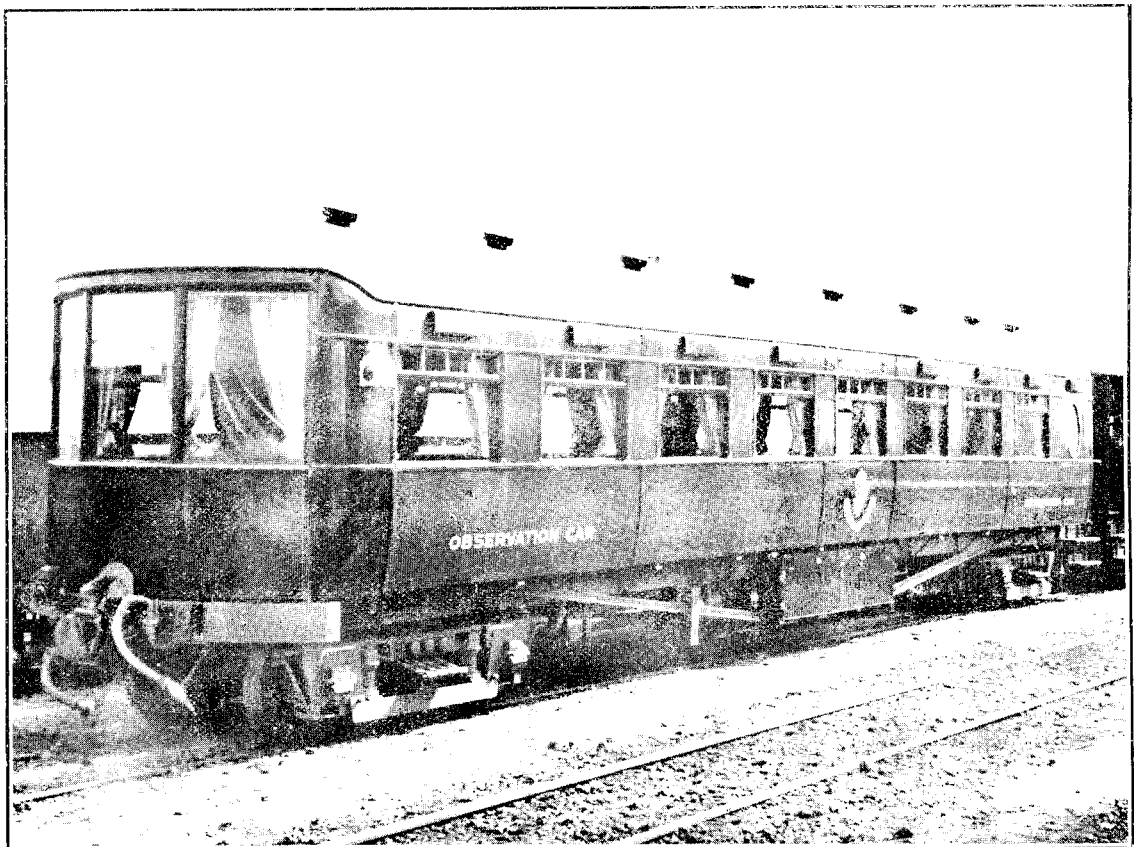
LOUNGE CAR, DAYLIGHT LIMITED EXPRESS, NORTH ISLAND.



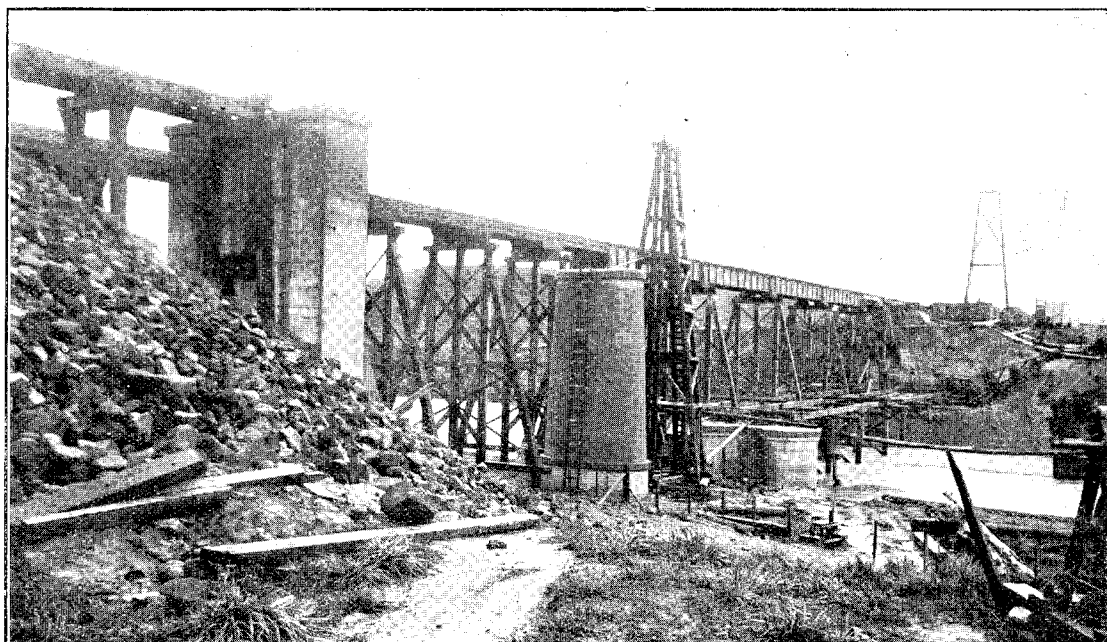
DAYLIGHT LIMITED EXPRESS NORTHBOUND: PASSING OVER THE MAROHINE VIADUCT.



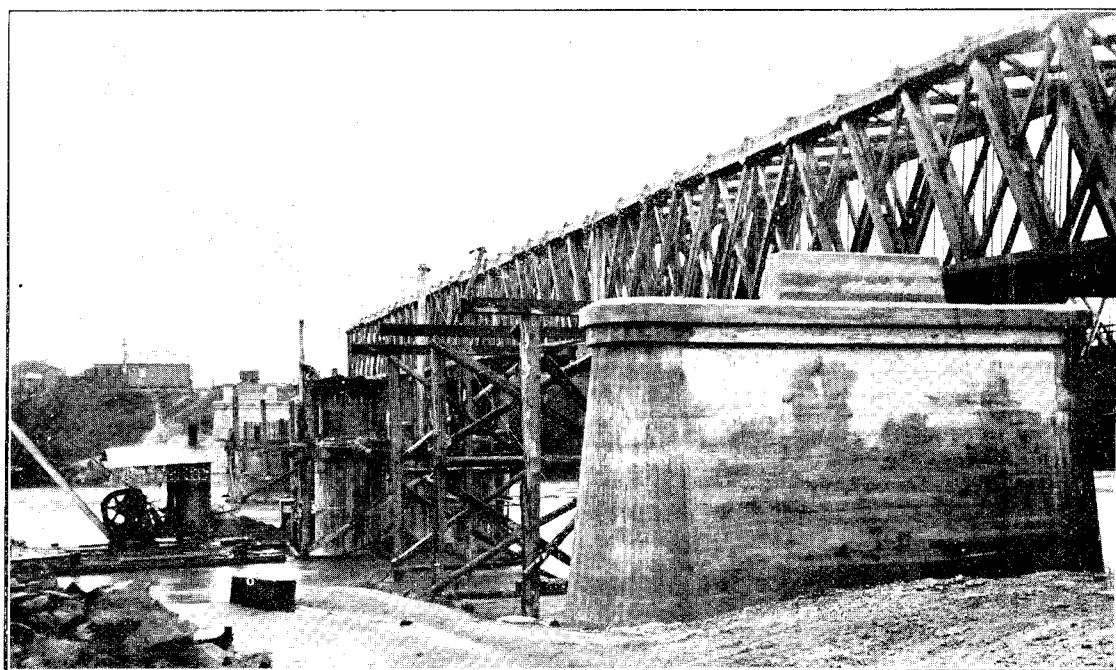
INTERIOR OBSERVATION CAR, ROTORUA EXPRESS.



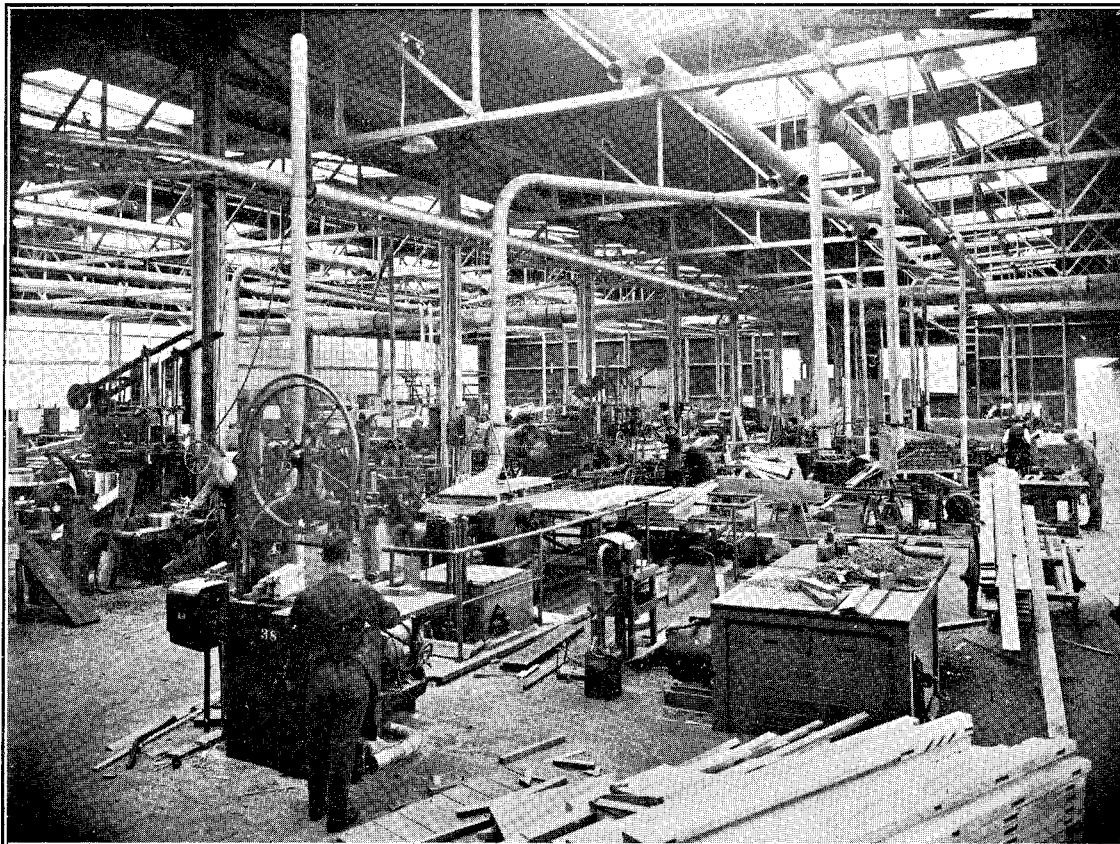
OBSERVATION CAR ROTORUA EXPRESS.



WHENUAKURA BRIDGE UNDER RECONSTRUCTION.



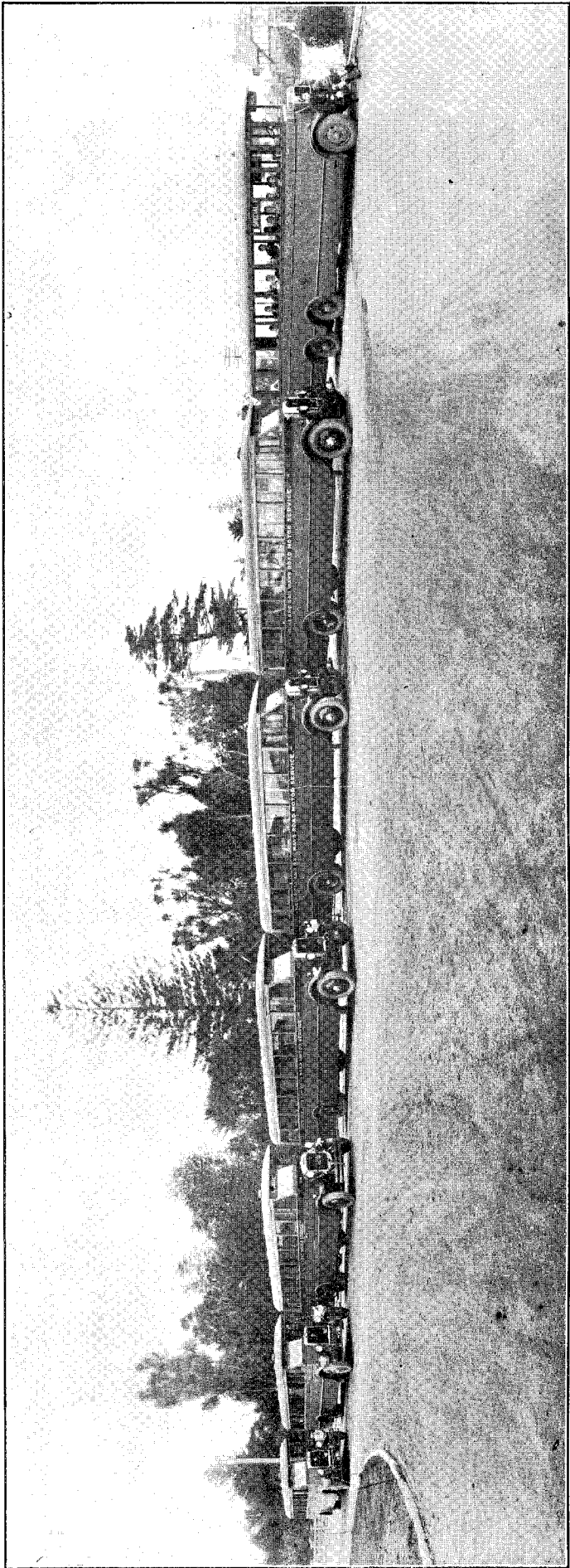
NGAUWAWHIA BRIDGE UNDER RECONSTRUCTION.



OTAHUHU CAR AND WAGON WORKSHOPS : MILLING-SHOP.



OTAHUHU CAR AND WAGON WORKSHOPS : MACHINE SHOP.



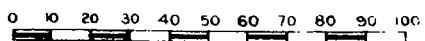
PORTION OF THE MOTOR FLEET OPERATING ON THE HUTT VALLEY SERVICE.

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

STATISTICS.

Government Railways open for traffic on 31st March, 1930	3,287 miles.
Capital cost of Government Railways open on 31st March, 1930	£57,787,671
Revenue from Government Railways, year ending 31st March, 1930	£8,279,914
Expenditure on	£7,358,859
Gauge	3' 6"
Passengers carried on	year ending 31st March, 1930 8,498,441
Number of season tickets issued,	667,432
Live-stock, tonnage carried,	566,407
Goods, tonnage carried,	7,233,295
Number of miles travelled by trains,	12,022,043
Number of locomotives,	657
Number of passenger-carriages,	1,593
Number of wagons and brake-vans,	27,382
Area of Dominion, square miles,	103,861
Population, estimated, at 31st March, 1930 (including Maoris)	1,486,612
Chief Cities:—	
Auckland	212,100
Wellington	Population with Suburbs 138,050
Christchurch	(approximate) 125,800
Dunedin	85,330

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
" Tauranga	179
" Taneatua	240
" 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 Kaitiaki	63
Inangahua Jn. to Greymouth	66
Greymouth to Hokitika	24
Hokitika to Ross	15
Christchurch to Waimu	82
" Culverden	89
" Parnassus	85
" Arthur's Pass	87
" Greymouth	145
" Hokitika	170
" Timaru	100
" Dunedin	230
" Invercargill	389
Timaru to Oamaru	53
Oamaru to Dunedin	78
Dunedin to Cromwell	155
" Roxburgh	96
" Gore	100
" Kingston (via Waimea line)	174
" Kingston (via Invercargill)	226
" Invercargill	139
Invercargill to Kingston	87
" Orawia	84
" Bluff	17
Kingston to Queenstown (by steamer)	25
Queenstown to Head of Lake (by steamer)	35

