

1935.  
NEW ZEALAND.

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# GOVERNMENT RAILWAYS BOARD

(REPORT BY THE).

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*Laid before Parliament pursuant to Section 21 of the Government Railways Amendment Act, 1931.*

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## ANNUAL REPORT OF THE GOVERNMENT RAILWAYS BOARD.

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The Right Hon. the Minister of Railways.

New Zealand Government Railways,  
Wellington, 31st August, 1935.

SIR,—

Pursuant to the provision of section 21 of the Government Railways Amendment Act, 1931, the Government Railways Board transmits herewith the accounts of the Working Railways Department for the financial year ended 31st March, 1935, and, in doing so, desires to submit the following report on the working of the Department for the year:—

REVENUE AND EXPENDITURE.—The gross revenue for the year showed an increase of 4.66 per cent., or £295,217 over the previous year. Sixty-four per cent. (64 per cent.) of the Board's revenue is derived from goods traffic. The gross expenditure increased by 5.59 per cent., or £293,284. The total figures are as follows:—

						£
Gross revenue ..	..	..	..	..	..	6,627,928
Gross expenditure ..	..	..	..	..	..	5,540,437
Net revenue ..	..	..	..	..	..	<u>£1,087,491</u>

During the year the 5-per-cent. increase in salaries and wages added £149,475 to the Board's expenditure. Reduced revenue from workers' dwellings owing to a concession of lower rentals had a further effect in reducing the net earnings of the system. The revenue result was achieved by the strictest supervision and direction over the diversified interests of the system and by the Board's constant and unremitting efforts to render prompt and efficient railway service to the public in which it has at all times had the steady and consistently increasing support of the staff in all grades of the Service. The entire structure of this great system depends upon its revenue-earning power for its support. The Board recognizes that such in turn depends upon the measure of patronage accorded by the public who appear to the Board to be impressed by the increasingly high standard of railway service. While the Board has particularly directed its attention to the preservation of its goods traffic revenue, at the same time the improvement in passenger revenue follows the efforts of the Board to provide cheap, comfortable, and expeditious travel facilities. Nothing comparable to the Government railways for general travel, particularly over the long distances, obtains in New Zealand. The Board emphasizes this for its direct bearing upon the revenue position. With regard to expenditure, wherever the Board could reasonably introduce economies it has done so.

Taking the system as a whole and in general terms the economies of recent years have brought operating-costs down to what the Board regards as a minimum. It follows, therefore, that while the net improvement which has been recorded in the returns during the last four years has been contributed to substantially by the review of expenditure, a point has now been reached when the prospects for future improvement must depend upon efforts devoted to the further building-up of the Board's revenue.

#### CAPITAL AND INTEREST RETURN.

The Railway capital at 31st March, 1935, stood at £54,089,190. The interest-charges for the past year amounted to £2,330,886, which represents an excess of £1,243,395 over the net earnings of the service. It will therefore be seen that the New Zealand Railways system, by a net payment last year of £1,087,491 into the Government account, earned a little less than one-half of the interest due. The substantial deficiency has to be found by the general taxpayer.

It is merely stating the obvious to say that all additional patronage extended to the railways means a decrease in the burden of interest to be found by the general body of taxpayers. This aspect is freely conceded, and meets with general recognition by taxpayers when they think and act collectively. Its recognition is not so apparent, however, when considered from the point of view of the course of action followed by the individual when making a choice from the alternative transport systems at his disposal, whether for goods or produce or for personal travel.

#### RENEWALS, DEPRECIATION, AND EQUALIZATION ACCOUNTS.

During the year the sum of £204,730 was charged against revenue for renewals, and the amount expended from this fund for track renewals was £147,552. The credit balance in the Renewals Fund at 31st March, 1935, was £729,004.

The sum of £556,357 was charged against revenue on account of depreciation.

The position with regard to the Equalization Funds is as under :—

	Credit Balance brought forward from 1934.	Contributions, 1934-35.	Expenditure, 1934-35.	Credit Balance at 31st March, 1935.
	£	£	£	£
Slips, Floods, and Accidents Fund .. ..	89,573	19,764	13,165	96,172
Workers' compensation .. ..	26,997	38,069	28,198	36,868
Insurance .. ..	73,997	14,387	5,495	82,889
	190,567	72,220	46,858	215,929

**RETURNS AND RATES.**—The steady improvement in the railway position as disclosed in the figures herewith has been a feature of the Board's operations during the last four years. This result has been maintained notwithstanding the severe competitive conditions which the Board has been called upon to meet. This competition is chiefly aimed at and attracts the more remunerative lines of railway traffic. This condition, which threatened the stability of the Railway Service as the principal transportation system throughout the Dominion, caused the Board considerable concern. It cast upon it the responsibility of counteracting this threatened danger of attrition and the consequent loss of the best of railway traffic. In meeting this condition the Board, with due regard to the entire range of its business, has been compelled to institute over a considerable volume of goods traffic "special rates" which have enabled the Board to hold a large volume of business which otherwise would have been lost to the Railway Service. Since the commencement of Railway operation in New Zealand freight charges have been made under what are known as "classified rates" which are based upon the principle of requiring various classes of goods to pay charges which they can bear. Thus we have "A" class goods (being the highest-rated goods), "B" class, and so on. This policy in the past has given to the railway-system of the Dominion the benefit of reasonably payable rates for its highest-rated traffic with the obvious result that with many low-rated lines (such as fertilizers and coal) freight-rates are relatively inadequate and unprofitable for such individual lines of traffic. Nevertheless the country has enjoyed benefits from these low freights, which are still in operation under the "classified" principle. It will be recognized at once that the benefits derived by the farming community and by the industries alone are considerable: they have been a vital factor in the development of the country's agriculture and in the volume of its production of primary products. In that development the railway-system has thus played a large part. If the conditions which the Board has been called upon to meet, particularly in parallel road competition, are to be accentuated, then it is doubtful if the "classified rates" as now operative with the benefits of low cost of transportation of heavy goods (fertilizers, &c.) under the lower rating of the present railway tariff can be maintained without a seriously diminishing revenue. That is the threatened condition which, if further experienced, the Board will be forced to meet. The only practical chief alternative to the well-proved and useful system of "classified rates" appears to be a general tariff under which many lines of goods would be carried at much lower charges than those which are now enforced and which, on the other hand, would mean the raising of the rates on many lower-rated essential goods. It would therefore follow that the very low railway charges on many lines (essential to agriculture and to industry generally) would under such necessity be raised, and in numerous cases would add to the cost of primary production and of other industries.

**PUBLIC SUPPORT OF THE RAILWAYS.**—There has been ample evidence that the increasingly higher standard of railway service has been appreciated by the public and has been a definite factor in securing to the Department an increased share of patronage in the face of highly competitive conditions.

At the same time, the Board feels justified in stating that the degree of patronage and support accorded to this State-owned enterprise still leaves much to be desired in many directions.

**STAFF.**—At 31st March last there were 16,189 employees under the control of the Board. The average number actually at work throughout the year was 16,048, compared with 14,971 for the previous year; of this number 11,835 were permanent and 4,213 were casual employees. The average number of men on works chargeable to capital was 930, compared with 640 during the previous year.

During the year, 248 members of the permanent staff resigned, 78 retired on superannuation, 45 died, and 31 were dismissed or paid off. The number of employees engaged was 418.

There were 14 members of the Second Division promoted to the First Division of the Service.

During the year the amount of £28,198 was paid under the Workers' Compensation Act to members of the Second Division who suffered injury.

The amount distributed in salaries and wages was £3,674,371, and it will be seen that this constituted the major portion of the Board's total expenditure of £5,540,437. These figures indicate that the railway-system administered by the Board is the largest labour-employing undertaking in the Dominion to-day. The importance of this aspect is self-evident when it is considered in relation to the ever-pressing national problem of providing reproductive work for the people of the Dominion.

The Board's appreciation of the efficient and loyal service rendered by this large staff is fully acknowledged. Collectively and individually they contribute to a service of first national importance; and the legitimate claim which the railway-system has upon public support is accentuated by consideration of the employment aspect.

**SERVICES AND FACILITIES.**—No transport undertaking, either for passengers or goods, is called upon to establish and maintain travelling and terminal facilities and to provide its own track to the degree that is required from the railway-system. In passenger station buildings, in goods-shed facilities and yard accommodation, and above all in the maintenance of its own permanent way with its attendant approaches and protections a heavy burden is cast upon the earnings of the railway-system.

By no means the least of the difficulties confronting the Board during the past year and preceding years has been the problem arising from intensive competition in the transport industry. The Board realizes fully that competition in any major industry is inevitable; it may be said, indeed, that, as a matter of experience, healthy competition is preferable to the possible evils of unregulated monopolistic control in any such industry. Nevertheless, it is equally true that unregulated and unbridled competition is fraught with grave dangers, and no small part of the world economic problem to-day is attributable to this very factor. The effects of this in the transport field throughout the world have certainly been as great as in any other field of enterprise, if, indeed, they have not been greater.

It is now a matter of history that in all countries it has been found necessary to effect some measure of regulation to minimize and to go some distance towards eliminating the disastrous effects of unrestricted competition in the transport industry.

In New Zealand the problem is equally acute, and is thrown into greater prominence by the fact that the main transport system (the Railways) is State-owned.

As a matter of policy, the Board has never sought any undue legislative protection against fair and legitimate competition. The Government, however, of its own volition, has taken certain steps towards the regulation of wasteful competition mainly through the transport-licensing legislation.

In pursuance of its statutory rights and obligations the Board has become a party to the hearing of applications for road licenses or appeals against the decisions of the licensing authorities only when it felt that a case could be established for the elimination of wasteful competition. Although the decisions have not always supported the Board's point of view, it is acknowledged that a useful measure of regulation has been established.

It must be submitted, however, that recent decisions raise serious doubts as to whether basic principles have yet been established and accepted for dealing effectively and consistently with the problem of wasteful competition in the transport industry.

The Board submits that the establishment of sound and well-defined basic principles is a first essential in the national interest. So long as there is conflict on principles between licensing authorities and the final court of appeal—the Co-ordination Board—then so long will uncertainty and dislocation continue in the transport industry.

Competition from sea transport is also a factor of importance. In this case, however, the position is somewhat different, since the condition of two systems of transport running on parallel routes does not apply to the same extent as between rail and road. The problem is therefore less acute, and, generally speaking, the Board has been able to meet the situation as it has arisen.

REVENUE DETAILS.

The operating revenue under the main headings, and the percentage of the total under each heading, compared with the previous two years, are as follow :—

	1935.	Per Cent. of Operating Revenue.	1934.	Per Cent. of Operating Revenue.	1933.	Per Cent. of Operating Revenue.
	£		£		£	
Passengers, ordinary ..	1,193,372	20·20	1,164,731	20·69	1,031,103	19·31
Season tickets ..	175,316	2·97	171,603	3·05	176,193	3·30
Parcels, luggage, and mails	292,096	4·94	281,889	5·00	283,822	5·32
Goods ..	4,138,434	70·05	3,911,245	69·49	3,745,777	70·16
Labour, demurrage, &c. ..	108,846	1·84	99,367	1·77	102,180	1·91
	5,908,064	100·00	5,628,835	100·00	5,339,075	100·00

The revenue under all heads showed a satisfactory increase over the previous year, the increases being—Passenger, 2·42 per cent. ; parcels, 3·62 per cent. ; goods, 5·81 per cent.

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

			Per Average Mile open. £	Per Train-mile. d.
1935 .. ..	..	..	1,780	133·44
1934 .. ..	..	..	1,704	132·92
1933 .. ..	..	..	1,611	130·37

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

	North Island Main Line and Branches.			South Island Main Line and Branches.		
	1935.	1934.	1933.	1935.	1934.	1933.
	£	£	£	£	£	£
Passengers, ordinary ..	762,974	741,020	658,006	419,648	412,078	363,336
Season tickets ..	117,316	115,454	116,731	54,731	53,009	56,190
Parcels, luggage, and mails	194,761	187,010	188,098	92,584	89,711	90,428
Goods ..	2,299,881	2,188,126	2,085,640	1,733,950	1,625,376	1,558,391
Labour, demurrage, &c.	57,754	54,302	59,091	46,410	40,651	38,768
	3,432,686	3,285,912	3,107,566	2,347,323	2,220,825	2,107,113

The operating earnings for the last three years for the North and South Island Main Lines and Branches per average mile open 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.
1935 .. ..	2,310	126·87	1,473	143·27
1934 .. ..	2,235	126·61	1,393	142·49
1933 .. ..	2,145	124·13	1,296	139·52

EXPENDITURE DETAILS.

	1934-35.	1933-34.	1932-33.
	£	£	£
Expenditure on train operation ..	5,138,588	4,877,146	4,833,754
Subsidiary services .. ..	401,849	370,007	350,105
	<u>£5,540,437</u>	<u>£5,247,153</u>	<u>£5,183,859</u>

*Operating Expenditure.*

	1934-35.	Per Cent. of Operating Revenue.	1933-34.	Per Cent. of Operating Revenue.	1932-33.	Per Cent. of Operating Revenue.
	£		£		£	
Maintenance—Way and works	1,047,825	17·74	993,207	17·65	931,273	17·44
Maintenance—Signals ..	137,477	2·33	110,298	1·96	105,586	1·98
Maintenance—Rolling-stock ..	1,236,324	20·92	1,220,102	21·67	1,188,474	22·26
Examination, lubrication, and lighting of vehicles	54,098	0·92	52,376	0·93	52,652	0·99
Transportation—Locomotive..	1,073,062	18·16	1,012,451	17·99	1,062,149	19·89
Transportation—Traffic ..	1,360,928	23·03	1,253,833	22·27	1,255,280	23·51
General charges ..	57,014	0·97	58,944	1·05	61,252	1·15
Superannuation subsidy ..	171,860	2·91	175,935	3·13	177,088	3·32
	5,138,588	86·98	4,877,146	86·65	4,833,754	90·54

*Maintenance of Way and Works.*

This item of expenditure shows an increase of £54,618 (5·50 per cent.), which was due to increased outlay on the permanent-way (£30,519), covering items for bed and track maintenance, ballasting, fences, and cattle-stops, repairing and sealing approach roads and level crossings; increased expenditure as the result of slips, floods, &c. (£7,723); bridge-maintenance and writing off abandoned assets, additional expenditure on water services in the Wanganui, Wellington, and Christchurch districts (£8,642); additional repairs to operating buildings; repairing and painting Palmerston North Station building, and re-roofing Oamaru Station and goods-shed (£13,992).

The average annual expenditure for this branch for the five years ended 31st March, 1930, was £1,128,644, and the expenditure for the year under review represents a decrease of 7·16 per cent. on that figure.

The 5-per-cent. increase in salaries and wages amounted to £29,522.

*Maintenance of Signals and Electrical Appliances.*

The expenditure amounted to £137,477, an increase of £27,179 (24·64 per cent.).

For the five years ended 31st March, 1930, the average annual expenditure was £107,716, the figures for this year showing an increase of 27·63 per cent. on the average.

The development of automatic signalling and train-control operating, and additional electrical installations generally, have increased maintenance charges. The mileage of telephone and telegraph wires is now 17,237, as compared with 11,920 in 1930, and telephones in use have increased from 2,256 to 2,958 in the same period.

The 5-per-cent. increase in salaries and wages amounted to £3,670.

*Maintenance of Rolling-stock.*

Expenditure under this head totalled £1,236,324, an increase of £16,222 (1·33 per cent.). The average annual expenditure for the five years ended 31st March, 1930, was £1,460,114 and this year's figures represent a decrease of 15·33 per cent. on the average for that period.

*Locomotive Repairs.*

Expenditure under this heading was £502,106, a decrease of £22,918 on the previous year. The decrease was due to the fact that expenditure amounting to £48,100 was charged against a reserve created last year for the purpose of equalizing expenditure over the two years.

During the year, 417 locomotives passed through the workshops for repairs, as against 430 for the previous year. Of these, 194 received heavy repairs, as against the previous year's total of 137.

The average mileage run by engines before being forwarded to the workshops for heavy repairs was 75,100 miles, compared with 70,159 miles for the previous year.

*Maintenance of Carriages, Vans, and Wagons.*

The total cost of painting and repairing carriages and vans was £244,453, a decrease of £4,602 (1·85 per cent.) on last year. Carriages for heavy repairs totalled 1,382, as against 1,351 last year, while 320 carriages received light repairs, as against 249 for the previous year. The principal decrease was £9,457 for carriage repairs, but this was partially offset by an increase of £3,570 for alterations and conversions.

The expenditure on the maintenance of wagons totalled £472,177, showing an increase over the previous year of £42,708 (9·94 per cent.). The number of wagons repaired in the workshops was 15,741 for heavy repairs and 5,236 for light repairs, as against 15,287 and 4,170 respectively for the previous year. The total of 20,977 wagons passed through the workshops this year, compared with 19,457 for the previous year.

*Examination, Lubrication, and Lighting of Rolling-stock.*

The expenditure on examination and lubrication of rolling-stock was £26,928, an increase of £1,144 compared with the previous year. The increase was due to the 5-per-cent. increase in wages and additional train services.

The expenditure on the lighting of coaching vehicles was £27,170, an increase of £578 (2·17 per cent.), the main causes being the fitting of electric-lighting systems to a greater number of cars and to the running of additional train services.

*Locomotive Transportation.*

The expenditure under this head was £1,073,062, an increase of £60,611 (5·99 per cent.) over the previous year. The increase was due to the 5-per-cent. increase in wages (£27,083) and to the running of additional train services.

The quantity of coal used was 397,310 tons, an increase of 36,071 tons. This was due to an increase of 686,320 engine-miles (5·05 per cent.) and to the increased use of soft coal. The ratio of hard to soft coal used during the year was 42 to 58, compared with 49 to 51 in the previous year, and 69 to 31 in the year 1932–33.

The average consumption of coal and cost of same per engine-mile, per engine-hour, and per 1,000 gross ton-miles is shown in the next table :—

	Consumption.		Cost.	
	1935.	1934.	1935.	1934.
	lb.	lb.	d.	d.
Per engine-mile .. .. .	63·31	60·55	7·77	7·92
Per engine-hour .. .. .	669·76	643·08	82·16	84·14
Per thousand gross ton-miles .. .. .	407·58	399·97	50·00	52·33

Although the pounds of coal consumed per engine-mile increased by 2·76, or 4·6 per cent., this is due to the lower calorific value of soft coal, of which a greater proportion was used this year. The cost of coal per engine-mile, however, fell by 0·15d., or 1·9 per cent.

The following table furnishes statistics of locomotive operation for the last five years :—

	1935.	1934.	1933.	1932.	1931.
	d.	d.	d.	d.	d.
Cost per engine-mile .. .. .	18·04	17·88	19·25	20·73	23·31
Cost per train-mile .. .. .	23·91	23·68	25·66	27·92	31·72
Cost per engine-hour .. .. .	190·78	189·87	201·61	213·29	233·98
Cost per 1,000 gross ton-miles .. .. .	116·59	118·66	133·81	144·16	160·71
Engine-miles per engine-hour .. .. .	10·58	10·62	10·49	10·29	10·04
Gross ton-miles per engine-hour .. .. .	1,636	1,600	1,507	1,480	1,456

The cost per engine-mile increased over the previous year by 0·16d. (0·9 per cent.), due to the 5-per-cent. increase in wages. An improvement is again shown in the quantity of work performed per engine-hour, the increase compared with the previous year being 2·25 per cent., while compared with 1931 it is 12·36 per cent.

*Traffic Transportation.*

The expenditure under this head was £1,360,928, an increase of £107,095 (8·54 per cent.). Compared with the average annual expenditure for the five years ended 31st March, 1930 (£1,793,396), there is a decrease this year of 24·11 per cent.

The 5-per-cent. increase in salaries and wages amounted to £56,982, and the remainder of the increase was the result of additional train operation, the total train-miles showing an increase of 508,686 (4·9 per cent.).

*General Charges.*

The expenditure under this head totalled £228,874, as compared with £234,879, a decrease of £6,005 (2·56 per cent.).

SUBSIDIARY SERVICES.

*Subsidiary Service Revenue.*—The revenue from subsidiary services amounted to £719,864, as compared with £703,876 for the previous year, and an analysis of the figures is as follows :—

	1934–35.	1933–34.	1932–33.
	£	£	£
Lake Wakatipu steamers .. .. .	10,647	9,617	7,864
Refreshment service .. .. .	79,817	73,657	69,505
Bookstall service .. .. .	36,846	20,786	12,385
Advertising service .. .. .	30,030	32,707	33,614
Departmental dwellings .. .. .	105,338	137,238	137,575
Leases of bookstalls, &c. .. .. .	17,346	15,749	16,224
Road motor services .. .. .	90,278	79,184	78,644
Miscellaneous .. .. .	349,562	334,938	339,517
	<u>£719,864</u>	<u>£703,876</u>	<u>£695,328</u>

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

		1934-35.	1933-34.	1932-33.
		£	£	£
Lake Wakatipu steamers	.. ..	10,269	9,610	8,200
Refreshment service	.. ..	77,685	72,872	66,577
Bookstall service	.. ..	34,564	19,102	11,315
Advertising service	.. ..	27,942	30,159	29,937
Departmental dwellings	.. ..	155,302	150,781	145,786
Leases of bookstalls, &c.	.. ..	11,481	10,667	10,167
Road motor services	.. ..	84,606	76,816	78,123
		£401,849	£370,007	£350,105

The variations shown above are analysed under their separate heads later in this report.

PASSENGER TRAFFIC.

The result of the year's operations in passenger traffic may be regarded as satisfactory inasmuch as there is an increase of 607,281 passenger-journeys and £32,354 in revenue compared with the previous year. On account of the variation in the dates of the Easter holidays no Easter bookings were included in the figures for the year, whereas for the previous year two Easter periods were included. When allowance is made for this variation in the conditions it becomes apparent that the result achieved this year is more favourable than the figures indicate.

The improvement in passenger traffic can be ascribed in a large measure to the attractive fares now in force for ordinary travel and to the higher standard of service which is given in such matters as improved passenger-accommodation and faster train-services. A further important factor has been the large measure of success which has been achieved in developing week-end, special-excursion, and other classes of purely pleasure travel, the increased business under this heading as compared with last year amounting to 273,481 journeys and £21,226 revenue.

It has been recognized that the development of week-end travel offers an extensive field for exploitation, and, with a view to catering for this class of business, attractive fares for Saturday to Monday travel have been made available by the ordinary train-services between stations in the more populous areas. As distinct from these regular week-end fares, the organization of special day and week-end excursions has received special attention during the year. A complete programme of these outings has been planned and carried out in each railway district throughout the Dominion. With the object of reducing the overall cost to patrons to the lowest possible level the timing of the trains has been so arranged as to permit of excursionists spending the maximum time at the destination point without incurring the expense of hotel accommodation. This feature, combined with the attractive fares offered, has stimulated public patronage to such an extent that the excursions have become definitely established as a regular and profitable feature of the Board's operations, and give opportunity to a large section of the community to avail themselves of travel-facilities to distant parts which in other circumstances would be denied them.

Close contact has been maintained with show associations, trotting and racing clubs, school and factory organizations, &c., with a view to ensuring that fares and travel arrangements commensurate with the importance and attractiveness of the events in which they are individually interested will be available for their requirements.

An analysis of the passenger traffic is as follows :—

—				1935.	1934.	Variation.	
				Number.	Number.	Number.	Per Cent.
Passenger journeys—							
Ordinary	..	..	..	7,809,035	7,511,346	+297,689	3·96
Season	..	..	..	11,845,432	11,535,840	+309,592	2·68
Total	..	..	..	19,654,467	19,047,186	+607,281	3·19
Revenue—				£	£	£	
Ordinary	..	..	..	1,193,372	1,164,731	+ 28,641	2·46
Season	..	..	..	175,316	171,603	+ 3,713	2·16
Total	..	..	..	1,368,688	1,336,334	+ 32,354	2·42
Passenger train-miles				4,653,708	4,550,559	+103,149	2·27
Revenue—							
Per mile of line	..	..	..	£419	£411	+£8	1·95

Compared with the year 1933-34, the variations in passenger traffic, other than season tickets, are as follow :—

Description.	Journeys.		Variation.	
	1935.	1934.		
	Number.	Number.	Number.	Per Cent.
Standard fare .. .. .	3,280,370	3,272,410	+ 7,960	0·24
Suburban .. .. .	2,221,420	2,205,172	+ 16,248	0·74
Day and special excursion and other reduced fares	2,307,245	2,033,764	+273,481	13·45
	7,809,035	7,511,346	+297,689	3·96

  

Description.	Revenue.		Variation.	
	1935.	1934.		
	£	£	£	Per Cent.
Standard fare .. .. .	929,848	923,182	+ 6,666	0·72
Suburban .. .. .	73,945	73,196	+ 749	1·02
Day and special excursion and other reduced fares	189,579	168,353	+ 21,226	12·61
	1,193,372	1,164,731	+ 28,641	2·46

The variations in ordinary passenger traffic were distributed between first class and second class as follow :—

		First Class.		Second Class.		Total.	
		Number.	Per Cent.	Number.	Per Cent.	Number.	Per Cent.
Journeys .. .. .		+ 8,053	1·81	+289,636	4·10	+ 297,689	3·96
		£		£		£	
Revenue .. .. .		+11,518	4·99	+ 17,123	1·83	+ 28,641	2·46

An increase of £28,641 (2·46 per cent.) is shown in passenger revenue, notwithstanding the fact that no Easter traffic is included in this year's figures. If Easter receipts be eliminated from last year's figures, the increase is £83,641, or 7·54 per cent., which is quite an appreciable advance. The statistics of passenger traffic show a steady rise over the last three years.

The rise shown during the year in the standard-fare figures was maintained during each four-weekly period, with, of course, the exception of the Easter periods, indicating a real increase in general passenger traffic and one likely to be maintained rather than a mere fluctuation due to particular events.

Suburban traffic showed little variation from last year. In the first half of the year this class of traffic was not quite up to the level of the previous year, but a distinct improvement was shown in the second half of the year, due partly to the fine summer experienced, and, in lesser degree, to the extra traffic handled on the occasion of the visit of H.R.H. the Duke of Gloucester.

An outstanding feature of the passenger business in recent years has been the growth of day and special-excursion traffic, the revenue index figure having risen from 253 in 1932 to 388 in 1935, while the revenue earned this year was nearly four times as much as in 1926. An increase of £37,217 (28·38 per cent.) was shown last year in the receipts from this traffic, and a further advance on last year's figures is again recorded this year, the increase being £21,226 (12·61 per cent.). Of this latter increase, £17,098 (23·16 per cent.) is shown in that portion of excursion traffic comprising special excursions to tourist resorts and between important centres of population, Sunday, week-end, and market-day excursions. Day excursions showed an increase in receipts of £3,457, or 16·71 per cent. School and other picnic traffic increased by £2,148, or 8·09 per cent. The exceptionally fine summer contributed to some extent to the general increase in excursion traffic, which has been keenly fostered throughout the Dominion. Particular reference to the Board's activity in this direction has already been made in this report.

The revenue from season tickets this year was £175,316, compared with £171,603 for the previous year, an increase of £3,713. The issue of workers' weekly tickets increased by 12,058, with an increase in revenue of £2,110, while most other descriptions of tickets also recorded advances, due to a slight easing of the unemployment situation.



## OVERSEAS TOURIST TRAFFIC.

The decision of the P. and O. and Orient shipping lines to organize a series of summer cruises from Australia to New Zealand ports during the past summer season was one of considerable importance to the development of the Railway's tourist traffic. The original programme provided for six tours to be undertaken by the companies' vessels during the period November, 1934, to April, 1935.

These vessels were the largest and most palatial ever to visit the Dominion. Up to February, 1935, four of the tours provided for were successfully organized, the total number of passengers arriving by the "Strathaird," "Strathnaver," "Oronsay," and "Otranto" being 3,270. Special facilities were afforded by the Board, in conjunction with the Tourist Department, to enable the tourists to visit the principal scenic resorts during the limited time at their disposal. A total of 1,326 passengers were conveyed by special train from Auckland to Rotorua, and of these, 465 continued their journey to Wellington, a portion travelling by each of the routes via the Chateau, Napier, and New Plymouth. Special travel arrangements were also made in connection with the visit of the s.s. "Franconia," which arrived at Auckland in February with 225 passengers during the course of a world cruise.

With the object of facilitating the movement of overseas passengers disembarking at Wellington provision has been made for a railway staff, housed in a portable booking-office, to be in attendance at the Wellington wharves to undertake the sale of rail tickets, reservation of seats and sleeping-berths, and checking and storage of passengers' luggage. Initially these services were restricted to vessels engaged on the inter-colonial run, but, in view of the complete measure of success attendant on their provision, as evidenced by the volume of business transacted, arrangements have been finalized for the extension of the facilities to all overseas passenger-vessels arriving at Wellington. These facilities meet an urgent need and greatly add to the pleasure of travelling by eliminating vexatious delays in the transhipment and forwarding of personal luggage and effects, and removing the anxiety previously attendant upon such arrangements. The Board is fully alive to the value of this traffic and all possible will be done to cultivate it.

## PARCELS, LUGGAGE, AND MAILS.

The revenue from this source amounted to £292,096, an increase of £10,207 (3·62 per cent.). An analysis of the revenue is as follows :—

	1935. £	1934. £	Variation.	
			£	Per Cent.
Parcels .. .. .	166,500	164,452	+ 2,048	1·37
Excess luggage .. .. .	7,610	6,810	+ 800	11·75
Left luggage, luggage-checks, bicycles, dogs, newspapers, &c. .. .. .	38,554	33,992	+ 4,562	12·76
Mails .. .. .	79,432	76,635	+ 2,797	3·65
Total .. .. .	<u>292,096</u>	<u>281,889</u>	<u>+10,207</u>	<u>3·62</u>

Parcels revenue was adversely affected by the falling-off in the cream traffic, due to the exceptionally dry season and, to a less degree, to road competition. A slight upward trend in revenue commenced at the beginning of 1934, and continued up to the end of the year, from when revenue began to decline, and continued so to the end of the financial year.

Revenue from luggage, &c., amounted to £38,554, an increase of £4,362 (12·76 per cent.), due to greater quantities of newspapers being railed.

The following table shows the variations under the heading of "Mails" :—

	1935. £	1934. £	Variation.	
			£	Per Cent.
Mails in guards' vans at half parcels rates .. .. .	45,355	43,588	+1,767	4·05
Railway travelling post-office service .. .. .	27,596	27,596	..	..
Mails carried in wagons .. .. .	6,481	5,451	+1,030	18·90
Total .. .. .	<u>79,432</u>	<u>76,635</u>	<u>+2,797</u>	<u>3·65</u>

The travelling post-office service is paid for on a mileage basis.

## GOODS AND LIVE-STOCK.

The revenue and tonnage of goods and live-stock for 1935 compare with the previous year as follows :—

	1935.	1934.	Increase.	Per Cent.
Revenue ..	£4,138,434	£3,911,245	£227,189	5·81
Tonnage ..	6,023,960	5,642,199	381,761	6·77

A comparison of tonnage and revenue from 1928 to 1935 is afforded in the next table :—

Year.	Tons.	Revenue.	Variation as compared with Previous Year in each Case,			
			Tons.	Per Cent.	Revenue.	Per Cent.
		£			£	
1928 .. ..	7,358,388	4,680,135	+ 49,939	0·68	+ 83,969	1·83
1929 .. ..	7,613,445	4,846,125	+ 255,057	3·47	+165,990	3·55
1930 .. ..	7,788,973	4,904,324	+ 175,324	2·31	+ 58,199	1·20
1931 .. ..	6,957,709	4,487,357	— 831,264	10·67	—416,967	8·50
1932 .. ..	5,824,811	4,019,600	—1,132,898	16·28	—467,757	10·42
1933 .. ..	5,490,686	3,745,777	— 334,125	5·74	—273,823	6·81
1934 .. ..	5,642,199	3,911,245	+ 151,513	2·76	+165,468	4·42
1935 .. ..	6,023,960	4,138,434	+ 381,761	6·77	+227,189	5·81

A comparison with 1934 of the tonnage of commodities under six main headings is as follows :—

—	1935. Tons.	1934. Tons.	Variation.	
			Tons.	Per Cent.
Agricultural products .. ..	615,779	574,383	+ 41,396	7·21
Animals and their products .. ..	1,227,490	1,230,014	— 2,524	0·21
Products of mines .. ..	1,842,462	1,746,648	+ 95,814	5·49
Products of forests .. ..	449,766	362,805	+ 86,961	23·97
Benzine, cement, and manures .. ..	791,372	710,361	+ 81,011	11·40
General goods and miscellaneous .. ..	1,097,091	1,017,988	+ 79,103	7·77
Totals .. ..	6,023,960	5,642,199	+381,761	6·77

A further comparison on the same basis of the composition of the revenue from goods traffic, as shown immediately above, for the last five years is as under :—

—	1935.	1934.	1933.	1932.	1931.
	Per Cent.	Per Cent.	Per Cent.	Per Cent.	Per Cent.
Agricultural products .. ..	8·78	8·64	9·17	8·79	7·37
Animals and their products .. ..	27·98	30·50	29·73	26·99	24·73
Products of mines .. ..	20·16	20·51	20·49	23·14	23·29
Products of forests .. ..	8·69	7·52	6·67	6·55	9·39
Benzine, cement, and manures .. ..	13·12	12·61	13·42	14·21	11·74
General goods and miscellaneous .. ..	21·27	20·22	20·52	20·32	23·48
Totals .. ..	100·00	100·00	100·00	100·00	100·00

The above two tables give a fair indication of the relative importance of the traffic on the basis of a natural classification of national production. The fluctuations are due to the varying nature of the seasons and to the varying effects of the economic depression on the different industries of the country.

A detailed comparison of 1935 with 1934 is as follows :—

Traffic in agricultural products increased by 41,396 tons. In the South Island grain showed an increase of 26,686 tons and £12,341 in revenue. The harvest was much earlier than last year, with the result that traffic was very heavy during January and February, but showed a substantial falling-off in March, the bulk of the yield, which was very light this year, having been carried by the end of February. The North Island showed an increase of 2,058 tons and £875 in revenue.

Animals and their products showed a slight decrease in tonnage. The number of cattle forwarded increased from 311,872 to 336,840, an increase of 8·01 per cent., due to the stimulation given to cattle-raising by the potentialities of the chilled-beef trade. The number of calves forwarded by rail decreased by 122,064 (20·13 per cent.), due to the operation of the export restriction on veal. Sheep increased from 9,747,676 to 10,295,953, an increase of 548,277 (5·62 per cent.), due to the comparatively light year experienced in the South Island in 1933-34, when farmers held lambs consequent upon the increase in wool prices. In 1933-34 the number railed in the South Island was 406,000 below the average for the three previous years (1931-32-33), while in 1934-35 the number was 39,000 in excess of this average.

Butter-production for the year showed a decrease of 3·43 per cent., due to the dry summer. The commodity statistics show that the tonnage carried by rail declined by 14,685 tons, or 10·04 per cent. Practically the whole of the decline was shown in the North Island. The average receipt per ton-mile was 3·47d., compared with 3·66d. last year, while the average haul was 76 miles, compared with 71 miles for the previous year.

Cheese-production showed a decrease corresponding with the lower output of butter.

During the last few years pigs have shown a substantial increase, due to increased exportation. The export of frozen pork showed an increase of 19·3 per cent. over last year.

Traffic in frozen meat was heavy, the tonnage increase being 6·12 per cent. and the increase in revenue 6·35 per cent. The North Island showed an increase of 17,037 tons, while the South Island traffic declined by 4,024 tons. The comparatively early killing of live-stock, due to the feed-shortage, had a stimulating effect on this traffic in the latter portion of the financial year.

Wool showed a decrease of 25,354 tons (16·68 per cent.) and £38,155 (24·17 per cent.), due to the fluctuation in market prices. As the result of high prices last year a substantial traffic was recorded, many clips which had been stored for some years being sold. The figures for 1935 were below average, as is shown by a comparison with the figures for the previous three years. The revenue in 1932 was £147,992, in 1933 £140,477, in 1934 £157,831, while in 1935 it had declined to £119,676. It is likely that owing to the low prices a good quantity of wool was held over. The receipt per ton-mile was 3·99d., as against 4·48d. last year, a decrease equal to 10·9 per cent.

In products of mines the principal variation was an increase of 49,878 tons of agricultural lime, the increase in revenue being £17,536. Coal increased from 1,436,869 tons in 1934 to 1,448,109 tons in 1935, an increase of 11,240 tons (0·78 per cent.).

The use of agricultural lime for manuring farm lands is growing each year, largely as the result of the rail concessions afforded to *bona fide* farmers, orchardists, &c. Such lime is carried free for distances not exceeding one hundred miles, and the freight is recovered by the Railways Department from the Department of Agriculture. The following table shows the amounts so recovered, together with the recoveries in respect of reduced rates on fertilizers and selected farm products.

The total recoupments to the Railways Department from the Consolidated Fund under the three heads are as follow :—

—			Rebate on Selected Farm Products.	Lime.	Fertilizers.	Total.
			£	£	£	£
1929	..	..	..	38,673	109,431	148,104
1930	..	..	..	23,706	61,218	84,924
1931	..	..	..	22,859	51,156	74,015
1932	..	..	..	44,364	107,995	152,359
1933	..	..	37,158	55,054	107,088	199,300
1934	..	..	156,437	61,732	99,397	317,566
1935	..	..	48,196	76,309	115,812	240,317
Totals	..	..	241,791	322,697	652,097	1,216,585

In 1933 the Government granted a rebate on certain selected agricultural commodities, and from that date allowance has been made to the Working Railways Account for the loss of freight involved in granting this concession.

There was little variation in the volume of coal traffic forwarded. The total tonnage reached 1,448,109, compared with 1,436,869 tons for the previous year, an increase of 11,240 (0·78 per cent.). The revenue, £720,556, showed an increase of £4,996 (0·7 per cent.). The receipt per ton-mile was 1·44d., a reduction of 0·03d., but with an average haul of 83 miles, as against 81 miles last year, the receipt per ton was 10s., the same as last year. The ton-mile receipt for hard coal this year was 1·84d. and for soft coal 1·39d.

The tonnage of road-metal increased by 36,636 tons and the revenue by £10,781.

The products of forests increased by 86,961 tons. The timber carried was 368,417 tons, compared with 301,222 tons for the previous year, an increase of 67,195 tons (22·31 per cent.). The total revenue from the timber traffic was £331,193, compared with £274,627 in 1934, an increase of £56,566 (20·60 per cent.). The fillip given to building construction by the Government subsidies was the main cause of the increase. Exports of timber from the Dominion increased by 52 per cent. compared with the previous year.

The quantities of native and imported timber carried were :—

		1935. Tons.	1934. Tons.	Variation.	
				Tons.	Per Cent.
New Zealand	..	355,400	293,514	+61,886	21·08
Imported	..	13,017	7,708	+ 5,309	68·88

With a view to indicating the trend of the timber traffic over recent years, the total tonnage carried for each of the past seven years is as follows: 1935, 368,417; 1934, 301,222; 1933, 253,633; 1932, 253,534; 1931, 403,095; 1930, 574,080; 1929, 568,026.

An increase of £14,613 was shown in the revenue from benzine, and of this traffic benzine carried in tank-wagons increased by £17,284, or 10·81 per cent.

The revenue on cement traffic in the South Island fell by £7,951, due to the cessation of the traffic to the Waitaki hydro-electric works which were completed during the year. The revenue in the North Island increased by £4,535.

The revenue from manure traffic shows an increase of £40,368, due to very heavy importations of raw materials as well as a general increase in sales of artificial manures.

Motor-cars on wheels show an increase of £10,061 for the North Island and £317 for the South Island.

The traffic in miscellaneous goods which comprise all commodities not already mentioned, amounted to 1,097,091 tons, as compared with 1,017,988 tons for the previous year, an increase of 79,103 tons. The revenue increased in the North Island by £28,253 and in the South Island by £43,386, a total of £71,639.

#### GOODS STATISTICS.

The principal statistical figures dealing with the operation of goods traffic are shown below :—

	1935.	1934.	Variation.	Per Cent.
Goods-train mileage .. ..	5,972,692	5,612,915	+ 359,777	6·41
Goods earnings .. ..	£4,138,434	£3,911,245	+£227,189	5·81
Revenue goods tonnage .. ..	6,023,960	5,642,199	+ 381,761	6·77
Average haul (miles) .. ..	70	68	+ 2	2·94
Average revenue per ton-mile .. ..	2·42d.	2·50d.	— 0·08d.	3·20
Average revenue per ton .. ..	14s. 1d.	14s. 2d.	— 1d.	0·59

Train-miles, earnings, and tonnage increased in practically the same ratio. The slightly smaller increase in earnings was due to a fall of 1d. in the average receipt per ton.

	1935.	1934.	Variation.	Per Cent.
Total gross ton-miles revenue freight	1,405,743,924	1,292,840,024	+112,903,900	8·73
Goods-vehicle miles (loaded) ..	115,084,491	106,328,407	+ 8,756,084	8·23
Goods-vehicle miles (empty) ..	55,065,882	51,147,662	+ 3,918,220	7·66
Total goods-vehicle miles ..	170,150,373	157,476,069	+ 12,674,304	8·05

The increases are in keeping with the general increase in goods traffic for the year. The ratio of empty to loaded vehicle-miles shows an improvement on the previous year.

#### Averages : Revenue, Freight Traffic.

Per Mile of Line :—	1935.	1934.	Variation.	Per Cent.
Goods revenue .. ..	£1,267	£1,203	+ £64	5·32
Total tonnage .. ..	1,844	1,736	+ 108	6·22
Net ton-miles .. ..	128,453	117,970	+10,483	8·89
Gross ton-miles .. ..	430,286	397,675	+32,611	8·20
Per Train :—				
Gross load (tons) .. ..	235·36	230·33	+ 5·03	2·18
Net load (tons) .. ..	70·26	68·33	+ 1·93	2·82
Number of vehicles (loaded) ..	19·27	18·94	+ 0·33	1·74
Number of vehicles (empty) ..	9·22	9·29	+ 0·07	0·75
Per 1,000 Gross Ton-miles :—				
Revenue .. ..	£2,944	£3,025	— £·081	2·68
Net ton-miles .. ..	298	297	+ 1	0·35
Per Train-mile :—				
Revenue .. ..	166·29d.	167·24d.	—0·95d.	0·57

Gross and net ton-miles both show substantial increases. The decrease shown in revenue per 1,000 gross ton-miles is due to the slight fall in the receipt per ton and per ton-mile.

Wagon User :—	1935.	1934.	Variation.	Per Cent.
Revenue per ordinary goods vehicle	£145	£136	+ £9	6·62
Revenue per live-stock vehicle ..	£148	£145	+ £3	2·07
Average wagon-load (tons) ..	3·65	3·61	+ 0·04	1·11
Average miles per wagon per day	20·54	19·06	+ 1·48	7·76
Average net ton-miles per wagon per annum (ordinary goods) ..	15,377	13,818	+1,559	11·28
Average net ton-miles per wagon per annum (live-stock) ..	10,970	11,017	— 47	0·43

BRANCH LINES.—The operating-revenue from branch lines totalled £322,531, an increase of £22,510 (7·50 per cent.) compared with the previous year. The passenger revenue increased by £1,438 (3·20 per cent.), and the goods revenue by £20,761 (9·28 per cent.).

The operating expenditure was £416,838, an increase of £46,940 (12·69 per cent.) compared with the previous year.

The operating loss was £94,307 and interest charges amounted to £388,505, making a total loss of £482,812, as against a total loss for the previous year of £458,450, an increase of £24,362 (5·31 per cent.).

The increased revenue was caused by an increase of £5,647 on the six North Island branch lines, and an increase of £16,863 on the twenty-four South Island branch lines. Eighteen of the branch lines showed a total advance of £20,113, while the remaining six lines showed a total decline of £3,250. In the South Island it is gratifying to record that the greatest increase was shown on the Otago Central Branch, which is an absolutely essential line to the district. The revenue there advanced by £8,765 (10·64 per cent.). This increase was reflected in all classes of revenue, but particularly in that obtained from goods traffic due to a better fruit season. Several other South Island branches show fairly substantial revenue increases. Of the six remaining branches showing a decreased revenue the Pukeuri-Kurow Branch was the most marked. On this line the total decrease was £2,216, or 14·44 per cent., which was due to the completion of the Waitaki hydro-electric works. Passenger traffic on this line increased by £344, or 31·5 per cent. The remaining five branches in the South Island showed smaller decreases.

The increased expenditure on branch lines in both Islands was due chiefly to expenditure upon "Maintenance of Way and Works." In the North Island this expenditure was incurred chiefly on the Paeroa-Taneatua and Otiria-Okaihau Branches. In the South Island it was incurred chiefly on the Waipara-Parnassus and the Otago Central Branches.

The Board's policy of endeavouring to stimulate branch-line traffic by appealing to the people concerned has been successful with few exceptions, and on most branch lines the drift from the rail has been checked. The branch-line problem as a whole, however, is by no means settled to the Board's satisfaction. In consequence of this the Board feels bound to indicate again that in those districts where, despite its efforts to provide a satisfactory service and encourage patronage, the people either directly or indirectly fail to support their railway to the extent of the traffic available, the Board may regard the continued operation of such sections of the line as unjustified and review the position accordingly. In this connection the Board is at present reviewing the position of the Te Puke-Taneatua portion of the East Coast railway, in which area the Department is not, in the Board's opinion, receiving that measure of support to which it is entitled.

**ISOLATED SECTIONS.**—The results of operations on isolated sections were as follows:—

*Kaihu.*—Revenue amounted to £5,377, an increase of £1,553 (40·61 per cent.). The increase was wholly from goods traffic. Passenger, parcels, and miscellaneous revenue all show decreases. Road-metal and timber were the commodities which showed an aggregate increase of 7,817 tons and £1,655 in revenue.

Train-miles decreased by 320 (2·32 per cent.), but shunting miles increased by 448. Gross ton-miles increased from 901,320 to 1,244,116, an advance of 38·03 per cent.

Expenditure amounted to £6,275, an increase of £309 (5·36 per cent.) on the previous year.

The total operating loss for the year was £898, compared with £2,132 for the previous year, an improvement of £1,234 (57·88 per cent.).

*Gisborne.*—Revenue totalled £19,294, an increase of £3,298 (20·62 per cent.). Expenditure amounted to £20,146, an increase of £1,944 (10·68 per cent.). The operating loss was £852, compared with £2,206 for the previous year.

The increased revenue was due chiefly to heavy traffic in road-metal for local bodies.

*Nelson.*—Revenue for the year was £11,477, a decrease of £162 (1·39 per cent.). Expenditure was £17,010, a decrease of £2,072 (10·86 per cent.).

The operating loss was £5,533, compared with £7,443 for the previous year, a decrease of £1,910 (25·66 per cent.).

Traffic on this section showed little variation in the aggregate, a decrease of £668 (18·41 per cent.) in passenger revenue offset by an increase of £640 in general goods traffic.

The decreased expenditure was caused principally by the fall in maintenance of rolling-stock, this being due to the substantial overhaul of locomotives last year.

Train and engine mileages increased by 1·48 per cent. and 1·26 per cent. respectively, and gross ton-miles increased by 2·42 per cent.

As the returns from the Nelson Section are still unsatisfactory, the Board has the matter of the continued operation of this section under review.

*Picton.*—Revenue amounted to £26,086, a decrease of £1,231 (4·51 per cent.). Expenditure also decreased from £28,702 to £26,285, a decrease of £2,417 (8·42 per cent.).

The operating loss on this section was reduced from £1,385 to £199, a decrease of £1,186 (85·63 per cent.).

The largest decrease in revenue was shown in goods traffic, which declined by £1,012, or 5·08 per cent., principally in the carriage of sheep, which declined by £782 in revenue and 41,800 in number.

The decreased expenditure was due chiefly to fluctuations in the costs of overhauling engines and boilers.

*Westport.*—Revenue amounted to £65,821, as against £63,322 for the previous year, an increase of £2,499 (3·95 per cent.). Expenditure increased from £54,268 to £55,808, an increase of £1,540 (2·84 per cent.).

The operating profit on this section was £10,013, an increase of £959 (10·59 per cent.).

Train-miles increased by 1,740 (2·88 per cent.), engine-miles by 2,436 (2·42 per cent.), and gross ton-miles by 588,947 (4·54 per cent.).

Revenue increases are shown in all classes of goods. Of the total goods revenue last year 91·42 per cent. comprised coal and coke freight, while this year these items represent 88·10 per cent. of the revenue. Coal and coke this year show an increased tonnage of 12,944 (4·55 per cent.). Timber and firewood show increases of £240 and £551 respectively.

**WELLINGTON NEW STATION AND YARDS, TAWA FLAT DEVIATION, AND JOHNSONVILLE SECTION.**—Work upon the new Wellington Station since the contract was let has proceeded rapidly, and the construction of supplementary buildings and the general layout of the yard are well in hand. An agreement has been reached with the Wellington City Council in connection with the altered alignment of Bunny Street and the general treatment of the road and railway frontages in that locality which involved exchanges of land for the purpose of providing suitable approaches to the new station. It is anticipated that the new station and yards will be completed and available for use by 1st April, 1937. Concurrent with this progressive development of railway interests at Wellington there will be involved the transfer to the Tawa Flat deviation of all traffic in and out of Wellington via the Manawatu line. The deviation is already being utilized for through goods traffic.

The Wellington–Tawa Flat deviation is being constructed primarily for the purpose of avoiding the difficulties associated with the movement of traffic over the heavy grades on the existing line, which will not be required for through traffic when the new line is completed. The Board recognizes the necessity for the continuance of a satisfactory method of transport between Wellington and Johnsonville, and has been negotiating accordingly with the Wellington City Council for the disposal of such portion of the existing railway facilities as the Council may desire to take over in the interests of its ratepayers who are served by the present line. Representations have, however, been made by representative bodies urging the continued operation of the line as an integral part of the railway system and the replacement of the present steam services by multiple electric units. The revenue derived from the existing passenger business between Johnsonville and Wellington is not sufficient to justify the continuance of a service by rail, and the Board requires some definite assurance of an increased financial return before committing itself to either a continuation of the present steam services or the provision of electric units. The Board is accordingly hopeful that the district and associated interests will, by their combined efforts, justify the retention of the line and the proposal to electrify it, and so enable the Board to reach a decision that will be satisfactory to all interests.

**LEVEL CROSSINGS.**—The Board has consistently held to the policy endorsed by the highest Courts here and elsewhere that the problem arising from the increasing volume of road traffic over level crossings following the wide use of mechanically propelled road units is primarily one for the road authorities and road-users. This view has also been upheld by the British Ministry of Transport.

Whilst following this policy, the Board has always been anxious to assist in a practical way in a solution of the problem that would be satisfactory to all the interests concerned. Conferences have accordingly taken place on behalf of the Main Highways Board, the Unemployment Board, and the Government Railways Board, and a programme of level-crossing elimination involving an expenditure of £120,000 per annum (a total of £360,000 for a three-yearly period) has been decided upon and approved by the Government.

The Board will also make financial provision for the erection of a certain number of level crossing warning-devices each year at those crossings where, in the Board's opinion, the circumstances of the traffic justify such a course and the local authorities are agreeable to assist.

**WORKSHOPS.**—The Board has under its control four main railway workshops situate respectively at Otahuhu (Auckland), Woburn (Wellington), Addington (Canterbury), and Hillside (Otago). The number of employees in the respective workshops at the time of compiling this report is as follows:—

Otahuhu .. .. .	860
Woburn .. .. .	1,400
Addington .. .. .	700
Hillside .. .. .	750
Total .. .. .	3,710

The Board pays periodical visits of inspection to the workshops, and as a result of these visits is pleased to report that the shops are efficiently staffed and excellently equipped. By far the greater portion of the Board's requirements in railway equipment, plant, and rolling-stock generally is manufactured or assembled at one or other of the workshops.

Six K class locomotives were completed during the year, making a total of 18 of this type now passed into traffic.

Six new boilers were built for replacement purposes, while 4 were under construction at the end of the financial year.

As at 31st March, 1935, there were 593 locomotives in service—577 steam, 11 electric, and 5 electric-battery shunting engines.

As bearing upon the work and output of the shops it is noted that the tractive effort of the locomotives in service during the year compared with the two previous years is as follows:—

	1935.	1934.	1933.
Number of locomotives in service .. .. .	593	605	626
Total tractive power in pounds .. .. .	10,685,229	10,823,029	10,882,459
Average tractive power per locomotive in pounds .. .. .	18,172	17,889	17,384

During the year 23 engines were scrapped, making a total of 187 obsolete locomotives scrapped since 1926.

### IMPROVEMENTS TO LOCOMOTIVES.

During the year 1 class Ws and 2 class Wab engines were equipped with new trailing bogies, while 103 engines were equipped with "Waikato" spark-arresters, and 8 with headlights.

### CARRIAGES.

The number of carriages built during the year was 35, while the number in service at 31st March, 1935, was 1,497.

Four sleeping-carriages were converted to combination day-sleeping carriages. Six carriages were fitted with guards' compartments, 3 ladies' carriages and 5 postal vans were fitted with electric lighting, 68 carriages had improved lavatories fitted, 10 were fitted with steam-heating equipment, and 22 were fitted with centre partitions.

Eighty-nine cars were fitted with chair seats, and these changes included the elimination of the old-type longitudinal seats from 43 cars.

The number of carriages that passed through the workshops for heavy repairs was 1,382.

Ten carriages were fitted with S.K.F. bearings, making a total of 69 cars so equipped. The fitting of these axle-boxes is designed to eliminate delays through the development of "hot boxes" while the cars are in service, and it is significant that no delays have occurred from this defect in any of the cars fitted with these bearings.

### BRAKE-VANS.

Five new brake-vans were built in the workshops during the year, and the number in service at the end of the financial year was 484. Two of the new vans were fitted with S.K.F. bearings, making the total of 6 now so fitted.

### WAGONS.

The number of wagons in service at the end of the financial year was 27,310. There were 361 wagons built in the workshops, and 473 were written off. Eight covered goods Z wagons were under construction.

The number of wagons that passed through the workshops for heavy repairs during the year was 15,741.

### TRANSPORTATION.

The train-mileage for the year (exclusive of shunting and departmental mileage) was 10,626,400, compared with 10,163,474 for the previous year, an increase of 462,926 train-miles. The passenger-miles run were 4,653,708, compared with 4,550,559, an increase of 103,149; the goods-miles were 5,972,692, compared with 5,612,915 for the previous year, an increase of 359,777.

The particulars of the revenue train-mileage run in the various section is as under :—

Section.						1934-35.	1933-34.	Variation.
Kaihu	..	..	..	..	..	13,488	13,808	— 320
Gisborne	..	..	..	..	..	43,288	37,108	+ 6,180
North Island Main Line and Branches	..	..	..	..	..	6,493,591	6,228,946	+264,645
South Island Main Line and Branches	..	..	..	..	..	3,932,213	3,740,547	+191,666
Westport	..	..	..	..	..	61,879	60,492	+ 1,387
Nelson	..	..	..	..	..	39,512	38,923	+ 589
Pieton	..	..	..	..	..	42,429	43,650	— 1,221
						10,626,400	10,163,474	+462,926

### TRAIN SERVICES.

The standard of efficiency attained by the train services during the year has given satisfaction generally. Every effort has been made by the Board to ensure that the demands of all classes of traffic receive the best attention, and there has been an extension of facilities in many directions. At the peak periods of the year heavy demands were placed upon the Service, and all traffic was handled with creditable expedition. The visit of H.R.H. the Duke of Gloucester during December, 1934, and January, 1935, entailed considerable work in connection with the running of the Royal train and in finalizing and carrying through the programme of events. The programme involved upwards of 5,100 miles of running of the Pilot, Royal, and emergency trains, apart from the running of special passenger services to and from the main centres where the receptions were held. It is pleasing to note that the whole programme was carried through without mishap, which speaks highly for the general efficiency of the system. The fine summer, too, stimulated holiday traffic in all districts and the time-table schedules were well maintained.

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

AVERAGE LATE ARRIVAL OF TRAINS, YEAR ENDED 31ST MARCH, 1935.

Year ended		Period ended													Average for Year, in Minutes.
		April.	May.	June.	July.	August.	Sept.	Oct.	Nov.	Dec.	Jan.	Feb.	March.	March.	
Express and Mail Trains.															
1935 ..	..	4.87	5.31	3.96	3.84	2.11	3.20	1.56	1.13	1.59	9.56	5.22	7.02	5.88	4.25
1934 ..	..	5.87	3.58	1.86	1.77	1.47	1.60	1.13	1.68	1.64	7.88	5.37	5.63	7.41	3.60
Long-distance Mixed Trains.															
1935 ..	..	7.32	5.62	4.64	5.09	3.38	4.33	2.48	3.39	4.15	8.13	5.42	7.62	7.33	5.30
1934 ..	..	6.29	4.53	2.97	2.43	2.28	2.47	2.45	3.78	3.84	6.81	5.48	6.47	7.41	4.40
Suburban Trains.															
1935 ..	..	0.67	0.74	0.68	0.50	0.30	0.39	0.21	0.35	0.28	0.94	0.42	0.61	0.50	0.51
1934 ..	..	0.72	0.52	0.74	0.44	0.37	0.32	0.25	0.32	0.39	0.08	0.72	0.92	0.88	0.51

These figures include delays arising from all causes, including slips, floods, washouts, engine and other mechanical failures, and traffic delays at stations. The average late-running of the trains for the year is slightly higher than last year due to these causes.

A résumé of the more important alterations to the train services is as follows :—

The suburban service in the Auckland–Waitakere area was reviewed with the object of reducing operating-expenses. As from the 30th April, 1934, the time-table was adjusted, and a saving of 24,000 engine-miles per annum was effected. The majority of the trains were speeded up, and by the more uniform spacing of the trains a better time-table than the one previously in operation was provided.

As from the 30th April, 1934, the North Auckland goods services were reorganized to enable goods delivered to the Department at Auckland and stations in the vicinity for transport up to the evening of one day to be delivered to consignees at stations as far north as Whangarei at the opening of business the following morning. Goods traffic for beyond Whangarei was also expedited in transit as a result of this arrangement—practically a day being saved in transit. As a result of the reorganized service it was possible to withdraw the locomotive depot from Waitotira Junction and work the Kiri-kopuni service from Whangarei, thereby effecting economy in operation.

The increase in traffic over the line between Okahukura and Stratford necessitated a revision of the train service in this area. The new time-table provided for better service for local passenger traffic, and also for more expeditious transport of goods from the Auckland district to stations in the Taranaki district. The alterations operated on and after the 30th April, 1934.

As from the 6th August, 1934, an improvement was effected in the passenger and goods train services in the Taneatua–Tauranga area. A fast mixed train was provided in both directions daily between Taneatua and Tauranga, connecting at the latter station with the express trains to and from Auckland, the cars of the express train running through to and from Taneatua. The goods train from Taneatua was rescheduled to leave at 1.0 p.m., giving a better service for live-stock and dairy-produce.

In continuation of efforts to expedite the delivery of goods, a daily goods service leaving Palmerston North at 1.45 a.m. (after connecting with the 7.26 p.m., Wellington–Auckland through goods train) and arriving Napier at 7.25 a.m. was arranged, to operate as from the 1st February, 1935. Goods consigned at Wellington up to 5.0 p.m. are now available for delivery in Hawke’s Bay towns by 8.0 o’clock the following morning.

As from the 30th April, 1934, the 8.20 a.m. Monday mixed train from Christchurch to Greymouth was rescheduled and accelerated to make a connection with the afternoon trains from Greymouth to Reefton and Hokitika.

From the 10th September, 1934, the 8.33 a.m. Dunedin–Invercargill and the 1.45 p.m. Invercargill–Dunedin mail trains which ran four and three days per week respectively were run daily except Sunday.

From the 2nd December, 1934, a Sunday express train leaving Dunedin at 5.30 p.m. and arriving at Invercargill 10.3 p.m. was inaugurated, thus providing an express service each way between Dunedin and Invercargill on Sunday nights.

GENERAL.

Train-control operation between Marton and Wanganui, Wanganui and Stratford, and Stratford and Okahukura was brought into operation on the 7th May, 1934.

On the 10th and 11th December, 1934, very heavy rain in the North Auckland District caused washouts, slips, and floods on the line north of Hukerenui, including the Kaikohe Branch, necessitating suspension of traffic north of Maromaku. Connection with the district north of Maromaku was maintained by road until the 3rd January, 1935, when an express train run through to Opuā and ordinary traffic in the Whangarei–Opuā–Kaikohe area was resumed on the 4th January, 1935. The line between Kaikohe and Okaihau was re-opened for traffic on 8th February, 1935.

Heavy rain in the Taranaki District on 21st and 22nd February, 1935, caused numerous washouts and slips between Durham Road and Waipuku, and between Breakwater and New Plymouth. Subsidences of the line and the blockage of a tunnel occurred between Tahora and Heao. Damage was caused to several bridges, and several washouts required to be bridged between Durham Road and Tariki. Ordinary traffic was resumed on the evening of 25th February.



**RAIL MOTOR UNITS.**—One of the modern developments of railway operation is the use of petrol rail-car units over sections of the line to which they are adaptable. The Board has carried out investigations as to the operation of these units abroad, and is now in a position to announce its decision to introduce the petrol car as a passenger unit for trial purposes under actual operating conditions.

The Board has decided to adopt in the meantime the petrol passenger units for use, firstly, between Wellington and Palmerston North, via the Wairarapa route. There will be six purely passenger vehicles each with seating capacity for 49 passengers and space for approximately 1 ton of small parcels and luggage. They will be fitted with 130 h.p. petrol engines and torque converters, and will be capable of adequate speed on flat country and of negotiating the stiff grade of 1 in 15 on the Rimutaka Incline, when fully loaded, at a speed of from 15 to 17 miles per hour. The total loaded weight of each car will be approximately 16 tons. A dual purpose passenger-goods Diesel unit will also be provided for transporting school-children and milk and cream traffic.

A night service between Wellington and New Plymouth, leaving the respective terminal points daily from Sunday to Friday of each week, will also be provided.

The success attaining these experimental services will largely determine the Board's policy in the extension of such services. It is confidently anticipated that they will prove attractive and efficient units for the comfortable and expeditious transport of passengers, while at the same time effecting considerable economies by replacing certain types of steam services.

#### ABOLITION OF OHAKUNE TRAFFIC AND MAINTENANCE DISTRICTS : NORTH ISLAND.

A change of considerable importance in the organization of the North Island railway districts, involving the closing of the Ohakune Traffic and Maintenance Districts, has been planned and put into operation. The district offices at Ohakune were set up in order to establish under the conditions then existing more direct and efficient control of an important link in the Main Trunk line.

In the early years following the opening of the Main Trunk line the section was a source of anxiety from the point of view of its remoteness and from its liability to slips and subsidences during heavy weather. The standard of communications during that period necessitated maintenance of an administrative organization within the area to ensure expeditious handling of the traffic and effective supervision of a difficult section of track. The recent completion of through departmental telephone circuits, which has greatly simplified the problem of control, and the improvements generally effected by extensive construction work on cuttings and fillings, have rendered the retention of the Ohakune district offices no longer essential. Considerable economy will result from the alteration in the district organization. The Ohakune district has never justified itself in the matter of strengthening the Department's commercial connections. Care has been taken to ensure that the facilities in this direction will in no way be impaired.

The reorganization means the grouping of the North Island Main Line and Branches into three districts instead of four. The new districts will be known as the Northern, Middle, and Southern Districts. The Northern Traffic District, with headquarters at Auckland, will embrace all connected lines north of Okahukura (exclusive of Okahukura Station). The Middle Traffic District, controlled from Wanganui, will embrace all connected lines between Okahukura (including Okahukura Station) and Palmerston North (exclusive of Palmerston North Station). The Southern Traffic District, with headquarters at Wellington, will embrace all connected lines between Wellington and Port Ahuriri, both routes (including Palmerston North Station). The reorganized Maintenance districts will be practically identical with the Traffic districts.

It is anticipated that the economies to be effected by the abolition of the Ohakune district will approximate £6,000 per annum by the better utilization of staff alone, and that other savings of an incidental nature will increase that figure.

#### TRUCK-RATES.

Encouraging results have attended the provision made in certain localities for the conveyance of general merchandise in truck-loads at a flat rate per truck without reference to the actual tariff classification of the goods of which the loading is comprised. An important feature of the operation of the truck-rate charge has been its effectiveness in bringing about a measure of co-ordination of road and rail services. This result has been achieved to a greater or less degree on the following routes :—

Christchurch—Timaru.  
Christchurch—Ashburton.  
Wellington—Palmerston North.  
Wellington—Napier.

Of the four instances cited, the Wellington—Palmerston North route is, by virtue of the relatively greater volume of traffic involved, of the most importance. Road services had become established on the route and their operations were having an effect on the volume of rail-borne traffic, while the duplication of services represented an economic waste. The institution of the truck-rate, however, has been successful in bringing about almost a complete measure of co-ordination of the rail and road services on the routes involved, with the result that, during the first year of its operation, the tonnage of rail-borne traffic increased by 185 per cent. This increase is being maintained, and competition from road services between the two cities has been almost entirely eliminated.

CASH-ON-DELIVERY SERVICE.

The provisions which exists for the conveyance of parcels under a "Cash-on-delivery" system was instituted to facilitate the transport and delivery of special consignments on a cash basis. Under the arrangement the Department undertakes to collect from the consignee at the time of delivery and refund to the consignor the value of the parcels carried. The publicity which has been given to a recent lowering of the charge previously made for this service has created a feeling of apprehension in some quarters that the operation of the system may prejudicially affect the business of tradespeople outside the main cities. The almost complete absence of any complaint that such a position has arisen during the lengthy period the arrangement has been in force may, however, be taken as evidence that it has not operated to the detriment of any particular section of the business community and that it meets a general demand on the part of traders for this type of service.

THROUGH-BOOKING OF PASSENGERS, PARCELS, AND GOODS.

Further progress has been made during the year in extending the established services for the conveyance of traffic between points not served by a continuous line of railway, and the Department is now in a position to undertake the carriage of passengers and all classes of goods and parcels between practically any two points in the Dominion. This service is one which is being increasingly availed of by the public, more particularly in the case of goods requiring transport over combined journeys by rail and sea. Its development has reached the stage where it has been possible to make reductions in the rates for tonnage lines, and this will still further enhance the attractiveness of the service.

The following figures serve to indicate the marked growth in through-booked traffic in parcels and goods :—

Year ended 31st March,			Tons.	Gross Revenue. £
1929	..	..	..	13,792
1934	..	..	..	16,914
1935	..	..	..	20,271
				27,341
				34,858
				41,877

The institution of an air service connecting with the express-train service between Christchurch and the West Coast for the conveyance of passengers to and from the Franz Josef and Fox Glaciers led to the Department's association with the operators for the purpose of a combined booking arrangement for the complete journeys, and considerable success has attended the venture. There are indications that this innovation in the matter of combined rail and air travel will prove very popular.

ADVERTISING SERVICE.

	1935.	1934.	Variation.	Per Cent.
	£	£	£	
Revenue .. ..	30,030	32,707	—2,677	8·18
Expenditure .. ..	27,942	30,159	—2,217	7·35
Net revenue .. ..	£2,088	£2,548	— £460	18·05

An analysis of the revenue is as under :—	1935.	1934.	Variation.
	£	£	£
Outdoor advertising .. ..	25,253	28,268	— 3,015
Publications .. ..	2,915	3,006	— 91
Miscellaneous .. ..	1,720	1,272	+ 448
Advertising in buses .. ..	142	161	— 19
	£30,030	£32,707	—£2,677

New business written up during the last five years is as under :—	1935.	1934.	1933.	1932.	1931.
	£	£	£	£	£
Outdoor advertising ..	30,539	17,235	24,069	26,415	47,948
Publications ..	3,144	2,915	1,295	1,859	3,338
Printing ..	..	..	..	..	1,442
Miscellaneous ..	..	613	621	767	904
Buses ..	47	13	127	749	151
	£33,730	£20,776	£26,112	£29,790	£53,783

There was a substantial improvement in the amount of new business written up during the year compared with the previous year, and, having regard to the set-back experienced by advertising as a result of the depression, the increase is very satisfactory.

A lucrative new field of business covered during the year was box-wagon advertising, contracts being secured for space on 45 wagons in the North Island and 51 wagons in the South Island. There are now 122 box-wagons carrying advertisements.

The total return to the Department in respect of operations of the Advertising Branch during the past five years was as follows:—

	1935.	1934.	1933.	1932.	1931.
	£	£	£	£	£
Rent, land, and buildings	797	800	1,000	1,000	1,000
Rent, advertising-sites	7,259	7,890	7,593	8,741	10,644
Commission .. ..	737	786	780	960	1,236
Interest .. ..	1,017	1,261	1,413	1,697	2,070
Railage .. ..	357	390	265	293	260
Profit .. ..	2,088	2,548	3,676	2,898	1,249
	<u>£12,255</u>	<u>£13,675</u>	<u>£14,727</u>	<u>£15,589</u>	<u>£16,459</u>

#### RAILWAY PUBLICITY.

The Publicity Branch provides a useful adjunct to the operation of the railway system. It has been used to further the Board's policy of commercial development in every field of transport activity. The value of publicity organization has been enhanced during recent years. It has been necessary to carry out intensive campaigns of advertising with a view to developing every avenue of enterprise. The general result has been to stimulate a greater use of the rail for both passenger and goods traffic and to keep the general public in close touch with the rail facilities available; especially has this effect been noticeable in the cumulative effort of persistent systematic campaigns in the "back to rail" movement which the Board's "community service" policy has promoted.

*The New Zealand Railways Magazine.*—The magazine, now in its tenth year of publication, fulfils a useful function. The extension of the *Magazine's* field of operations to include all matters of general national interest was favourably received, and the support by both advertisers and subscribers was such that the Board resolved to increase the size of the publication by a further sixteen pages. The enlarged *Magazine*, which contains sixty-four demy-quarto pages of news and illustrations, is gaining in popularity and support.

Apart from its free circulation to the staff and to the Department's customers (where its influence is beneficial to the Service as a whole), the *Magazine* has Dominion-wide circulation amongst the general public, also a considerable circulation overseas, where it serves to advertise New Zealand's Railway Service. At no period since its inception has the *Magazine* been more popular—a fact borne out by increasing sales, the revenue from which is steadily growing. There were 241,500 copies of the *Magazine* issued during the year. Advertisers, too, continued to give the *Magazine* liberal support, contracts being renewed in many cases with a covering letter extolling the value of the *Magazine* as an advertising medium. The net advertising revenue for the year was higher than ever previously recorded. The net cost of the *Magazine* to the Department was only 1·74d. per copy, and when the publicity value to the Service is taken into account it must be regarded as fully justified.

#### REFRESHMENT SERVICE.

—	1935.	1934.	Variation.	Per Cent.
	£	£	£	
Revenue .. ..	79,817	73,657	+ 6,160	8·36
Expenditure .. ..	77,685	72,872	+ 4,813	6·60
Net revenue .. ..	£2,132	£785	+£1,347	171·59

An analysis of the Refreshment Branch receipts is as follows:—

—	1935.	1934.	Variation.	
	£	£	£	Per Cent.
Dining-rooms .. ..	9,720	9,361	+ 359	3·84
Counter-rooms .. ..	67,446	61,909	+ 5,537	8·94
Miscellaneous .. ..	2,651	2,387	+ 264	11·06
Totals .. ..	£79,817	£73,657	+£6,160	8·36

The number of meals served in the dining-rooms totalled 77,762, an increase of 2,838 (3·79 per cent.) over the previous year.

As mentioned in the last report, the tariff for tea, coffee, cocoa, and sandwiches was reduced by 25 per cent. as from 13th August, 1933. The early periods of the past two years are not therefore strictly comparable. A comparison allowing for this influence, and the influence of seasonal fluctuations, discloses an increase in revenue of no less than 13·10 per cent., maintaining to a very marked degree the upward tendency in receipts recorded last year. The reduced charges have contributed in no small measure to the improved figures, but the receipts were increased considerably by the fine summer and the large number of excursionists carried.

The increased expenditure amounted to £4,813 (6·60 per cent.) and was largely the result of the increased turnover. Every effort has been made to conduct the refreshment-rooms on the most economical basis whilst maintaining the highest possible standard of service to the public.

The total return to the Department in respect of the operations of the Refreshment Branch for the past five years is as under :—

	1935.	1934.	1933.	1932.	1931.
	£	£	£	£	£
Rent .. .. .	9,230	9,230	9,100	9,100	9,100
Commission .. .. .	667	620	584	715	996
Rail fares .. .. .	1,066	1,066	1,066	1,066	1,287
Rail freights .. .. .	1,825	1,818	1,851	2,349	2,991
Interest .. .. .	1,102	1,124	1,129	1,291	1,184
Net profit .. .. .	2,132	786	2,928	1,681	3,341
	£16,022	£14,644	£16,658	£16,202	£18,899

#### BOOKSTALL SERVICE.

The Department now controls, through the Refreshment Branch, eighteen railway bookstalls, an increase of ten over the number shown last year. The following bookstalls were taken over by the Department in June, 1934: Frankton Junction, Marton, Palmerston North, Woodville, Hastings, Napier, Greymouth, Timaru, Oamaru, and Invercargill.

The revenue for the year was £36,846, and the expenditure £34,564. Net revenue was £2,282, an increase compared with the previous year of £598.

The total return to the Department in respect of the operation of bookstalls over the last three years is as follows :—

	1935.	1934.	1933.
	£	£	£
Net profit .. .. .	2,282	1,684	1,070
Rent .. .. .	3,685	2,079	1,238
Railages .. .. .	157	40	..
Commission .. .. .	257	145	87
	£6,381	£3,948	£2,395

The policy of the Board in operating railway bookstalls, as expressed in the report for last year, has been fully justified by the results of a further year's operation. By the adoption of standardized methods savings have been effected which have made possible a higher standard of service generally. The business is functioning well as an integral part of the service provided by the railway, and the improved figures are indicative of the satisfaction it gives to the travelling public.

#### ROAD MOTOR SERVICES.

The year's operations resulted in a profit of £5,672, as compared with £2,368 for the previous year, an improvement of £3,304.

A comparison of the revenue and expenditure is afforded below :—

	1935.	1934.	Variation.	Per Cent.
	£	£	£	
Revenue .. .. .	90,278	79,184	+11,094	14·01
Expenditure .. .. .	84,606	76,816	+ 7,790	10·14
Net Revenue .. .. .	£5,672	£2,368	+£3,304	139·53

In the expenditure provision has been made for interest on capital, depreciation on vehicles and plant, and the establishment of necessary reserve funds.

A comparison of the results obtained on the various services is as follows :—

		1935. £	1934. £	Variation. £
Napier-Hastings .. ..	Profit	1,158	551	+ 607
Wellington-Hutt Valley .. ..	"	3,760	1,519	+2,241
Oamaru-Tokarahi .. ..	"	25	42	— 17
Dunedin-Port Chalmers .. ..	"	588	299	+ 289
Waipahi-Edievale .. ..	"	51	Loss 43	+ 94
Wellington-Wanganui* .. ..	"	90	..	+ 90
Total .. ..	Profit	5,672	2,368	+3,304

\* The Wellington-Wanganui service was commenced on 1st September, 1934.

It is satisfactory to note that a profit has been secured from the operation of each of the Department's services. This has been due to the benefit received from the improved business conditions, the good weather experienced over the holiday seasons, and the attention given to service operation. These results have been secured after adequate provision has been made for a high standard of maintenance to ensure the running of the various fleets in the best possible condition. The total fleet comprises forty-nine buses and ten service cars, the latter being used to maintain the Wellington-Wanganui service, for which new vehicles had to be purchased in order to bring the equipment up to the Department's standard requirements. Five new de luxe buses (21-seaters) have been provided to meet the demands of special "contract work." These conform to the modern trend towards streamlining, and special provision has been made in the seating to ensure every comfort on long-distance trips. The chasses were purchased in England and the bodies were built to the Department's design in its own workshops. These buses have proved very popular, especially on the new Eglinton Valley service, a round trip of some 500 miles.

The results of operating the various services are shown below :—

#### NAPIER-HASTINGS.

	1935. £	1934. £	Variation. £	Per Cent.
Revenue .. ..	16,559	16,736	—177	1·06
Expenditure .. ..	15,401	16,185	—784	4·84
Net revenue .. ..	1,158	551	+607	110·16
Passenger journeys .. ..	481,691	481,194	+497	0·10

The patronage afforded this service showed little variation taken over the whole year, but during the latter portion the revenue showed a satisfactory increase. The total cost per mile decreased by 0·52d.

#### HUTT VALLEY.

	1935. £	1934. £	Variation. £	Per Cent.
Revenue .. ..	59,489	55,519	+ 3,970	7·15
Expenditure .. ..	55,729	54,000	+ 1,729	3·20
Net revenue .. ..	3,760	1,519	+ 2,241	147·53
Passenger journeys .. ..	2,264,257	2,083,935	+180,322	8·65

This service shows a substantial improvement in revenue, there being an increase of 7·15 per cent., while the expenditure increased by only 3·20 per cent.

During the summer months a service was inaugurated between Lower Hutt and Eastbourne, running on Sundays and public holidays. The results have been satisfactory, and a better traffic is expected to develop next season.

#### WELLINGTON-WANGANUI.

	1935. £
Revenue .. ..	5,438
Expenditure .. ..	5,348
Net revenue .. ..	90
Passenger journeys .. ..	6,229
Revenue was 6·99d. per mile and expenditure 6·87d.	

This service was taken over from S.O.S. Motors, Ltd., and commenced running as a departmental service on 1st September, 1934. The fleet taken over was in such condition that heavy expenditure was incurred in putting it into satisfactory condition.

During the year two special trips were run with overseas tourists round the North Island, and the service provided occasioned favourable comment. It is expected that this class of traffic will increase.

## OAMARU—TOKARAHI.

	1935.	1934.	Variation.	Per
	£	£	£	Cent.
Revenue .. ..	1,823	1,783	+ 40	2·24
Expenditure .. ..	1,798	1,741	+ 57	3·27
Net revenue .. ..	25	42	— 17	40·48
Passenger journeys ..	42,297	39,826	+2,471	6·20

The increase in expenditure is due mainly to capital charges on a new bus placed in service during the year. This service, which is operated in the place of a branch-line passenger-train service, is giving satisfactory results.

## DUNEDIN — PORT CHALMERS.

	1935.	1934.	Variation.	Per
	£	£	£	Cent.
Revenue .. ..	5,762	4,840	+ 922	19·05
Expenditure .. ..	5,174	4,541	+ 633	13·94
Net revenue .. ..	588	299	+ 289	96·65
Passenger journeys ..	207,650	175,799	+31,851	18·12

Both revenue and expenditure show substantial increases due to increased operation. Passenger journeys show an increase of 18·12 per cent. and bus-miles an increase of 11,746, or 13·18 per cent. During the year a new seasonal service between Dunedin and Eglinton Valley was taken over from the Dunedin City Council, and the fleet was increased by two de luxe buses to meet this traffic and to supplement the fleet in use on the Dunedin — Port Chalmers route.

## WAIPAHI—EDIEVALE.

	1935.
	£
Revenue .. ..	1,207
Expenditure .. ..	1,156
Net revenue .. ..	51
Passenger journeys ..	9,063

This service was inaugurated on 18th December, 1933, and it was therefore running for only a portion of the previous year. The service is definitely paying its way, and the net revenue shown is satisfactory in view of the fact that the bus in service was snow-bound from 30th June to 11th July, 1934, during which time a hired service car had to be used at a cost of £20. Through the operation of this service a substantial saving is being effected by the discontinuance of the running of mixed trains, the passenger portion of which the bus service was inaugurated to supplant, and provides further evidence of the satisfactory effect of the Board's policy in dealing with such branch lines.

## LAKE WAKATIPU STEAMERS.

	1935.	1934.	Variation.	Per
	£	£	£	Cent.
Revenue .. ..	10,647	9,617	+1,030	10·71
Expenditure .. ..	10,269	9,610	+ 659	6·86
Net revenue .. ..	378	7	+ 371	..

A steady increase in revenue was shown throughout the year. Passenger traffic shows an increase of 7·07 per cent., notwithstanding the fact that this year's accounts do not include any Easter traffic, whereas two Easters fell in the previous financial year. Revenue was equal to that of pre-depression years.

The increased expenditure was due principally to the additional mileage run (2,140 miles; 10·30 per cent.). Much of this additional mileage was due to the running of Sunday excursions, and involved the payment of higher rates of wages. The cost of repairs decreased by £150, chiefly from the fact that during the previous year both steamers underwent heavy repairs, and only light repairs were required this year. Expenditure on buildings, wharves, &c., increased by £239, due to the fact that comparatively little maintenance was required during the previous year.

## DEPARTMENTAL DWELLINGS.

	1935.	1934.	Variation.	Per
	£	£	£	Cent.
Revenue .. ..	105,338	137,238	—31,900	23·24
Expenditure .. ..	155,302	150,781	+ 4,521	8·90
Loss .. ..	49,964	13,543	+36,421	268·93

The substantial decrease in revenue is due to the reductions in rentals consequent upon the agreement reached between the Department and the tenants in the matter of a claim for reductions under the National Expenditure Adjustment Act, 1932. The agreement provided, subject to minor adjustments, for a reduction of 10 per cent. in the rentals paid for the years 1932-33 and 1933-34, and a 7-per-cent. reduction thereafter, the decrease in the reduction being due to the 5-per-cent. increase in wages operating from 1st April, 1934. The adjustments amounted to £12,166 for the year 1932-33, £12,138 for the year 1933-34, and £8,506 for the year 1934-35, so that this year's accounts were adversely affected to the extent of £32,810.

The increased expenditure is due to additional repair work and painting carried out during the year.

#### SICK BENEFIT FUND.

The New Zealand Government Railways Employees' Sick Benefit Fund shows a surplus of £2,451, compared with £5,306 for the previous year, a decrease of £2,855 (53·81 per cent.).

The receipts totalled £26,221, which includes the departmental subsidy of £8,000, as compared with £24,921 for the previous year, an increase of £1,300 (5·22 per cent.), while the expenditure increased from £19,615 to £23,770, an increase of £4,155 (21·88 per cent.).

The reduced surplus is due to payments during the severe epidemic of influenza throughout the winter and spring of 1934.

The accumulated funds now stand at £28,970, of which £28,046 is represented by investments.

#### SUGGESTIONS AND INVENTIONS COMMITTEE.

The Suggestions and Inventions Committee dealt with 563 suggestions and inventions during the year, compared with 813 for the previous year. The number recommended for adoption in whole or in part was 45; 157 were referred to heads of branches, were already in operation, or related to matters of policy; 313 were not recommended for adoption; while 48 were under trial or investigation at the end of the financial year.

The suggestions recommended for adoption included 20 in connection with improvements to rolling-stock, 5 connected with workshop equipment, 5 connected with Way and Works Branches, and 13 connected with traffic working.

A number of suggestions and inventions were also dealt with in connection with the reciprocal arrangements made between the New Zealand committee and the committees of the Australian States. One New Zealand suggestion adopted by the South Australian Railways was duly rewarded.

#### STORES BRANCH.

An analysis of the amount expended in connection with the purchases of stores during the year is as under:—

	£	s.	d.
To merchants, manufacturers, and others in New Zealand ..	424,810	14	1
Through Trade Commissioner in Australia .. ..	100,886	13	1
Through High Commissioner in London .. ..	353,043	2	8
Material manufactured in Railway Workshops .. ..	184,774	2	1
Coal and coke .. .. .	464,857	7	11
Manufactured and used material recovered from other branches, &c. ..	87,353	10	9
Timber from railway sawmill and stores used .. ..	30,782	14	8
	<u>£1,646,508</u>	<u>5</u>	<u>3</u>

The net increase in this year's expenditure compared with the previous year was £234,795 2s. 4d. The principal increases were—To merchants, manufacturers, and others in New Zealand, £77,590 9s. 2d.; through Trade Commissioner in Australia, £63,025 14s. 3d.; through High Commissioner in London, £193,940 4s. 1d.; material manufactured in Railway Workshops, £56,475 1s. 9d.

The increase is due chiefly to the requirements to meet building programmes, and to extra stocks of native and hardwood timber and imported material.

The total issues of stores to all branches for the year amounted to £1,615,488 11s. 4d., compared with £1,433,287 16s. 3d. for the previous year, an increase of £182,200 15s. 1d.

A summary for six years showing the value of purchases and issues of stores (exclusive of coal), together with stocks on hand at the close of each year, is as under:—

Year.	Purchases.	Issues.	Stocks on Hand.		
			Stores.	Coal.	Total.
	£	£	£	£	£
1930 .. .. .	1,764,987	1,802,366	676,739	154,357	831,096
1931 .. .. .	1,716,452	1,743,416	647,627	110,602	758,229
1932 .. .. .	852,044	1,018,616	481,056	181,073	662,129
1933 .. .. .	755,100	875,285	360,871	165,576	526,447
1934 .. .. .	1,059,879	969,067	451,683	157,637	609,320
1935 .. .. .	1,269,171	1,136,243	584,611	160,177	744,788

The value of stores held at 31st March, 1935, was £744,788, compared with £609,320 at the close of the previous year, an increase of £135,468. The following items show increases: Native timber, £22,437; imported hardwood timber, £15,933; permanent-way material and sleepers, £57,168; imported and general stores, £37,390; and coal, £2,540.

## COAL-SUPPLIES.

The average consumption of coal per week during the year was 8,032 tons, an increase of 621 tons over the previous year, due to some extent to the more extensive use of Waikato coal.

For the past three years only New Zealand coals have been purchased. During the year, 181,409 tons of hard coal and 240,925 tons of soft coal were purchased.

## TIMBER AREAS AND SUPPLIES.

After a careful review of the Department's prospective timber requirements, in conjunction with the conditions of the timber trade generally as at present existing and likely to exist in the future, the Board decided during the year to consolidate its interests in the several timber areas over which the cutting-rights had been reserved by the Government for the Department or for which the Department had already paid royalty. Consideration of the matter also raised the question as to the desirability or otherwise of continuing sawmilling operations at the Department's mill at Mamaku, and the Board, after a most careful review of all the relevant factors, concluded that the balance of advantage to the Department lay in ceasing milling operations at Mamaku in the meantime, and retaining its timber interests there against future requirements. This decision enabled the Board to take advantage by tender of the favourable state of the timber market and at the same time still leave the bulk of the North Island timber requirements to be met by supplies from the Rotorua District.

The areas reviewed by the Board included the Pukete forest in the Hokianga district, of approximately 16,476 acres, chiefly kauri, and the Oruanui-Pakuri forest, near Taupo, of approximately 980 acres, chiefly totara, over which the cutting-rights only were reserved and which the Board has decided to relinquish.

As already announced by public advertisement, the Board is offering for sale by tender the timber in its Pokaka forest area between Ohakune and National Park. This area comprises approximately 4,377 acres and consists chiefly of rimu timber.

Although the Board has decided to relinquish the areas mentioned, the future requirements of the Department will be fully provided for by the retention of the Maroa-Kirihono freehold area, near Taupo, of 1,552 acres, containing approximately 55,000,000 ft. of rimu and matai timber, and 10,000,000 ft. of totara, plus its interests in the area at Mamaku containing approximately 15,000,000 ft. of rimu.

Following on the Board's policy to utilize to the best advantage such of the Department's waste lands as may be suitable for afforestation purposes, both from a general utility and æsthetic point of view, a survey has been made of all such lands by an expert officer seconded from the Forestry Department for this purpose. Consequent upon the services of this officer being made available to the Board, many of the Department's existing plantations have been inspected and improved, whilst the timber from others has been utilized to advantage in connection with the general building operations of the Department.

During consideration of the problem confronting the Department in regard to its future supplies of hardwood timber, the Board availed itself of the opportunity of inspecting an area of Crown land near Katikati which the Hon. the Minister of Lands has since agreed to reserve for railway-afforestation purposes in accordance with sections 359 and 360 of the Land Act, 1934.

The area comprises approximately 3,460 acres in close proximity to the railway-line, and is particularly suitable for tree-planting purposes. Arrangements have been made accordingly by the Board to have this area planted in a variety of eucalypts, the timber of which will be most suitable for the future requirements of the Department.

## WAY AND WORKS BRANCH.

The following are the principal features connected with the operations of the Way and Works Branch during the year :—

*Permanent-way.*—The relaying carried out during the year was as follows :—

Main line and branches 53 lb., 55 lb., 56 lb., and 70 lb. rails relaid with new	M.	Ch.
70 lb. rails .. .. .	36	00
Main line and branches relaid with second-hand 53 lb., 55 lb., 56 lb., and		
70 lb. rails .. .. .	6	10
Total .. .. .	42	10

*Tunnels and Cuttings.*—Heavy repairs and strengthening have been carried out in tunnels Nos. 6, 7, 10, and 11 on North Auckland line and in Poro-o-tarao Tunnel on North Island Main Trunk Line, while two special gangs were employed for several weeks on the North Island Main Trunk line in removing dangerous boulders from the sides of the cutting.

A start has been made on deviating the main south line at the tunnel at Puketeraki.

*Sleepers and Ballast.*—During the year 210,089 sleepers and 179,620 cubic yards of ballast was laid.

*Bridges and Culverts.*—Bridges and culverts have been repaired as required, and the Mangaweka Viaduct was cleaned and painted. A large number of bridges have been renewed and strengthened, the principal works in hand as at 31st March, 1935, were Whakatu, Ashburton, and Rangitata Bridges, at each of which the foundations are being erected by contractors.

*General.*—The surface-type of cattle-stop were installed in several localities and the site of the old station at Auckland was fenced. A number of level-crossings and station-approach roads were tar-sealed.

During the year new sheep and cattle yards were erected at Ahura, Kaiwaka, Te Kauwhata, Hinuera, Taneatua, Kopu, Rukuhia, Mauriceville, and Lumsden.



*Buildings.*—Oamaru Station building and goods-sheds were re-roofed, and the Lumsden Station (destroyed by fire) was rebuilt from buildings shifted from other localities. Four dwellinghouses were shifted to new localities to meet staff requirements.

The following buildings were damaged or destroyed by fire during the year: The station buildings at Otoko and Lumsden and dwellinghouses at Drury and Raurimu respectively were totally destroyed, while the following were damaged: the engine-sheds at Whangarei, Auckland, Frankton Junction, and Wanganui respectively, the refreshment-room at Ohakune, houses at New Plymouth and Waikaka, and a store-shed at Invercargill.

*Wellington New Station.*—The construction of the new station-yard has progressed. The new car-yard is completed, and foundations for the new locomotive depots are now in hand, together with the construction of platforms, the new signal-cabin, housing for shunters, and the yard staff. The laying of the tracks with "Thermit" welded rails on the Tawa Flat Deviation is proceeding, this method having been adopted after satisfactory tests on a section of the Lower Hutt suburban line.

Considerable progress has been made with the construction of Bunny Street on its new alignment.

The contractors are up to schedule on the contract work on the new station building, the foundations of which are completed and most of the steel framing erected. Concreting work in connection with building of the floors and walls is well forward.

*Mileage.*—The total mileage of track open for traffic on the 31st March, 1935, was 3,278 miles 48 chains.

*Unemployed Relief.*—The new works in progress during the year have afforded considerable extra employment. An average of 480 men were employed for thirty-two weeks under the No. 5 Unemployment Scheme, and 26 men for twelve weeks under the No. 10 Scheme.

During the year an average of 183 men have been employed on Wellington new works (apart from the contract for the new station building) and 33 men for twelve weeks on the Puketeraki Deviation. The wages for these men were subsidized by the Unemployment Board.

#### SIGNAL AND ELECTRICAL BRANCH.

During recent years there has been an increased expenditure by the Department on electrical equipment. This has been due to the great advance in the application of electrical inventions to railroad operations, principally in the direction of telephone communication, power units for signalling, lighting, and general purposes. The Board has adopted a policy of installing up-to-date equipment in all cases where a reasonable return on cost is assured. Telephone facilities have been greatly improved, especially along the main lines of operation, while signalling and interlocking and general safety-appliances have been provided. Considerable sums have been spent on lighting facilities for passenger stations and shunting-yards, and a progressive plan for the provision of electric lighting in departmental dwellings has been pursued. Very satisfactory results have been secured from such a policy, which has not only enabled the Department to keep abreast of the times, but has introduced a measure of safety into the system of train operation which must always be of first consideration. The installation of these appliances necessarily entails the maintenance of an ever-growing technical staff, but the economies and effectiveness of the new system more than offset any disadvantage through the discarding of the older methods.

The following is a summary of the principal activities of the Signal and Electrical Branch during the year:—

##### SIGNALLING.

*Automatic Signalling.*—Automatic signalling has been completed between Christchurch and Addington on the double line, a distance of 1 mile 27 chains, and the Heathcote-Christchurch section is nearing completion. Work on the Dunedin-Mosgiel section has commenced.

*Makarewa.*—Key-locking has been completed and brought into operation.

*Wellington New Station.*—Stage three alterations have now been completed, which include the re-location of the Hutt main lines and the engine-roads at Thorndon.

The Kaiwarra signal-box has been dismantled and the line alterations effected in connection with the permanent position of the new station. The main signal-box is under construction, the interlocking-machine and other imported material has come to hand. The interlocking of the junction points at Tawa Flat has commenced and the signalling-power supply-cables and aerial conductors are in the course of erection.

Material for the power and telephone reticulation is now available, and arrangements to proceed with the laying of ducts and cables and the erection of the buildings for the switchgear have been completed.

Equipment for the flood-lighting of the new station-yard has been received and three towers have been erected. These are in use.

The contractor has started the lighting and power work in the new station building.

*Okahukura-Stratford.*—Home-semaphore and approach-lighted colour-light distant signals have been installed at Whangamomona, Tangarakau, and Ohura.

*General.*—An interlocking-frame has been installed at the temporary siding at Poro-o-tarao Tunnel.

Alterations and additions to existing signalling and interlocking have been carried out at Morningside, Stratford, Palmerston North, Christchurch, Antigua Street, and Addington.

Repeater light signals have been installed at Whangamarino and Kakariki.

Home and distant signals and Woods locks have been installed at Ruatangata and dismantled at Kamo, Kauri, and Ngawapurua.

Tablet locks, interlocking siding-points with the tablet system, have been installed at Kauri, Kamo, Whakatu Service Siding, Ngawapurua, Pahiatua Private Siding, Ashburton Bridge Service Sidings, Orari Bridge Service Siding, Morven Ballast-pit Siding, Otago Central Service Siding, and removed from Ruatangata, Makohine Bridge, and Wangaehu Bridge.

Particulars of the existing signalling installations are as follows :—

Miles of single-line automatic signalling	..	..	..	..	190 m. 41 ch.
Miles of double-line automatic signalling	..	..	..	..	64 m. 41 ch.
Automatic crossing-loops	..	..	..	..	33
Automatic switch-locked sidings	..	..	..	..	34
Power interlockings	..	..	..	..	27
Mechanical interlockings	..	..	..	..	98
Interlocked tramway crossings	..	..	..	..	7
Mechanical fixed signal and Woods locked stations	..	..	..	..	305
Tablet-locked sidings	..	..	..	..	273

*Block-working.*—During the year Ruatangata was opened as a tablet station and Poro-o-tarao Tunnel as a switch-out tablet station. Erua, Rangataua, and McNab were converted to switch-out working, and the following tablet stations have been closed: Kauri, Kamo, and Ngawapurua. Pokaka has been converted from a switch-out to an ordinary tablet station. The lock-and-block system of signalling has been superseded by automatic signalling between Christchurch and Addington.

The present position with regard to block working is as follows :—

Total mileage equipped with tablet instruments	..	..	..	..	1,577
Number of tablet instruments in use	..	..	..	..	849
Number of tablet stations	..	..	..	..	352
Number of tablet exchangers	..	..	..	..	312
Mileage of double-line worked by lock and block	..	..	..	..	14
Number of stations	..	..	..	..	11
Number of instruments	..	..	..	..	21

#### TELEGRAPH AND TELEPHONE FACILITIES.

During the past year 110 miles of pole-line was rebuilt, 278 miles of copper conductor replaced iron conductors on these sections, and 391 miles of copper wire was erected in new circuits. The sections rebuilt were Maungaturoto-Whangarei, Morrinsville-Putaruru, Stratford-New Plymouth, and Lepperton-Waitara.

The Wanganui-Stratford train control was extended to New Plymouth, brought into service, and the control office completed at Wanganui to control traffic over all main lines in that area.

Local telephone-exchanges were installed at Whangarei and Stratford.

Phantom circuits were completed for traffic between Whangarei-Auckland, Wanganui-Stratford, Stratford-New Plymouth, Stratford-Taumarunui, Christchurch-Timaru, and Timaru-Dunedin.

The loaded multiple twin telephone-cable between Paekakariki and Wellington was completed to Kaiwarra and brought into service. The carrier-frequency telephone system from Ohakune to Paekakariki was also brought into use and gives efficient communication between the main centres. A loaded multiple twin cable was also installed through the Otira Tunnel to improve communications in that area, and nine miles of pole-line between Springfield and Darfield was rebuilt after damage caused by storms.

It has been found that with the extension of telephone facilities the volume of business conducted over the telephone circuits has reduced the work conducted over the Morse-telegraph system and the number of telegraph stations has been reduced, the telegraph being used for long-distance work.

The Auckland-Whangarei Morse circuit has been extended to Otiria.

The statistics of communication facilities are as follow :—

Morse instruments	..	..	..	..	..	179
Telephones	..	..	..	..	..	2,958
Miles of wire	..	..	..	..	..	17,237
Miles of poles	..	..	..	..	..	3,082
Railway exchanges—						
Automatic	..	..	..	..	..	5
Manual	..	..	..	..	..	12
Public exchange connections	..	..	..	..	..	584

#### LEVEL-CROSSING ALARMS.

Flashing-light signals have been installed at Seacliff, and flashing lights and bells have been installed at Kaiapoi. Bells at 2 miles 18 chains Hutt line used in connection with the Tawa Flat Deviation works have been dismantled.

Improvements have been made in a number of existing level-crossing installations by equipping them with secondary batteries and rectifiers, thereby reducing the renewals of more expensive primary batteries.

The total number of level crossings now fitted with automatic devices is 123; in addition, there is a number with manually-controlled bells.

## TRACTION.

*Otira Electrification.*—There have been no failures of the overhead at Otira, and the system has continued to function satisfactorily. Choke-coils have been made up to check the radio interference from the Pelton set, and an extra motor-car loading-siding has been electrified.

*Wellington-Paekakariki.*—Good progress has been made with the erection of both tractions and transmission line-poles, and a start has been made with the erection of transmission-line wires, overhead wires, and overhead supports. A considerable quantity of imported material has come to hand during the year, and orders have been placed for all remaining material.

## ELECTRICAL RETICULATION.

During the year a number of electrical installations were completed at various workshops, locomotive depots, and stations. At the close of the year a total of 2,255 dwellings and 343 railway-stations were electrically lighted, and 13 station-yards were equipped with flood-lighting.

## TRACK, PLANT, AND ROLLING-STOCK.

The track, bridges, structures, signalling-appliances, rolling-stock, and other plant are in good order and efficient for the work required of them.

## CONCLUSION.

The Chairman of the Board, Mr. H. H. Sterling, is absent from New Zealand on a trip abroad. The Board records its high appreciation of the work of the General Manager, Mr. G. H. Mackley, in the direction of the multifarious interests and obligations of the Service. In that work he has been ably supported by the Assistant General Manager, Mr. E. Casey, and by all executive officers. Appropriate recognition of the work of the staff generally appears earlier in this report. The Board is greatly indebted to the Press of the Dominion for much valuable assistance and for many useful comments upon the undertaking. To the public generally the Board expresses its appreciation for widely extended support.

In witness whereof the official seal  
of the Government Railways  
Board was hereto affixed by  
resolution of the Board in the  
presence of—

[L.S.]

JAMES H. GUNSON, Acting-Chairman.	}	Government Railways Board.
EDWARD NEWMAN,		
GEO. W. REID,		
DANIEL REESE,		
	Members.	

## RESULTS OF WORKING.

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

PARTICULARS.	Year ended 31st March,				
	1935.	1934.	1933.	1932.	1931.
Total miles open for traffic .. ..	3,320	3,320	3,315	3,315	3,322
Average miles open for year .. ..	3,320	3,304	3,315	3,315	3,303
Capital cost of opened and unopened lines	£59,477,143	£59,337,917	£59,228,894	£59,055,701	£68,679,025
Capital cost of open lines .. ..	£54,089,190	£53,909,347	£51,480,949	£51,424,883	£60,545,154
Capital cost per mile of open lines ..	£16,292	£16,238	£15,530	£15,513	£18,226
Gross earnings .. ..	£6,627,928	£6,332,711	£6,034,403	£6,508,948	£7,571,537
Working-expenses .. ..	£5,540,437	£5,247,153	£5,183,859	£5,670,955	£6,882,810
<b>NET EARNINGS .. ..</b>	<b>£1,087,491</b>	<b>£1,085,558</b>	<b>£850,544</b>	<b>£837,993</b>	<b>£688,727</b>
Interest charges .. ..	£2,330,886	£2,282,365	£2,230,655	£2,221,465	£2,255,345
<b>PERCENTAGE OF TOTAL WORKING-EXPENSES TO GROSS EARNINGS</b>	<b>83·59</b>	<b>82·86</b>	<b>85·91</b>	<b>87·13</b>	<b>90·90</b>
<b>PERCENTAGE OF NET EARNINGS TO CAPITAL INVESTED .. ..</b>	<b>2·01</b>	<b>2·05</b>	<b>1·65</b>	<b>1·64</b>	<b>1·16</b>
Railway operating earnings .. ..	£5,908,064	£5,628,835	£5,339,075	£5,788,965	£6,781,388
Railway operating expenses .. ..	£5,138,588	£4,877,146	£4,833,754	£5,301,653	£6,406,143
<b>NET RAILWAY OPERATING EARNINGS</b>	<b>£769,476</b>	<b>£751,689</b>	<b>£505,321</b>	<b>£487,312</b>	<b>£375,245</b>
<b>PERCENTAGE OF RAILWAY OPERATING EXPENSES TO EARNINGS ..</b>	<b>86·98</b>	<b>86·65</b>	<b>90·54</b>	<b>91·58</b>	<b>94·47</b>
Operating earnings per average mile open	£1,880	£1,704	£1,610	£1,746	£2,053
Operating expenses per average mile open	£1,548	£1,476	£1,458	£1,599	£1,939
<b>NET OPERATING EARNINGS PER AVERAGE MILE OPEN .. ..</b>	<b>£232</b>	<b>£228</b>	<b>£152</b>	<b>£147</b>	<b>£114</b>
Operating earnings per train-mile ..	d. 133·44	d. 132·92	d. 130·37	d. 136·63	d. 144·26
Operating expenses per train-mile ..	116·06	115·17	118·03	125·13	136·28
<b>NET OPERATING EARNINGS PER TRAIN-MILE .. ..</b>	<b>17·38</b>	<b>17·75</b>	<b>12·34</b>	<b>11·50</b>	<b>7·98</b>
Passengers, ordinary .. ..	7,809,035	7,511,346	6,870,570	6,503,566	7,288,674
Season tickets .. ..	457,546	442,742	437,775	459,063	600,440
Total passenger journeys .. ..	19,654,467	19,047,186	18,366,654	19,151,480	22,813,708
Goods tonnage .. ..	5,444,977	5,093,396	4,945,592	5,272,253	6,409,831
Live-stock tonnage .. ..	578,983	548,803	545,094	552,558	556,498
Train-mileage .. ..	10,626,400	10,163,474	9,828,853	10,168,720	11,281,898
Engine-mileage .. ..	14,277,710	13,591,390	13,265,878	13,845,966	15,618,776

For the current year it is anticipated that the revenue will reach £6,746,284, and the expenditure £5,701,883.

**BALANCE-SHEETS,  
STATEMENTS OF ACCOUNTS,  
AND  
STATISTICAL RETURNS,  
1935.**



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  - No. 5. Income and Expenditure in respect of Refreshment Service.
  - No. 5A. Income and Expenditure in respect of Bookstall Service.
  - No. 6. Income and Expenditure in respect of Advertising Service.
  - No. 7. Income and Expenditure in respect of Departmental Dwellings.
  - No. 8. Income and Expenditure in respect of Buildings occupied by Refreshment Service, Bookstall Proprietors, &c.
  - No. 9. Income and Expenditure in respect of Road Motor Services.
  - No. 10. Income and Expenditure in respect of Railway Employees' Sick Benefit Society.  
Balance-sheet.
  - No. 11. Statement of Losses on Developmental Branch Lines and Isolated Sections.
  - No. 12. Statement of Cash Receipts and Payments—Working Railways Account.  
Reconciliation Statement.
  - No. 13. Renewals, Depreciation, and Equalization Reserve Accounts.  
General Reserve Account.  
Insurance Reserve Account.  
Workers' Compensation Reserve Account.  
Slips, Floods, and Accidents Equalization Reserve Account.  
Betterments Reserve Account.  
Renewals Reserve Account.  
Depreciation Reserve Account.
  - No. 14. Expenditure on Construction of Railways, Rolling-stock, &c.  
Net Revenue, and Rate of Interest earned on Capital expended on Opened Lines.
  - No. 15. Expenditure out of Working Railways Account (Depreciation Fund) and Public Works Fund.
  - No. 16. Statement of Season Tickets issued.
  - No. 17. Statement of Operating Traffic and Revenue.  
(1) Operating Traffic.  
(2) Operating Revenue.
  - No. 18. Traffic and Revenue for each Station.
  - No. 19. Classification of Goods and Live-stock Traffic and Earnings by Commodities.
  - No. 20. Comparative Statement of Mileage, Capital Cost, Traffic, Operating Revenue, and Operating Expenditure.
  - No. 21. Number of Employees.
  - No. 22. Accidents.
  - No. 23. Carriage and Wagon Stock and Tarpaulins.
  - No. 24. Locomotive Stock.
  - No. 25. Locomotive-running Costs.

STATEMENT NO. 1.  
CAPITAL ACCOUNT AS AT 31ST MARCH, 1935.

— —	Total to 31st March, 1934.		Year ended 31st March, 1935.		Total to 31st March, 1935.		Year ended 31st March, 1935.		Total to 31st March, 1935.	
	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.
<i>Expenditure.</i>										
Permanent-way—Works, buildings, machinery, plant, and dwellings	49,584,753	8 8	108,719	11 7	49,693,473	0 3	167,266	14 11	55,435,716	2 8
Rolling-stock, lake steamers, and road motors	10,768,084	19 3	129,482	17 2	10,897,567	16 5	..	..	9,033,902	6 6
Lines closed for traffic	309,515	5 10	Cr.19,054	5 1	290,461	0 9	..	..	64,469,618	9 2
	60,682,353	13 9	219,148	3 8	60,881,501	17 5	..	..	10,400,000	0 0
Deduct accrued depreciation on existing assets	7,049,004	11 3	271,715	0 4	7,320,719	11 7	..	..	..	..
	53,613,349	2 6	Cr.52,566	16 8	53,560,782	5 10	..	..	..	..
Add unexpended balances—	250,366	14 6	258,986	13 6	509,353	8 0	..	..	54,069,618	9 2
Depreciation Fund	45,630	13 0	Cr.26,576	7 11	19,054	5 1	..	..	19,571	9 9
Assets Realization	..	..	..	..	..	..	..	..	..	..
	£53,909,346	10 0	£179,843	8 11	£54,089,189	18 11	..	..	£54,089,189	18 11

NOTE.—Unopened lines are under the control of the Public Works Department, and all expenditure out of the Public Works Fund in connection therewith is included in the accounts of that Department.



STATEMENT No. 1—*continued.*

GENERAL BALANCE-SHEET AS AT 31ST MARCH, 1935.

<i>Liabilities.</i>				<i>Assets.</i>			
	£	s.	d.	£	s.	d.	£ s. d.
Sundry creditors—				Sawmills, bush areas, and stocks of timber .. ..			198,957 1 8
General creditors (including unpaid wages) and credit balances .. ..	470,271	1	4	Stores and material on hand—			
Government Departments ..	28,334	18	8	Stores Branch .. ..	744,787	17	1
				Subsidiary services .. ..	10,821	19	2
							755,609 16 3
Collections for refund to—				Sundry assets—			
Harbour Boards, shipping companies, and other carriers .. ..	14,785	17	1	Advertising Branch .. ..	22,792	13	6
Government Departments ..	90	4	0	Refreshment Branch .. ..	31,133	17	1
				Housing improvements .. ..	13,302	1	7
							67,228 12 2
Items to be written off on receipt of parliamentary authority .. ..				Sundry debtors—			
General reserve .. ..	1,144,552	17	8	Advances to capital .. ..	17,126	0	5
Depreciation reserve .. ..	509,353	8	0	Government Departments ..	6,077	15	0
Assets realization .. ..	19,054	5	1	Advances: Housing scheme under Government Railways Amendment Act, 1927—			
Renewals reserve .. ..	729,004	10	2	Section 15 (2), State Advances .. ..	9,195	0	0
Insurance reserves—				Section 15 (5), Railway employees .. ..	1,777	18	8
Fire .. ..	82,887	18	1	Work in progress, sundry debtors, and debit balances	75,231	17	0
Workers' Compensation ..	36,868	13	4				109,408 11 1
Slips, Floods, and Accidents	96,171	10	6				10,546 19 6
				Accrued interest on investments .. ..			
				Outstanding at stations—			
Betterment reserve—				Cash in hand .. ..	28,334	7	11
Refreshment Branch .. ..				Freights, &c., owing by Government Departments ..	34,290	2	8
Sick Benefit Fund .. ..				Freights, &c., owing by sundry debtors .. ..	124,537	10	6
							187,162 1 1
				Working Railways Investments .. ..			587,940 0 0
				Sick Benefit Fund Investments .. ..			28,045 11 4
				Cash in Working Railways Account .. ..			1,224,394 12 3
							£3,169,293 5 4
							£3,169,293 5 4

H. VALENTINE, F.R.A.N.Z., Chief Accountant.

I hereby certify that the Balance-sheet and accompanying accounts have been duly examined and compared with the relative books and documents submitted for audit, and correctly set out the position as disclosed thereby, subject to the above departmental note, and to the exception that the cost of exchange in respect of interest and other payments made in London during the year for the purposes of this account has not been charged to the account but has been borne by the Consolidated Fund.—J. H. FOWLER, Deputy Controller and Auditor-General.



STATEMENT NO. 3.  
INCOME AND EXPENDITURE IN RESPECT OF RAILWAY OPERATION FOR THE YEAR ENDED 31ST MARCH, 1935.

EXPENDITURE.	See Abstract.	1934-35.		1933-34.		Per Cent. of Operating Revenue.		REVENUE.	See Statement No.	1934-35.		1933-34.		Per Cent. of Operating Revenue.	
		£	s. d.	£	s. d.	1934-35.	1933-34.			1934-35.	1933-34.	1934-35.	1933-34.		
Maintenance of way and works .. ..	A	1,047,824	16 5	993,207	4 10	17.74	17.65	Passengers, ordinary ..	..	1,193,372	5 5	1,164,731	4 2	20.20	
Maintenance of signals and electrical appliances .. ..	B	137,477	2 6	110,298	0 11	2.33	1.96	Passengers, season tickets ..	..	175,316	1 7	171,603	6 1	2.97	
Maintenance of rolling-stock .. ..	C	1,236,323	12 9	1,220,101	12 6	20.92	21.68	Parcels, luggage, and mails ..	..	292,096	7 10	281,888	19 0	4.94	
Examination, lubrication, and lighting of vehicles .. ..	D	54,098	12 2	52,376	18 5	0.92	0.93	Goods .. ..	..	4,138,433	12 2	3,911,244	12 11	70.05	
Locomotive transportation .. ..	E	1,073,061	12 2	1,012,449	16 1	18.16	17.99	Labour, demurrage, &c. ..	..	108,845	8 4	99,367	5 11	1.84	
Traffic transportation .. ..	F	1,360,928	2 8	1,253,833	3 7	23.03	22.27								
General charges .. ..	G	57,014	8 2	58,943	12 11	0.97	1.05								
Superannuation subsidy .. ..															
Less amount allocated to subsidiary services, &c. .. ..															
		11,915	2 6												
Total operating expenses .. ..	..	5,138,588	0 6	4,877,145	13 5	86.98	86.66								
Net operating revenue .. ..	..	769,475	14 10	751,689	14 8	13.02	13.34								
	..	5,908,063	15 4	5,628,835	8 1	100.00	100.00		..	5,908,063	15 4	5,628,835	8 1	100.00	

Item.	Kaihu.		Gisborne.		North Island Main Line and Branches.		South Island Main Line and Branches.		Westport.		Nelson.		Picton.		Total.	
	Total.	Per Mile of Rail- way.	Total.	Per Mile of Rail- way.	Total.	Per Mile of Rail- way.	Total.	Per Mile of Rail- way.	Total.	Per Mile of Rail- way.	Total.	Per Mile of Rail- way.	Total.	Per Mile of Rail- way.	Total.	Per Mile of Rail- way.

## ABSTRACT A.—MAINTENANCE OF WAY AND WORKS.

General expenses—	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£
Branch .. ..	7	0.3	26	0.4	4,618	3.1	3,128	2.0	90	2.5	16	0.3	36	0.6	7,921	2.4
District .. ..	74	3.1	254	4.2	16,734	11.3	14,500	9.1	330	9.2	263	4.1	282	5.1	32,437	9.8
Road-bed .. ..	634	26.4	2,062	34.4	80,493	54.2	71,830	45.0	1,918	53.2	2,511	39.2	2,367	42.3	161,815	48.7
Track-renewals ..	855	35.6	1,718	28.6	265,191	178.4	218,774	137.2	5,552	154.2	2,137	33.4	2,684	47.9	496,911	149.7
Ballasting .. ..	363	15.1	33	0.5	31,906	21.5	9,734	6.1	89	2.5	38	0.6	67	1.2	42,230	12.7
Slips and floods ..	83	3.4	353	5.9	20,530	13.8	18,355	11.5	504	14.0	67	1.1	91	1.6	39,983	12.1
Fences, gates, cattle-stops	10	0.4	178	3.0	9,016	6.1	8,199	5.1	239	6.6	100	1.6	128	2.3	17,870	5.4
Roads, level-crossings, approaches	..	..	48	0.8	3,938	2.6	3,011	1.9	14	0.4	151	2.4	68	1.2	7,230	2.2
Bridges, viaducts, culverts, &c.	916	38.2	1,339	22.3	58,992	39.7	48,248	30.3	1,231	34.2	698	10.9	236	4.2	111,660	33.6
Water-services, cranes, weigh-bridges, &c.	16	0.7	70	1.2	9,769	6.6	7,264	4.6	1,558	43.3	111	1.7	275	4.9	19,063	5.7
Wharves .. ..	..	..	..	..	454	0.3	7	0.0	308	8.5	..	..	208	3.7	977	0.3
Cattle-yards, loading-banks, platforms, coal-stages	39	1.6	88	1.5	7,935	5.3	4,404	2.8	18	0.5	130	2.0	83	2.5	12,697	3.8
Operating buildings ..	124	5.2	526	8.8	56,584	38.1	38,225	24.0	828	23.0	227	3.5	517	10.2	97,031	29.2
	3,121	130.0	6,695	111.6	566,160	381.0	445,679	279.6	12,679	352.2	6,449	100.8	7,042	127.7	1,047,825	315.6
Per cent. of operating revenue	58.04		34.70		16.49		19.00		18.70		56.19		27.00		17.74	
Per cent. of operating expenditure	49.74		33.23		19.24		21.52		22.72		37.91		26.79		20.39	
Per train-mile (pence)..	55.53		37.12		20.93		27.20		49.18		39.17		39.83		23.67	

## ABSTRACT B.—MAINTENANCE OF SIGNAL AND ELECTRICAL APPLIANCES.

General expenses ..	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£
Signals and interlocking ..	8	0.3	26	0.4	4,666	3.1	3,156	2.0	91	2.5	16	0.2	36	0.6	7,999	2.4
Automatic and power signalling	..	..	3	0.1	18,434	12.4	12,700	8.0	200	5.6	7	0.1	12	0.2	31,356	9.4
Level-crossing signals ..	..	..	..	..	14,907	10.0	12,374	7.8	..	..	..	..	..	..	27,281	8.2
Instruments, block-working, tablets, &c.	..	..	..	..	1,855	1.3	1,363	0.8	..	..	..	..	..	..	3,218	1.0
Overhead lines, block-working, tablets, &c.	4	0.2	5	0.1	10,353	7.0	6,540	4.1	132	3.7	11	0.2	15	0.3	17,060	5.1
Overhead lines, automatic signalling	27	1.1	25	0.4	11,759	7.9	9,962	6.2	136	3.8	3	0.1	14	0.3	21,926	6.6
Electric lighting used in operation	..	..	..	..	3,973	2.7	3,142	2.0	..	..	..	..	..	..	7,115	2.2
Overhead electrification and bonding	..	..	5	0.1	5,520	3.7	3,630	2.3	73	2.0	7	0.1	51	0.9	9,286	2.8
Electric power appliances	..	..	..	..	..	..	7,035	4.4	..	..	..	..	..	..	7,035	2.1
Buildings .. ..	..	..	..	..	1,698	1.1	1,320	0.8	102	2.8	5	0.1	33	0.6	3,158	1.0
	..	..	..	..	905	0.6	1,055	0.7	83	2.3	..	..	..	..	2,043	0.6
	39	1.6	64	1.1	74,070	49.8	62,277	39.1	817	22.7	49	0.8	161	2.9	137,477	41.4
Per cent. of operating revenue	0.73		0.33		2.16		2.66		1.20		0.43		0.62		2.33	
Per cent. of operating expenditure	0.62		0.32		2.52		3.01		1.46		0.29		0.61		2.68	
Per train-mile (pence)..	0.69		0.36		2.74		3.80		3.17		0.30		0.91		3.10	

Item.	Kaihu.		Gisborne.		North Island Main Line and Branches.		South Island Main Line and Branches.		Westport.		Nelson.		Picton.		Total.	
	Total.	Per Train- mile.	Total.	Per Train- mile.	Total.	Per Train- mile.	Total.	Per Train- mile.	Total.	Per Train- mile.	Total.	Per Train- mile.	Total.	Per Train- mile.	Total.	Per Train- mile.

## ABSTRACT C.—MAINTENANCE OF ROLLING-STOCK.

	£	d.	£	d.	£	d.	£	d.	£	d.	£	d.	£	d.	£	d.
General expenses—																
Branch .. ..	14	0·2	39	0·2	7,209	0·3	4,886	0·3	140	0·5	26	0·2	54	0·3	12,368	0·3
District .. ..	..	..	..	..	2,761	0·1	2,458	0·2	..	..	..	..	..	..	5,219	0·1
Locomotives .. ..	109	1·9	990	5·5	310,722	11·5	182,630	11·1	4,692	18·2	1,185	7·2	1,778	10·1	502,106	11·3
Cars .. ..	45	0·8	581	3·2	128,701	4·7	77,491	4·7	850	3·3	523	3·2	531	3·0	208,722	4·7
Vans and postal vans ..	15	0·3	76	0·4	21,192	0·8	13,706	0·8	389	1·5	136	0·8	218	1·2	35,732	0·8
Wagons .. ..	198	3·5	1,892	10·5	260,329	9·6	160,206	9·8	8,730	33·9	739	4·5	1,596	9·0	433,690	9·8
Service vehicles .. ..	..	..	3	..	5,893	0·2	4,088	0·3	45	0·2	6	..	11	0·1	10,046	0·2
Tarpaulins, ropes, and nets	9	0·2	22	0·1	15,274	0·6	12,834	0·8	163	0·6	27	0·2	112	0·6	28,441	0·7
	390	6·9	3,603	19·9	752,081	27·8	458,299	28·0	15,009	58·2	2,642	16·1	4,300	24·3	1,236,324	27·9
Per cent. of operating revenue	7·26		18·68		21·91		19·54		22·13		23·02		16·49		20·93	
Per cent. of operating expenditure	6·22		17·88		25·56		22·13		26·89		15·53		16·36		24·06	
Per mile of railway £	16		60		506		288		417		41		77		372	

## ABSTRACT D.—EXAMINATION, LUBRICATION, AND LIGHTING OF VEHICLES.

	£	d.	£	d.	£	d.	£	d.	£	d.	£	d.	£	d.	£	d.
Examination and lubri- cation of cars, vans, and wagons	26	0·5	72	0·4	13,236	0·5	12,779	0·8	565	2·2	140	0·8	110	0·6	26,928	0·6
Gas-lighting of vehicles	1	..	44	0·2	6,787	0·2	3,266	0·2	127	0·5	47	0·3	51	0·3	10,323	0·2
Electric lighting of vehicles	..	..	..	..	8,767	0·3	3,352	0·2	..	..	..	..	..	..	12,119	0·3
Depot expenses .. ..	1	..	..	..	2,049	0·1	2,677	0·2	1	..	..	..	..	..	4,728	0·1
	28	0·5	116	0·6	30,839	1·1	22,074	1·4	693	2·7	187	1·1	161	0·9	54,098	1·2
Per cent. of operating revenue	0·52		0·60		0·90		0·94		1·05		1·63		0·62		0·92	
Per cent. of operating expenditure	0·45		0·58		1·05		1·07		1·24		1·11		0·61		1·05	
Per mile of railway £	1·2		1·9		20·8		13·9		19·3		2·9		2·9		16·3	

## ABSTRACT E.—LOCOMOTIVE TRANSPORTATION.

	£	d.	£	d.	£	d.	£	d.	£	d.	£	d.	£	d.	£	d.
General expenses—																
Branch .. ..	5	0·1	17	0·1	2,960	0·1	2,002	0·1	58	0·2	10	0·1	22	0·1	5,074	0·1
District .. ..	..	..	..	..	3,498	0·1	2,790	0·2	..	..	..	..	..	..	6,288	0·1
Depot supervision .. ..	..	..	3	..	19,372	0·7	12,962	0·8	194	0·7	5	..	35	0·2	32,571	0·7
Wages, allowances, and expenses	539	9·6	1,603	8·9	233,428	8·6	153,358	9·3	3,887	15·1	1,368	8·3	2,110	11·9	396,293	9·0
Fuel .. ..	440	7·8	3,480	19·3	315,929	11·7	174,855	10·7	2,544	9·8	1,763	10·7	2,448	13·8	501,459	11·3
Water .. ..	19	0·3	80	0·4	13,508	0·5	5,232	0·3	144	0·6	58	0·3	63	0·4	19,104	0·4
Stores .. ..	10	0·2	64	0·4	9,449	0·4	6,241	0·4	128	0·5	47	0·4	67	0·4	16,006	0·4
Shed-expenses .. ..	232	4·1	229	1·3	57,825	2·1	36,049	2·2	1,180	4·6	188	1·1	564	3·2	96,267	2·2
	1,245	22·1	5,476	30·4	655,969	24·2	393,489	24·0	8,135	31·5	3,439	20·9	5,309	30·0	1,073,062	24·2
Per cent. of operating revenue	23·16		28·38		19·11		16·76		12·36		29·67		20·35		21·46	
Per cent. of operating expenses	19·84		27·18		22·30		19·00		14·58		20·23		20·20		20·88	
Per mile of railway £	52		91		441		247		226		54		95		323	

Item.	Kaihu.		Gisborne.		North Island Main Line and Branches.		South Island Main Line and Branches.		Westport.		Nelson.		Picton.		Total.	
	Total.	Per Train-mile.	Total.	Per Train-mile.	Total.	Per Train-mile.	Total.	Per Train-mile.	Total.	Per Train-mile.	Total.	Per Train-mile.	Total.	Per Train-mile.	Total.	Per Train-mile.
ABSTRACT F.—TRAFFIC TRANSPORTATION.																
General expenses—	£	d.	£	d.	£	d.	£	d.	£	d.	£	d.	£	d.	£	d.
Branch .. ..	27	0·5	100	0·6	17,892	0·7	12,120	0·7	353	1·4	60	0·4	135	0·8	30,687	0·7
District .. ..	10	0·2	731	4·0	60,595	2·2	42,221	2·6	868	3·4	1,004	6·1	1,142	6·5	106,571	2·4
Station expenses—																
Supervision and office	665	11·8	1,054	5·9	198,620	7·3	172,532	10·5	2,698	10·4	1,281	7·8	2,268	12·8	379,118	8·5
Platform .. ..	40	0·7	75	0·4	62,858	2·3	33,684	2·1	536	2·1	43	0·3	185	1·0	97,421	2·2
Signalling .. ..	..	..	231	1·3	81,142	3·0	49,738	3·0	961	3·7	2	..	19	0·1	132,093	3·0
Shunting and marshalling yards	40	0·8	153	0·8	85,387	3·2	69,670	4·2	2,496	9·7	261	1·6	473	2·7	158,480	3·6
Goods-sheds and goods-yards	37	0·6	103	0·6	70,576	2·6	71,740	4·4	359	1·4	198	1·2	775	4·4	143,788	3·2
Wharves .. ..	19	0·3	..	..	14,246	0·5	61,012	3·7	6,205	24·1	..	..	2,170	12·3	83,652	1·9
Fuel, water, stationery, and other station expenses	82	1·5	246	1·4	12,361	0·5	9,706	0·6	184	0·7	217	1·3	136	0·8	22,932	0·5
Train expenses—																
Running .. ..	305	5·4	683	3·8	80,499	3·0	53,243	3·3	1,103	4·3	563	3·4	746	4·2	137,142	3·1
Cleaning and heating vehicles	21	0·4	61	0·3	33,378	1·2	18,357	1·1	104	0·4	155	0·9	214	1·2	52,290	1·2
Sleeping-cars .. ..	..	..	..	..	8,076	0·3	437	..	..	..	..	..	..	..	8,513	0·2
Miscellaneous .. ..	..	..	6	..	3,899	0·1	4,259	0·3	3	..	18	0·1	56	0·3	8,241	0·2
	1,246	22·2	3,443	19·1	729,529	26·9	598,719	36·5	15,870	61·6	3,802	23·1	8,319	47·1	1,360,928	30·7
Per cent. of operating revenue	23·17		17·84		21·25		25·53		23·40		33·13		31·89		23·04	
Per cent. of operating expenditure	19·86		17·09		24·80		28·91		28·44		22·35		31·65		26·48	
Per mile of railway £	52		57		491		376		441		59		149		410	

ABSTRACT G.—GENERAL CHARGES.																
Head Office .. ..	£	d.	£	d.	£	d.	£	d.	£	d.	£	d.	£	d.	£	d.
Departmental buildings	4	0·1	14	0·1	2,576	0·1	1,684	0·1	53	0·2	8	0·1	18	0·1	4,357	0·1
Appal Board .. ..	..	..	1	..	157	..	103	..	3	..	1	..	1	..	266	..
Chief Accountant ..	17	0·3	62	0·3	11,106	0·4	7,262	0·4	227	0·9	36	0·2	77	0·5	18,787	0·4
Training School ..	2	..	4	..	764	..	499	..	16	0·1	2	..	5	..	1,292	..
	50	0·9	188	1·0	33,705	1·2	22,039	1·3	690	2·7	108	0·7	234	1·3	57,014	1·3
Per cent. of operating revenue	0·93		0·97		0·98		0·94		1·05		0·94		0·90		0·97	
Per cent. of operating expenditure	0·80		0·93		1·15		1·06		1·24		9·63		0·89		1·11	
Per mile of railway £	2·1		3·1		22·7		13·8		19·2		1·7		4·2		17·2	
Superannuation subsidy	£	d.	£	d.	£	d.	£	d.	£	d.	£	d.	£	d.	£	d.
	156	2·8	561	3·1	99,854	3·8	68,281	4·1	1,915	7·4	334	1·9	759	4·3	171,860	3·9

SUMMARY OF EXPENDITURE ABSTRACTS.

Abstract and Item.	Kaihu.	Gisborne.	North Island Main Line and Branches.	South Island Main Line and Branches.	Westport.	Nelson.	Picton.	Total.
	£	£	£	£	£	£	£	£
A.—Maintenance of Way and Works ..	3,121	6,695	566,160	445,679	12,679	6,449	7,042	1,047,825
B.—Maintenance of Signal and Electrical Appliances	39	64	74,070	62,277	817	49	161	137,477
C.—Maintenance of Rolling-stock ..	390	3,603	752,081	458,299	15,009	2,642	4,300	1,236,324
D.—Examination, Lubrication, and Lighting of Vehicles	28	116	30,839	22,074	693	187	161	54,098
E.—Locomotive Transportation ..	1,245	5,476	655,969	393,489	8,135	3,439	5,309	1,073,062
F.—Traffic Transportation ..	1,246	3,443	729,529	598,719	15,870	3,802	8,319	1,360,928
G.—General Charges ..	50	188	33,705	22,039	690	108	234	57,014
Superannuation Subsidy ..	156	561	99,854	68,281	1,915	334	759	171,860
	6,275	20,146	2,942,207	2,070,857	55,808	17,010	26,285	5,138,588
Per cent. of operating revenue	116·70	104·41	85·71	88·22	84·79	148·21	100·76	86·98
Per mile of railway ..	261	336	1,980	1,299	1,550	266	469	1,548
Per train-mile (pence) ..	111·65	111·69	108·74	126·39	216·45	103·32	148·68	116·06

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

EXPENDITURE.	1934-35.	1933-34.	Per Cent. of Revenue.		REVENUE.	1934-35.	1933-34.	Per Cent. of Revenue.	
			1934-35.	1933-34.				1934-35.	1933-34.
	£	£				£	£		
Salaries and wages, shore staff ..	880	869	8·26	9·04	Ordinary passengers ..	4,179	3,900	39·25	40·56
Salaries and wages, steamer staff ..	3,847	3,469	36·14	36·07	Season tickets ..	45	46	0·42	0·48
Coal and stores ..	1,738	1,478	16·32	15·36	Parcels, luggage, and mails ..	855	860	8·03	8·94
Repairs, steamers ..	1,943	2,146	18·24	22·32	Goods ..	5,534	4,798	51·98	49·81
Repairs, wharves, &c... ..	375	137	3·52	1·43	Miscellaneous ..	34	21	0·32	0·21
Insurance, depreciation, &c. ..	762	767	7·17	5·01					
	9,545	8,866	89·65	92·20					
Operating profit .. ..	1,102	751	10·35	7·80					
	10,647	9,617	100·00	100·00		10,647	9,617	100·00	100·00
Payments to railway revenue—					Operating profit .. ..	1,102	751	10·35	7·80
Interest on capital .. ..	724	744	6·80	7·74					
Net profit .. ..	378	7	3·53	0·06		1,102	751	10·35	7·80
	1,102	751	10·35	7·80		1,102	751	10·35	7·80

**STATEMENT No. 5.**  
**INCOME AND EXPENDITURE IN RESPECT OF REFRESHMENT SERVICE.**

EXPENDITURE.	1934-35.	1933-34.	Per Cent. of Revenue.		REVENUE.	1934-35.	1933-34.
			1934-35.	1933-34.			
	£	£				£	£
Salaries and wages .. ..	24,718	22,793	30·97	30·94	Receipts from refreshment-rooms ..	79,817	73,657
Provisions consumed .. ..	32,905	29,192	41·22	39·63			
Light, fuel, and water .. ..	1,737	1,661	2·18	2·26			
Renewals and depreciation ..	2,152	2,961	2·69	4·02			
Insurance and miscellaneous ..	2,950	3,026	3·70	4·11			
	64,462	59,633	80·76	80·96			
Operating profit .. ..	15,355	14,024	19·24	19·04			
	79,817	73,657	100·00	100·00		79,817	73,657
Payments to railway revenue—					Operating profit .. ..	15,355	14,024
Interest on capital .. ..	1,102	1,124	1·38	1·53			
Rent .. ..	9,230	9,230	11·56	12·52			
Freights and fares .. ..	2,891	2,884	3·63	3·92			
Net profit .. ..	2,132	786	2·67	1·07			
	15,355	14,024	19·24	19·04		15,355	14,024

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

EXPENDITURE.	1934-35.	1933-34.	Per Cent. of Revenue.		REVENUE.	1934-35.	1933-34.
			1934-35.	1933-34.			
	£	£				£	£
Wages .. ..	3,987	1,894	10·82	9·11	Receipts .. ..	36,846	20,786
Stores .. ..	26,137	14,583	70·93	70·16			
Miscellaneous .. ..	599	507	1·63	2·44			
	30,723	16,984	83·38	81·71			
Operating profit .. ..	6,123	3,802	16·62	18·29			
	36,846	20,786	100·00	100·00		36,846	20,786
Payments to railway revenue—					Operating profit .. ..	6,123	3,802
Rents .. ..	3,685	2,079	10·00	10·00			
Rail freights .. ..	157	39	0·43	0·19			
Net profit .. ..	2,281	1,684	6·19	8·10			
	6,123	3,802	16·62	18·29		6,123	3,802

**STATEMENT No. 6.**  
**INCOME AND EXPENDITURE IN RESPECT OF ADVERTISING SERVICE.**

EXPENDITURE.	1934-35.	1933-34.	Per Cent. of Revenue.		REVENUE.	1934-35.	1933-34.
			1934-35.	1933-34.			
	£	£				£	£
Salaries, wages, and allowances	6,069	6,068	20·20	18·55	Advertising-signs, publications, &c. ..	30,030	32,707
Stores and materials ..	1,135	1,229	3·78	3·76			
Office and general expenses ..	2,690	2,351	8·96	7·19			
Insurance and depreciation ..	7,863	9,256	26·19	28·30			
Reserve—Commission ..	..	129	..	0·39			
	17,757	19,933	59·13	58·19			
Operating profit .. ..	12,273	13,674	40·87	41·81			
	30,030	32,707	100·00	100·00		30,030	32,707
Payments to railway revenue—					Operating profit .. ..	12,273	13,674
Interest on capital .. ..	1,017	1,261	3·39	3·86			
Rent of premises and sites ..	8,074	8,690	26·89	26·57			
Commission .. ..	737	786	2·45	2·40			
Freights .. ..	357	389	1·19	1·19			
Net profit .. ..	2,088	2,548	6·95	7·79			
	12,273	13,674	40·87	41·81		12,273	13,674

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

EXPENDITURE.	1934-35.	1933-34.	Per Cent. of Revenue.		REVENUE.	1934-35.	1933-34.
			1934-35.	1933-34.			
	£	£				£	£
Wages and charges .. ..	38,595	34,194	36·64	24·92	Rentals .. ..	105,338	137,238
Materials .. ..	14,388	14,648	13·66	10·67			
Insurance .. ..	3,549	3,648	3·37	2·66			
Depreciation .. ..	31,737	30,059	30·13	21·90			
	88,269	82,549	83·80	60·15			
Operating profit .. ..	17,069	54,689	16·20	39·85			
	105,338	137,238	100·00	100·00		105,338	137,238
Payments to railway revenue—					Operating profit .. ..	17,069	54,689
Interest .. ..	67,033	68,232	63·63	49·72			
	67,033	68,232	63·63	49·72			
					Net loss .. ..	49,964	13,543
						67,033	68,232

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

EXPENDITURE.	1934-35.	1933-34.	Per Cent. of Revenue.		REVENUE.	1934-35.	1933-34.
			1934-35.	1933-34.			
	£	£				£	£
Wages and charges .. ..	1,980	1,004	11·41	6·38	Rentals .. ..	17,346	15,749
Materials .. ..	609	299	3·51	1·90			
Insurance and depreciation ..	3,211	3,375	18·52	21·43			
	5,800	4,678	33·44	29·71			
Operating profit .. ..	11,546	11,071	66·56	70·29			
	17,346	15,749	100·00	100·00		17,346	15,749
Payments to railway revenue—					Operating profit .. ..	11,546	11,071
Interest .. ..	5,681	5,988	32·75	38·02			
Net profit .. ..	5,865	5,083	33·81	32·27			
	11,546	11,071	66·56	70·29		11,546	11,071



**STATEMENT No. 9.**  
**INCOME AND EXPENDITURE IN RESPECT OF ROAD MOTOR SERVICES.**

EXPENDITURE.	1934-35.	1933-34.	Per Cent. of Revenue.		REVENUE.	1934-35.	1933-34.	Per Cent. of Revenue.	
			1934-35.	1933-34.				1934-35.	1933-34.
Superintendence — Salaries and office expenses	£ 7,439	£ 6,104	8·24	7·71	Passengers .. .. .	£ 87,633	£ 77,920	97·07	98·41
Maintenance charges .. ..	16,241	14,264	17·99	18·01	Parcels, mails, and newspapers	2,582	1,213	2·86	1·53
Running expenses .. .. .	42,036	36,874	46·56	46·57	Miscellaneous .. .. .	63	51	0·07	0·06
License fees .. .. .	3,096	2,902	3·43	3·66					
Insurance and depreciation ..	14,428	15,045	15·98	19·01					
	83,240	75,189	92·20	94·96					
Operating profit .. .. .	7,038	3,995	7·80	5·04					
	90,278	79,184	100·00	100·00		90,278	79,184	100·00	100·00
Payments to railway revenue —									
Interest on capital .. .. .	1,365	1,627	1·51	2·05	Operating profit .. .. .	7,038	3,995	7·80	5·04
Net profit .. .. .	5,673	2,368	6·29	2·99					
	7,038	3,995	7·80	5·04		7,038	3,995	7·80	5·04

**STATEMENT No. 10.**  
**RAILWAY EMPLOYEES' SICK BENEFIT SOCIETY.**  
*Income and Expenditure.*

Expenditure.	1934-35.	1933-34.	Income.	1934-35.	1933-34.
To Sick pay paid to members .. ..	£ 23,771	£ 19,615	By Contributions .. .. .	£ 17,120	£ 16,063
Balance carried down, being excess of income over expenditure	2,450	5,306	Entrance fees .. .. .	160	81
			Interest on investments .. .. .	941	777
			Subsidy as per section 5, subsection (1), of Government Railways Amendment Act, 1928, charged to Working Railways Account	8,000	8,000
	26,221	24,921		26,221	24,921
To Balance accumulated funds as at 31st March	28,970	26,520	By Accumulated funds brought forward on 1st April .. .. .	26,520	21,214
			Balance brought down .. .. .	2,450	5,306
	28,970	26,520		28,970	26,520

*Balance-sheet.*

Liabilities.	£	£	Assets.	£	£
Accumulated funds .. .. .	28,970	26,520	Investments .. .. .	28,046	26,105
Sick pay due not paid .. .. .	11	9	Cash in Working Railways Account .. .. .	933	421
			Contributions outstanding at 31st March, .. .. .	2	3
	28,981	26,529		28,981	26,529

## STATEMENT No. 11.

STATEMENT OF LOSSES ON DEVELOPMENTAL BRANCH LINES FROM 4TH MARCH, 1934, TO 2ND MARCH, 1935,  
AND ISOLATED SECTIONS FROM 1ST APRIL, 1934, TO 31ST MARCH, 1935.

Branches showing Loss.	Mileage operated.	Loss on Working.	Feeder Value.	Total Net Loss.	Loss, including Interest.	Average per Mile of Line operated.					
						Branch Revenue.	Feeder Value.	Total Revenue.	Working- expenses.	Interest.	Total Loss.
		£	£	£	£	£	£	£	£	£	£
Kaikohe .. .. .	25	9,236	2,390	6,846	21,252	163	96	259	533	576	850
Kirikopuni .. .. .	14	4,563	1,577	2,986	47,612	207	113	320	533	3,188	3,401
Waiuku .. .. .	13	1,779	1,798	19*	8,415	397	138	535	534	649	648
Taneatua .. .. .	111	18,701	11,622	7,079	120,175	566	105	671	734	1,019	1,083
Opunake .. .. .	23	3,538	2,338	1,200	19,372	221	102	323	375	790	842
Greytown .. .. .	3	1,516	638	878	1,317	101	213	314	606	146	439
North Island totals .. .. .	189	39,333	20,363	18,970	218,143	425	108	533	633	1,054	1,154
Eyretton-Oxford .. .. .	43	3,136	874	2,262	6,224	132	20	152	204	92	144
Cheviot .. .. .	44	8,729	1,900	6,829	21,643	346	43	389	544	337	492
Little River .. .. .	23	5,891	380	5,511	10,237	282	17	299	538	205	445
Southbridge .. .. .	26	3,332*	1,376	4,708*	778*	710	53	763	582	151	30*
Whitecliffs .. .. .	12	553	1,052	499*	152	204	88	292	250	54	13
Methven .. .. .	23	190*	2,873	3,063*	501	448	125	573	439	155	22
Springburn .. .. .	28	1,119	678	441	2,902	128	24	152	168	88	104
Fairlie .. .. .	36	169*	1,636	1,805*	4,009	384	45	429	379	161	111
Waimate .. .. .	13	4,382	2,138	2,244	4,242	230	164	394	567	154	326
Kurow .. .. .	37	687	2,433	1,746*	2,208	355	66	421	374	107	60
Ngapara .. .. .	15	1,402	766	636	4,107	336	51	387	430	231	274
Waihemo .. .. .	9	1,261	965	296	1,589	190	107	297	330	144	177
Otago Central .. .. .	147	7,427	3,439	3,988	66,503	621	23	644	671	425	452
Outram .. .. .	9	1,885	443	1,442	3,050	187	49	236	396	179	339
Roxburgh .. .. .	61	7,243	1,742	5,501	35,480	221	29	250	340	491	581
Catlins River .. .. .	43	6,131	3,650	2,481	21,978	339	85	424	481	453	511
Tapanui .. .. .	27	2,425	1,814	611	5,577	231	67	298	321	184	207
Waikaka .. .. .	13	1,038	833	205	2,979	139	64	203	219	213	229
Switzers .. .. .	14	678	714	36*	3,053	96	51	147	144	221	218
Wyndham .. .. .	4	1,500	803	697	1,325	209	201	410	583	157	331
Seaward Bush .. .. .	34	1,967	886	1,081	8,354	245	26	271	302	214	245
Orawia .. .. .	9	587	521	66	4,514	88	58	146	153	494	501
Forest Hill .. .. .	13	441	1,021	580*	323	155	79	234	189	69	25
Mararoa .. .. .	12	183	431	248*	766	78	36	114	93	84	64
South Island totals .. .. .	695	54,974	33,368	21,606	210,938	348	48	396	428	272	304
Total, both Islands .. .. .	884	94,307	53,731	40,576	429,081	365	61	426	472	439	485
<i>Isolated Sections.</i>											
Kaihu .. .. .	24	680	..	680	7,883	..	..	238	266	300	328
Gisborne .. .. .	60	494*	..	494*	32,928	..	..	355	347	557	549
Nelson .. .. .	64	5,456	..	5,456	27,359	..	..	196	281	342	427
Picton .. .. .	56	634*	..	634*	25,253	..	..	493	482	462	451
Total .. .. .	204	5,008	..	5,008	93,423	..	..	329	354	433	458
Grand total .. .. .	1,088	99,315	53,731	45,584	522,504	..	..	..	..	..	..

\* Indicates profit.

## STATEMENT No. 12.

STATEMENT OF CASH RECEIPTS AND PAYMENTS.—WORKING RAILWAYS ACCOUNT.

<i>Receipts.</i>		£	s.	d.	<i>Payments.</i>		£	s.	d.
To Balance brought forward .. .. .	..	1,605,617	19	2	By Investments, Sick Benefit Fund .. .. .	..	1,000	0	0
Revenue receipts .. .. .	..	6,667,421	8	0	Wages and vouchers .. .. .	..	5,520,146	6	5
“Credits-in-aid” (Working Railways ex- penditure) .. .. .	..	302,573	8	1	Refunds to Harbour Boards, shipping com- panies, and other carriers .. .. .	..	295,695	12	3
Contributions to Sick Benefit Fund .. .. .	..	25,308	1	6	Interest on capital .. .. .	..	1,088,049	15	1
Interest on investments .. .. .	..	38,205	17	6	Payments from Sick Benefit Fund .. .. .	..	21,905	14	3
Investments realized .. .. .	..	1,018,145	6	0	Investments .. .. .	..	1,506,080	0	0
					Balance as per general balance-sheet .. .. .	..	1,224,394	12	3
		<u>£9,657,272</u>	<u>0</u>	<u>3</u>			<u>£9,657,272</u>	<u>0</u>	<u>3</u>

*Reconciliation Statement.*

Credit balance in Working Railways Account as per Treasury figures .. .. .	..	..	£	s.	d.
Add—			1,182,141	19	1
Imprests outstanding .. .. .	..	..	42,046	2	4
Cash in transit .. .. .	..	..	206	10	10
Credit balance as per above statement .. .. .	..	..	<u>£1,224,394</u>	<u>12</u>	<u>3</u>

**STATEMENT No. 13.**  
RENEWALS, DEPRECIATION, AND EQUALIZATION RESERVE ACCOUNTS.  
GENERAL RESERVE ACCOUNT.

	£	s.	d.
By Balance	£1,144,552	17	8

**INSURANCE RESERVE ACCOUNT.**

<i>Expenditure.</i>				<i>Income.</i>			
	£	s.	d.		£	s.	d.
To Losses .. .. .	2,784	12	11	By Balance from previous year ..	73,996	2	2
Upkeep railway fire brigades and fire appliances .. .. .	2,710	5	5	Premiums debited to working-expenses ..	14,386	14	3
Balance .. .. .	82,887	18	1				
	£88,382	16	5		£88,382	16	5
				By Balance .. .. .	£82,887	18	1

**WORKERS' COMPENSATION RESERVE ACCOUNT.**

<i>Expenditure.</i>				<i>Income.</i>			
	£	s.	d.		£	s.	d.
To Accident payments .. .. .	28,197	16	2	By Balance from previous year ..	26,997	17	8
Balance .. .. .	36,868	13	4	Premiums debited to working-expenses ..	38,068	11	10
	£65,066	9	6		£65,066	9	6
				By Balance .. .. .	£36,868	13	4

**SLIPS, FLOODS, AND ACCIDENTS EQUALIZATION RESERVE ACCOUNT.**

<i>Expenditure.</i>				<i>Income.</i>			
	£	s.	d.		£	s.	d.
To Repairs to bridges, slips, and washouts ..	13,165	10	1	By Balance from previous year ..	89,573	0	7
Balance .. .. .	96,171	10	6	Contributions debited to working-expenses ..	19,256	0	0
	£109,337	0	7	Interest .. .. .	508	0	0
					£109,337	0	7
				By Balance .. .. .	£96,171	10	6

**BETTERMENTS RESERVE ACCOUNT.**

<i>Expenditure.</i>				<i>Income.</i>			
	£	s.	d.		£	s.	d.
To Refreshment Branch .. .. .	264	18	3	By Balance from previous year ..	3,983	13	11
Balance .. .. .	3,718	15	8				
	£3,983	13	11		£3,983	13	11
				By Balance .. .. .	£3,718	15	8

**RENEWALS RESERVE ACCOUNT.**

<i>Expenditure.</i>				<i>Income.</i>			
	£	s.	d.		£	s.	d.
To Relaying of track .. .. .	147,551	16	2	By Balance from previous year ..	660,544	18	6
Signal and electrical equipment .. .. .	1,010	19	4	Contributions debited to working-expenses ..	204,730	0	0
Transfer to Depreciation Account .. .. .	106,242	11	1	Interest .. .. .	2,591	0	0
Balance .. .. .	729,004	10	2	Pole lines transferred to capital ..	115,943	18	3
	£983,809	16	9		£983,809	16	9
				By Balance .. .. .	£729,004	10	2

**DEPRECIATION RESERVE ACCOUNT.**

<i>Expenditure.</i>				<i>Income.</i>			
	£	s.	d.		£	s.	d.
To Way and works .. .. .	21,465	0	6	By Balance from previous year ..	250,366	14	6
Bridges .. .. .	89,933	19	1	Signals renewals transfers ..	106,242	11	1
Operating buildings .. .. .	3,380	3	11	Contributions—			
Signalling and interlocking .. .. .	51,086	16	11	Way and works .. .. .	31,746	18	6
Rolling-stock .. .. .	239,226	8	1	Bridges .. .. .	63,492	18	6
Locomotive running and car and wagon depots plant .. .. .	8,379	14	7	Operating buildings .. .. .	39,607	2	6
Dwellings .. .. .	4,731	18	1	Signals, interlocking, and electric traction ..	58,285	8	11
Head office buildings and plant .. .. .	3,769	10	0	Rolling-stock .. .. .	311,273	10	10
Refreshment, advertising, and road motor buildings .. .. .	44	4	11	Locomotive running and car and wagon depots plant ..	2,392	0	0
Stores buildings and plant .. .. .	429	9	8	Dwellings .. .. .	32,880	8	9
Workshops buildings and plant .. .. .	11,727	17	6	Head office buildings and plant ..	1,879	0	0
Road motor services .. .. .	13,299	8	3	Refreshment, advertising, bookstalls, and road motor buildings ..	3,299	6	9
Portable plant .. .. .	454	17	7	Stores, buildings, and plant .. .. .	2,950	0	0
Balance .. .. .	509,353	8	0	Workshops buildings and plant ..	38,389	2	10
	£957,282	17	1	Lake Wakatipu service .. .. .	483	0	0
				Road motor services .. .. .	11,245	3	5
				Wharves .. .. .	1,021	10	6
				Portable plant .. .. .	1,728	0	0
					£957,282	17	1
				By Balance .. .. .	£509,353	8	0

STATEMENT No. 14.

EXPENDITURE ON CONSTRUCTION OF RAILWAYS, ROLLING-STOCK, ETC., TO 31ST MARCH, 1935; 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.			
	£	£	£	£	£	£
Kaihu .. .. .	167,269	652	167,921	..	—898	..
„ .. .. .	..	..	..	..	..	..
Gisborne .. .. .	741,757	32,493	774,250	..	—852	..
„ .. .. .	..	..	..	1,321,352	..	..
North Island Main Line and Branches .. .. .	28,142,253	3,648,687	31,790,940	..	490,479	1 11 0
„ .. .. .	..	..	..	2,573,196	..	..
South Island Main Line and Branches .. .. .	15,198,284	2,515,493	18,013,777	..	274,462	1 10 6
„ .. .. .	..	..	..	299,239	..	..
Westport .. .. .	427,180	61,061	488,241	..	12,017	2 9 5
„ .. .. .	..	..	..	575,167	..	..
Nelson .. .. .	495,711	14,925	510,636	..	—5,533	..
„ .. .. .	..	..	..	253,444	..	..
Picton .. .. .	585,124	22,096	607,220	..	—199	..
„ .. .. .	..	..	..	314,056	..	..
	46,057,578	6,295,407	52,352,985	..	769,476	1 9 6
	..	..	..	5,336,454	..	..
Lake Wakatipu steamer service .. .. .	17,648	..	17,648	..	378	..
Subsidiary services, &c. .. .. .	1,708,661	..	1,708,661	..	317,637	..
<i>In suspense—</i>						
Surveys, North Island .. .. .	..	..	..	31,236	..	..
Surveys, South Island .. .. .	..	..	..	5,763	..	..
General .. .. .	9,896	..	9,896	10,337	..	..
P.W.D. stock of permanent-way .. .. .	..	..	..	4,163	..	..
	47,793,783	6,295,407	54,089,190	..	1,087,491	2 0 3
	..	..	..	5,387,953	..	..
Total cost of opened and unopened lines at 31st March, 1935	..	..	59,477,143	..	..	..

NOTE.—The amount stated in this return as the cost of construction of opened lines includes the Provincial and General Government expenditure on railways. It also includes the Midland Railway and expenditure by the Greymouth and Westport Harbour Boards on railways and wharves under the provisions of section 7 of the Railways Authorization Act, 1885, the information regarding the last-mentioned being furnished by the respective Boards. The rate of interest earned has been computed on the average capital.

## STATEMENT No. 15.

EXPENDITURE OUT OF WORKING RAILWAYS ACCOUNT (DEPRECIATION FUND) AND PUBLIC WORKS  
FUND FOR THE YEAR ENDED 31ST MARCH, 1935.

Way and Works Branch: Particulars of Works.	Working Railways Depreciation Fund.	Public Works Fund.	Total.
	£	£	£
Land .. .. .	42	Cr. 3,315	Cr. 3,273
Grading and formation .. .. .	7,641	9,209	16,850
Tunnels .. .. .	..	Cr. 1,484	Cr. 1,484
Bridges (structures only) .. .. .	89,934	2,153	92,087
Culverts, subways .. .. .	2,199	1,230	3,429
Fences, gates, and cattlestops .. .. .	48	..	48
Permanent-way .. .. .	8,632	50,434	59,066
Station buildings and platforms .. .. .	197	76,028	76,225
Cattleyards, loading-banks .. .. .	326	..	326
Engine-sheds, car and wagon depots, and other operating buildings .. .. .	3,184	980	4,164
Dwellings .. .. .	4,732	Cr. 75	4,657
Water-services .. .. .	1,626	295	1,921
Stores buildings .. .. .	429	..	429
Locomotive workshops buildings .. .. .	1,043	..	1,043
Locomotive depot plant .. .. .	178	22	200
Road-motor buildings .. .. .	44	..	44
Cranes, weighbridges, capstans, and turntables .. .. .	843	161	1,004
Maintenance, movable plant .. .. .	455	..	455
Miscellaneous (roads, sewerage, drainage, fire-fighting appliances, &c.) .. .. .	108	2,818	2,926
Signalling and interlocking .. .. .	2,960	234	3,194
Tablet-installation .. .. .	661	..	661
Automatic and power signalling .. .. .	6,398	790	7,188
Electric lighting .. .. .	131	2,063	2,194
Communication lines and apparatus .. .. .	39,653	5,003	44,656
Level-crossing warning-signals .. .. .	183	Cr. 77	106
Electric traction and power appliances .. .. .	..	26,666	26,666
Overhead wires for automatic and power signalling .. .. .	922	1,916	2,838
Signal-cabins .. .. .	179	72	251
Head Office buildings and plant .. .. .	3,770	..	3,770
	176,518	175,123	351,641
Expenditure by Public Works Department—Tawa Flat Deviation .. .. .	..	Cr. 7,073	Cr. 7,073
Totals .. .. .	176,518	168,050	344,568

STATEMENT NO. 15—continued.

EXPENDITURE OUT OF WORKING RAILWAYS ACCOUNT (DEPRECIATION FUND) FOR THE YEAR ENDED 31ST MARCH, 1935—continued.

Locomotive Branch : Particulars of Rolling-stock.

Description of Stock ordered.	Number Incomplete on 31st March, 1934.	Number Complete on 31st March, 1935.	Number Incomplete on 31st March, 1935.	Expenditure, Year ended 31st March, 1935.
				£
Locomotives, Class K .. .. .	18	6	12	33,442
Bogies and alterations to thirty WAB and Ws locomotives .. .. .	..	..	..	643
Electric headlights for locomotives .. .. .	..	..	..	1,239
Fitting exhaust steam injectors to locomotives .. .. .	..	..	..	1,366
Fitting superheaters to locomotives .. .. .	..	..	..	1,354
Fitting thermic syphons to ten X locomotives .. .. .	..	..	..	125
Spare boilers .. .. .	..	..	..	8,319
Supply and fit new boilers .. .. .	..	..	..	5,047
Boiler for crane No. 102 .. .. .	..	..	..	371
Carriages, Class AA .. .. .	5	6	..	13,852
Fitting electric light on carriages .. .. .	..	..	..	1,010
Spare carriage bogies .. .. .	..	..	..	Cr. 447
Fitting lavatories to four carriages .. .. .	..	..	..	39
Fitting steam heat to carriages .. .. .	..	..	..	2,150
Fitting chair seats to carriages .. .. .	..	..	..	28,102
Build and fit fifty-two bogies with S.K.F. axle boxes to carriages .. .. .	..	..	..	Cr. 8,906
Material recovered from Rotorua carriages .. .. .	..	..	..	Cr. 1,505
Carriages, Class A .. .. .	17	29	4	66,115
Brake-vans, Class F .. .. .	..	5	..	5,738
Convert three postal cars to brake-vans .. .. .	..	..	..	Cr. 263
Fitting electric light on five vans .. .. .	..	..	..	1,234
Wagons, Class J .. .. .	71	171	..	28,253
Five J wagon bodies for Picton .. .. .	..	..	..	1,229
Wagons, Class S .. .. .	20	20	..	2,940
Credit for forty-two U wagon underframes .. .. .	..	..	..	Cr. 4,311
Wagons, Class UG .. .. .	..	..	..	3
Wagons, Class V .. .. .	6	6	..	4,583
Rebuilding three VB wagon bodies .. .. .	..	..	..	2,715
Wagons, Class W .. .. .	8	58	..	20,426
Wagons, Class XA .. .. .	80	80	..	11,483
Wagons, Class XB .. .. .	10	10	..	Cr. 431
Wagons, Class Z .. .. .	16	16	8	13,311
	251	407	24	239,226
SUMMARY				
Locomotives .. .. .	18	6	12	..
Carriages .. .. .	22	35	4	..
Brake-vans .. .. .	..	5	..	..
Wagons, bogie .. .. .	42	42	8	..
Wagons, four-wheeled .. .. .	169	319	..	..
	251	407	24	..

Particulars of Workshop and Depot Machinery and Motor-buses.

	£
Workshop equipment .. .. .	10,684
Machinery and equipment for locomotive running and car and wagon depots .. .. .	8,202
Motor-buses .. .. .	13,299

RECONCILIATION STATEMENT, PUBLIC WORKS FUND.

Expenditure charged by	£	s. d.	£	s. d.	Expenditure—	£	s. d.
Treasury .. .. .	184,615	5 5			Way and Works Branch .. .. .	168,049	13 10
Vouchers outstanding previous year .. .. .	6,994	15 9					
Less recoveries .. .. .			177,620	9 8			
			29,642	5 7			
			147,978	4 1			
Public Works Department—							
Administration costs .. .. .			500	0 0			
Vouchers outstanding at 31st March, 1934 .. .. .			19,571	9 9			
			£168,049	13 10		£168,049	13 10

STATEMENT No. 16.  
STATEMENT OF SEASON TICKETS ISSUED FOR THE YEARS ENDED 31ST MARCH, 1932 TO 1935.

Description of Tickets.	1934-35.		1933-34.		1932-33.		1931-32.	
	Number.	Amount.	Number.	Amount.	Number.	Amount.	Number.	Amount.
		£		£		£		£
Annual, all lines .. ..	13	1,172	9	785	10	1,074	15	1,591
Annual, North Island .. ..	49	4,200	52	4,416	51	4,174	56	4,228
Annual, South Island .. ..	5	390	6	423	6	413	10	697
Sectional annual, North Island ..	208	11,401	227	12,232	241	12,601	260	13,676
Sectional annual, South Island ..	101	4,910	101	4,700	108	5,139	120	5,677
Reporters' annual .. ..	15	639	18	768	17	675	14	572
Tourist, all lines .. ..	101	1,557	97	1,504	107	1,678	128	2,021
Tourist, North Island .. ..	251	2,488	256	2,551	275	2,761	361	3,771
Tourist, South Island .. ..	21	203	16	187	16	165	22	227
School .. ..	25,568	22,034	25,206	21,926	25,470	22,342	27,695	24,067
Bearer twelve-trip .. ..	73,047	16,174	76,071	17,015	77,772	17,673	54,675	13,818
Bearer fifty-trip .. ..	..	..	..	..	..	..	2,507	6,976
Weekly twelve-trip .. ..	103,981	19,824	99,863	19,055	98,163	19,014	108,587	21,159
Weekly workmen's .. ..	226,877	37,681	214,819	35,571	210,269	34,708	234,397	39,156
All other season .. ..	27,309	52,644	26,001	50,470	25,270	53,776	30,216	63,013
Totals .. ..	457,546	175,317	442,742	171,603	437,775	176,193	459,063	200,649
Total passenger journeys ..	11,845,432	..	11,535,840	..	11,496,084	..	12,652,034	..

## STATEMENT No. 17:

STATEMENT OF OPERATING TRAFFIC AND REVENUE FOR THE YEAR ENDED 31ST MARCH, 1935.

(1) OPERATING TRAFFIC.

Section.	Length Open for Traffic.	Passengers.				Season Tickets.	Live-stock.						Goods.		Gross Total Tonnage.	
					Total.		Cattle.	Calves.	Sheep.	Pigs.	Total.	Equivalent Tonnage.	Timber.	Goods.		Total.
		First Class.	Second Class.	Number.												
Miles.	Number.	Number.	Number.	Number.	Number.	Number.	Number.	Number.	Number.	Number.	Tons.	Tons.	Tons.	Tons.	Tons.	
Kaihu .. .. .	24	108	15,085	15,193	50	8	..	354	78	440	20	3,226	8,613	11,839	11,859	
Gisborne .. .. .	60	774	18,927	19,701	35	1,266	94	106,559	1,396	109,315	4,759	8,374	25,973	34,347	39,106	
North Island Main Line and Branches ..	1,486	274,561	3,977,565	4,252,126	328,686	253,971	475,941	4,896,709	564,973	6,191,594	332,573	173,926	2,318,925	2,492,851	2,825,424	
South Island Main Line and Branches ..	1,594	171,799	3,205,331	3,377,130	126,992	79,886	7,507	5,137,625	45,260	5,270,278	234,772	180,942	2,865,936	2,546,878	2,781,650	
Westport .. .. .	36	168	56,961	57,129	678	109	..	71	..	180	39	1,705	305,296	307,001	307,040	
Nelson .. .. .	64	337	36,301	36,638	610	946	573	29,928	1,405	32,852	1,611	134	17,219	17,363	18,964	
Pictou .. .. .	56	5,351	45,767	51,118	494	654	60	124,707	..	125,421	5,209	110	34,598	34,708	39,917	
Total railway operation ..	3,320	453,098	7,355,937	7,809,035	457,545	336,840	484,175	10,295,953	613,112	11,730,080	578,983	368,417	5,076,560	5,444,977	6,023,960	
Lake Wakatipu steamers ..	..	..	25,153	25,153	3	170	..	15,731	..	15,901	686	1,051	6,832	7,883	8,569	

2) OPERATING REVENUE.

Section.	Length Open for Traffic.	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).	Per Train Mile.	Train.	Shunting, &c.	Total.
	Miles.	£	£	£	£	£	£	£	£	d.	Number.	Number.	Number.	Number.
Kaihu .. .. .	24	805	235	1,187	2,237	3,119	31	3,150	5,377	224	95·68	13,488	2,993	16,481
Gisborne .. .. .	60	1,493	437	1,407	3,337	15,883	74	15,957	19,294	322	106·97	43,288	8,851	52,139
North Island Main Line and Branches ..	1,486	762,974	117,316	194,761	1,073,051	2,299,881	57,754	2,357,635	3,432,686	2,310	126·87	6,493,591	2,055,962	8,549,553
South Island Main Line and Branches ..	1,594	419,648	54,731	92,584	566,963	1,733,950	46,410	1,780,360	2,347,323	1,473	143·27	3,932,213	1,509,175	5,441,388
Westport .. .. .	36	2,890	761	799	4,450	58,588	2,783	61,371	65,821	1,828	255·29	61,879	41,301	103,180
Nelson .. .. .	64	1,988	973	354	3,315	8,112	50	8,162	11,477	179	69·71	39,512	10,241	49,753
Pictou .. .. .	56	3,575	863	1,005	5,443	18,901	1,742	20,643	26,086	466	147·56	42,429	22,787	65,216
Total railway operation ..	3,320	1,193,373	175,316	292,097	1,660,786	4,138,434	108,844	4,247,278	5,908,064	1,780	133·44	10,626,400	3,651,310	14,277,710
Lake Wakatipu steamers ..	..	4,179	45	855	5,079	5,534	23	5,557	10,636	..	..	..	..	..



## STATEMENT No. 18.

STATEMENT OF TRAFFIC AND REVENUE FOR EACH STATION FOR THE YEAR ENDED 31ST MARCH, 1935.

Stations.	OUTWARD.														INWARD.				
	NUMBER OF PASSENGERS BY RAILWAYS.			Number of Season Tickets.	Cattle and Calves.	Sheep and Pigs.	Timber, Hundreds of Superficial Feet.	Other Goods.	Ordinary Passengers.	Season Tickets.	Parcels, Luggage, and Mails.	Total Goods.	Miscellaneous.	Total Value forwarded.	Cattle and Calves.	Sheep and Pigs.	Timber, Hundreds of Superficial Feet.	Other Goods.	
	First-class.	Second-class.	Total.																
NORTH ISLAND MAIN LINES AND BRANCHES—																			
Auckland—					Number.	Number.		Tons.		£	£	£	£	£	Number.	Number.		Tons.	
Coaching Goods .. ..	23,024	417,657	440,681	19,514	190	278	24,273	292,854	93,240	7,233	44,782	272,747	10,918	283,665	346	1,079	38,514	226,739	
Newmarket .. ..	1,982	76,599	78,581	7,095	35	..	1,255	4,195	4,658	1,242	801	5,755	136	12,592	25	..	43,500	16,796	
Mount Eden .. ..	647	40,269	40,916	2,632	25	..	147	8,513	3,186	491	511	6,228	117	10,533	356	..	24,539	41,975	
Avondale .. ..	472	72,186	72,658	21,317	354	13	179	2,681	2,659	3,652	299	3,196	12	9,818	416	45	55,725	7,457	
Henderson .. ..	491	89,945	90,436	7,578	8,274	18,921	575	6,827	3,258	2,008	731	6,403	16	12,416	683	5,692	4,354	9,985	
Helensville .. ..	679	43,998	44,677	323	16,970	57,684	2,620	10,829	3,971	210	1,524	11,678	376	17,559	1,851	12,903	1,952	27,719	
Wellford .. ..	284	7,413	7,697	69	7,654	32,554	1,939	7,448	1,647	59	1,204	7,594	67	10,562	847	4,153	2,019	11,942	
Maungaturoto .. ..	382	12,283	12,665	..	6,275	27,017	31	1,421	2,357	..	127	4,350	9	6,843	990	6,544	1,763	6,849	
Paparoa .. ..	103	3,377	3,480	..	8,953	22,509	101	2,384	830	..	130	3,308	5	4,273	446	2,551	765	3,113	
Waiohira .. ..	111	7,595	7,706	15	17,538	63,909	1,924	15,390	1,042	1	713	18,974	204	20,944	1,652	4,789	766	54,970	
Whangarei .. ..	2,073	40,643	42,716	258	14,467	38,376	1,299	16,577	10,196	209	1,267	10,411	429	22,152	1,132	6,540	3,863	18,990	
Hikurangi .. ..	188	5,579	5,767	76	2,632	9,492	2,728	52,904	1,179	62	471	16,853	41	18,606	446	3,697	157	4,618	
Otiria Junction .. ..	544	6,469	7,013	61	2,886	7,569	7,341	1,566	2,793	47	602	4,155	6	7,603	482	957	857	5,528	
Kawakawa .. ..	389	6,266	6,655	2	9	..	..	7,306	687	1	179	3,068	4	3,939	28,065	62,565	751	7,773	
Opua .. ..	400	13,921	14,321	68	26	119	600	595	2,202	37	216	333	83	2,865	19	421	1,022	7,625	
Kaikōhe .. ..	355	10,084	10,439	29	2,134	18,972	1,253	1,244	2,415	4	570	4,761	5	7,795	727	520	142	6,716	
Remuera .. ..	159	6,441	6,600	3,127	699	99	3	37	159	43	60	452	3	1,106	830	566	12,233	1,106	
Green Lane .. ..	209	28,927	29,136	5,382	..	..	..	100	516	851	45	106	2	1,520	12	..	1,431	1,933	
Ellerslie .. ..	154	45,889	46,043	8,531	522	..	..	39	915	1,462	93	1,841	4	4,315	484	..	414	501	
Penrose .. ..	150	33,547	33,697	3,766	357	4,254	48	88,316	551	577	175	38,009	24	39,336	254,921	820,703	9,830	32,246	
Onehunga Town .. ..	40	5,789	5,829	3,540	10	25	16,077	1,193	382	715	261	1,903	57	3,320	15	..	3,774	39,064	
Otahuhu .. ..	835	105,816	106,651	13,214	1,203	15,681	192	137,618	2,957	3,457	245	65,618	44	72,321	47,427	167,774	8,119	113,312	
Papatoetoe .. ..	448	66,198	66,646	11,047	808	730	147	647	2,375	2,407	162	690	10	5,644	2,352	11,857	11,487	5,881	
Papakura .. ..	2,053	99,924	101,977	9,210	8,200	5,040	13	7,635	4,882	2,274	305	2,755	13	10,229	3,177	10,647	1,913	9,137	
Drury .. ..	104	8,401	8,505	218	4,583	10,973	34	6,576	586	183	74	5,560	2	6,405	744	2,260	794	7,560	
Waiuku .. ..	121	12,428	12,549	3	14,392	14,519	231	176	1,188	2	111	1,294	8	2,603	633	6,204	6,545	24,187	
Pukekohe .. ..	1,899	48,233	50,132	193	15,525	22,709	74	9,341	5,445	106	567	11,142	17	17,277	2,610	5,608	4,366	19,609	
Tuakau .. ..	762	20,835	21,597	313	9,258	53,060	78	4,785	2,061	249	208	5,386	9	7,913	1,063	15,659	3,293	11,365	
Pokeno .. ..	41	5,166	5,207	71	5,153	16,894	20	277	537	58	376	891	4	1,866	347	2,887	931	5,069	
Mercer .. ..	318	17,712	18,030	127	344	12,367	20	8,697	1,299	123	135	3,209	28	4,794	171	1,424	367	3,654	
Te Kauwhata .. ..	113	7,018	7,131	12	12,979	50,108	3,343	5,386	1,022	9	1,775	7,277	4	10,087	1,629	7,356	2,941	7,719	
Huntly .. ..	654	62,954	63,608	10,043	4,154	9,055	149	221,390	5,251	2,284	337	163,231	218	171,321	1,002	1,099	2,401	10,123	
Glen Afton .. ..	24	12,077	12,101	72	773	23,212	887	158,592	741	58	58	106,415	243	107,515	568	1,858	1,019	10,070	
Taupiri .. ..	54	7,696	7,750	150	5,461	17,985	404	4,526	936	82	134	5,375	64	6,591	564	2,451	1,373	10,087	
Ngaruawahia .. ..	257	12,880	13,137	132	3,093	5,527	61	65,889	1,939	107	220	59,755	580	62,601	82,320	128,359	1,897	19,947	
Frankton Junction .. ..	5,636	94,042	99,678	113	14,428	130,606	1,155	24,805	24,097	160	1,334	29,818	365	55,774	9,210	85,658	85,333	45,721	
Hamilton .. ..	3,602	61,876	65,478	547	19,694	21,819	1,350	13,862	13,650	651	3,371	21,177	121	38,979	1,226	3,176	28,674	26,179	
Cambridge .. ..	185	5,317	5,502	156	19,414	50,540	23	1,144	984	135	305	4,525	5	5,954	2,597	8,280	2,155	35,844	
Morrinsville .. ..	904	27,297	28,201	401	40,202	164,649	97	16,359	4,084	295	1,280	30,179	16	35,854	5,947	116,026	10,263	29,074	
Matamata .. ..	524	20,633	21,157	171	31,384	109,398	3,931	4,896	4,065	128	528	15,639	20	20,380	1,910	18,343	3,645	32,427	
Putaruru .. ..	446	17,000	17,446	358	7,065	43,095	33,739	3,198	3,305	375	882	13,465	42	18,069	1,735	38,248	4,350	27,103	
Mamaku .. ..	139	8,413	8,552	93	1,767	27,305	72,402	5,453	823	143	232	22,863	3	24,064	147	1,402	369	2,700	
Rotorna .. ..	2,494	28,568	31,062	161	5,463	17,214	16,271	6,119	10,644	152	2,154	9,728	82	22,760	3,423	16,446	1,304	24,359	
Waioa .. ..	134	4,986	5,120	55	15,867	25,376	..	9,990	692	42	179	14,311							

STATEMENT No. 18—*continued.*STATEMENT OF TRAFFIC AND REVENUE FOR EACH STATION FOR THE YEAR ENDED 31ST MARCH, 1935—*continued.*

OUTWARD.															INWARD.				
Stations.	NUMBER OF PASSENGER JOURNEYS.			Number of Season Tickets.	Cattle and Calves.	Sheep and Pigs.	Timber, Hundreds of Superficial Feet.	Other Goods.	Ordinary Passengers.	Season Tickets.	Parcels, Luggage, and Mails.	Total Goods.	Miscellaneous.	Total Value forwarded.	Cattle and Calves.	Sheep and Pigs.	Timber, Hundreds of Superficial Feet.	Other Goods.	
	First-class.	Second-class.	Total.																
NORTH ISLAND MAIN LINES AND BRANCHES— <i>contd.</i>																			
				Number.	Number.			Tons.	£	£	£	£	£	£	Number.	Number.		Tons.	
Tariki .. ..	36	2,535	2,571	97	103	3,378	..	1,340	218	52	25	1,060	2	1,357	34	1,199	400	1,918	
Midhurst .. ..	152	6,078	6,230	197	1,354	3,722	..	2,523	288	104	16	1,607	2	2,017	64	1,161	217	4,957	
Stratford .. ..	2,223	41,574	43,797	375	17,872	46,537	227	5,157	8,608	296	761	5,671	110	15,446	1,896	17,141	5,397	14,140	
Te Wera .. ..	53	1,008	1,061	..	641	7,853	61	256	128	..	56	757	1	942	759	6,921	331	3,458	
Whangamomona ..	128	10,360	10,488	6	1,606	55,752	5,797	9,301	1,246	5	168	10,556	16	11,991	815	5,025	313	1,536	
Ohura .. ..	93	5,904	5,997	16	3,077	46,521	1,615	2,804	1,078	14	733	6,194	2	8,021	1,525	15,300	1,366	7,958	
Eltham .. ..	488	20,393	20,881	326	26,674	51,452	594	13,030	3,061	245	297	12,576	19	16,198	7,608	33,884	7,480	18,724	
Normanby .. ..	23	4,739	4,762	161	14,667	18,636	859	10,046	374	81	33	8,658	7	9,153	1,444	10,197	1,106	18,543	
Hawera .. ..	1,707	47,469	49,176	253	20,956	66,619	297	14,707	9,359	275	783	11,617	125	22,159	6,134	68,127	12,378	29,806	
Patea .. ..	451	10,983	11,434	110	1,509	18,512	458	10,974	2,061	89	233	18,567	279	21,229	27,053	139,877	3,256	35,616	
Waverley .. ..	194	9,293	9,487	62	9,322	79,026	6	2,935	1,506	47	174	6,821	40	8,588	2,968	41,555	8,742	8,090	
Aramoho .. ..	867	16,915	17,782	67	3,600	55,664	108	48,615	3,331	41	526	23,579	16	27,493	1,160	9,799	2,466	39,917	
Wanganui .. ..	3,500	48,637	52,137	317	1,948	25,706	610	13,338	12,511	246	1,608	7,820	1,574	23,759	33,351	271,255	21,451	30,175	
Wharf .. ..	..	..	..	..	..	522	535	41,692	..	..	..	10,780	5,637	16,417	1	..	4,260	4,639	
Fordell .. ..	259	3,391	3,650	63	1,353	57,037	16	379	432	45	80	2,867	5	3,429	529	21,645	639	2,454	
Turakina .. ..	59	7,133	7,192	22	1,009	34,801	5	1,161	555	16	85	2,222	7	2,885	166	16,508	335	2,886	
Greatford .. ..	101	2,538	2,639	21	2,576	50,976	..	6,777	310	18	44	5,471	3	5,846	114	9,722	481	4,250	
Halcombe .. ..	96	6,940	7,036	50	483	34,685	..	2,814	523	..	32	3,501	14	4,125	156	10,578	278	4,406	
Feilding .. ..	1,740	19,883	21,623	97	17,792	236,674	103	14,312	5,610	36	580	23,959	37	30,282	18,756	176,676	13,239	26,164	
Palmerston North ..	12,027	130,661	142,688	261	2,447	32,096	239	35,673	33,690	403	3,694	50,467	442	88,696	9,796	105,334	48,023	62,284	
Ashhurst .. ..	136	6,361	6,497	34	1,461	36,866	109	598	503	30	59	2,979	2	3,573	3,167	31,174	1,068	3,171	
Longburn .. ..	195	14,875	15,070	58	6,333	49,782	..	14,552	696	32	99	22,044	17	22,888	6,576	182,087	142	6,592	
Foxton .. ..	..	432	432	..	844	4,949	..	11,298	13	..	36	5,084	177	5,310	346	6,907	8,170	9,568	
Shannon .. ..	428	33,844	34,272	441	6,605	67,266	84	3,664	2,540	338	267	6,124	7	9,276	982	26,638	1,453	4,470	
Levin .. ..	1,229	36,292	37,521	339	5,379	38,322	30	3,668	5,733	266	569	4,537	31	11,436	1,755	18,857	4,130	7,935	
Otaki .. ..	734	24,830	25,564	378	1,075	31,922	732	2,056	3,360	294	2,712	3,487	15	9,868	661	12,221	738	5,594	
Packakariki .. ..	1,787	56,994	52,781	696	708	30,418	1,454	1,789	4,497	277	1,673	2,156	29	8,632	503	3,538	2,398	6,423	
Johnsonville .. ..	1,009	36,292	45,262	8,440	631	15,356	18	159	2,127	1,936	99	866	9	5,037	14,753	69,459	1,568	3,278	
Thornhill (Coaching) ..	20,870	23,256	263,396	16,421	..	..	..	..	57,187	3,813	15,499	..	142	76,641	..	..	..	..	
Lambton (Coaching) ..	68,551	203,213	271,764	30,284	..	..	..	..	20,506	12,397	4,602	..	308	37,813	..	..	..	..	
Wellington—	..	..	..	..	..	..	..	..	..	..	..	141,493	6,470	147,963	790	531	38,750	177,603	
Goods .. ..	..	..	..	..	380	2,463	12,114	165,466	..	..	..	..	..	308	..	..	..	55,559	
Wharf .. ..	..	..	..	..	..	..	..	4,077	..	..	..	..	..	..	..	..	..	..	
Courtenay Place Book- ing-office .. ..	1,945	13,429	15,374	1,320	..	..	..	..	10,200	1,306	8,702	..	21	20,223	..	..	..	..	
Ngahauranga .. ..	20	2,635	2,655	1,049	4	..	..	15,655	69	193	7	1,877	2	2,148	14,352	691,921	..	3,313	
Petone .. ..	5,304	143,527	148,831	80,607	106	1,188	1,100	33,984	4,209	15,950	292	56,062	141	76,654	8,451	600,607	8,234	39,135	
Lower Hutt .. ..	2,563	46,899	49,462	28,533	41	..	207	11,522	2,207	3,480	414	2,785	18	11,904	216	1,121	13,644	3,496	
Upper Hutt .. ..	1,353	78,665	80,018	15,679	548	8,904	2	910	4,245	4,993	232	2,212	28	11,710	1,098	4,393	89	3,107	
Featherston .. ..	1,900	18,846	20,746	96	4,951	135,956	..	8,207	2,404	78	916	12,560	17	13,975	485	2,169	2,650	8,491	
Carterton .. ..	833	10,519	11,352	56	2,465	68,179	20	18,620	1,957	53	591	26,451	12	29,064	9,677	81,198	6,105	8,078	
Masterton .. ..	4,190	34,835	39,025	19	4,664	150,363	722	8,384	7,258	36	843	14,938	39	23,114	1,430	15,584	11,415	26,889	
Mauriceville .. ..	63	1,844	1,907	21	185	12,322	58	9,991	233	17	30	5,591	2	5,873	38	172	71	1,420	
Eketahuna .. ..	366	5,011	5,377	38	4,180	57,722	3,514	2,866	931	35	169	6,376	7	7,518	300	2,844	1,554	1,939	
Hukarua .. ..	40	2,697	2,737	19	1,134	11,019	..	743	224	16	115	1,309	1	1,665	117	474	542	2,111	
Pahiatua .. ..	498	5,381	5,879	6	4,356	92,363	98	2,725	1,186	7	254	6,856	3	8,309	425	5,748	3,132	5,561	
Mangatainoka .. ..	65	1,705	1,770	2	1,462	47,067	25	1,254	279	2	87	4,849	1	5,218	557	824	378	2,511	
Woodville .. ..	374	18,072	18,946	44	8,321	179,614	157	5,454	2,165	42	165	15,897	17	18,286	1,375	15,180	1,882	4,806	
Dannevirke .. ..																			

## STATEMENT No. 18—continued.

STATEMENT OF TRAFFIC AND REVENUE FOR EACH STATION FOR THE YEAR ENDED 31ST MARCH, 1935—continued.

Stations.	OUTWARD.													INWARD.					
	NUMBER OF PASSENGER JOURNEYS.			Number of Season Tickets.	Cattle and Calves.	Sheep and Pigs.	Timber, in Hundreds of Superficial Feet.	Other Goods.	Ordinary Passengers.	Season Tickets.	Parcels, Luggage, and Mails.	Total Goods.	Miscellaneous.	Total Value forwarded.	Cattle and Calves.	Sheep and Pigs.	Timber, in Hundreds of Superficial Feet.	Other Goods.	
	First-class.	Second-class.	Total.																
SOUTH ISLAND MAIN LINES AND BRANCHES—																			
Lyttelton ..	24,218	209,977	225,195	10,498	Number. 295	Number. 22,788	27,698	Tons. 267,228	£ 8,713	£ 3,093	£ 5,621	£ 105,588	£ 10,371	£ 133,386	Number. 1,007	Number. 6,958	8,953	Tons. 251,872	
Wharf ..	699	56,340	57,039	3,188	..	..	28	9,659	..	..	..	1,807	..	1,807	..	..	..	40,830	
Heathcote ..	819	39,867	40,686	8,625	5	..	..	3,021	954	769	70	2,802	1	4,596	..	..	482	5,270	
Woolston ..	379	25,913	26,292	4,134	..	..	..	3,220	952	1,373	107	1,732	1	4,165	9	..	629	12,056	
Opawa ..	..	..	..	..	..	..	..	..	529	646	27	..	1	1,907	..	..	..	..	
Christchurch—	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	
Coaching ..	47,894	487,004	534,898	12,829	..	..	..	..	60,278	3,948	16,328	..	351	80,595	..	..	..	..	
Goods ..	..	..	..	..	488	..	2,009	77,485	..	..	..	64,961	731	35,392	474	64	60,539	270,491	
Central Booking-office ..	12,881	45,969	58,850	175	..	..	..	..	28,396	1,379	1,147	..	28	30,950	..	..	..	..	
Addington ..	404	13,802	14,206	754	3,739	225,913	3,347	32,749	1,483	127	202	20,025	185	22,622	20,946	440,180	52,076	65,458	
Riccarton ..	243	3,121	3,364	244	3	..	529	4,405	324	81	40	1,489	1	1,935	6	..	43,858	16,272	
Papanui ..	254	7,054	7,308	1,013	54	..	199	4,478	609	354	84	3,829	3	4,879	86	162	15,671	7,755	
Belfast ..	23	8,211	8,234	197	112	7,805	67	28,127	344	182	38	15,936	21	16,521	343	846,982	3,727	9,176	
Kaipoi ..	265	20,756	21,021	385	210	12,118	1,418	20,791	1,249	316	188	9,815	32	11,600	107	246,833	2,058	8,642	
Rangiora ..	409	49,156	49,565	299	975	44,117	4,673	16,305	3,664	309	401	9,625	110	14,109	621	8,738	5,371	10,537	
East Oxford ..	1	1,672	1,673	..	426	45,943	..	3,069	129	..	92	2,930	1	3,162	152	10,656	1,001	3,990	
Sefton ..	24	4,257	4,281	132	226	7,026	68	6,572	370	66	28	3,463	2	3,929	114	4,336	429	2,363	
Amberley ..	61	3,679	3,740	44	372	60,222	4	1,980	388	37	141	2,865	1	3,438	140	19,054	763	2,510	
Waipara ..	112	4,064	4,176	42	1,638	143,985	..	4,490	501	38	220	8,034	16	8,809	406	7,318	420	1,518	
Mina ..	30	1,404	1,434	21	870	62,649	..	2,359	394	16	258	4,191	7	4,866	314	6,137	1,776	3,430	
Parnassus ..	1,409	1,381	2,790	..	754	89,619	1,177	1,950	820	..	222	6,812	20	7,874	242	3,187	576	3,286	
Waikari ..	110	3,688	3,798	34	183	27,935	..	7,538	495	36	78	4,436	2	5,647	39	2,179	918	1,840	
Hawarden ..	20	2,398	2,418	5	798	114,799	1	4,477	350	7	193	6,973	14	7,537	123	9,547	1,347	1,451	
Culverden ..	94	2,301	2,395	..	1,662	73,351	110	3,675	552	..	154	5,782	13	6,501	508	5,694	1,041	3,358	
Waiau ..	36	1,058	1,094	..	500	55,949	1	1,224	287	..	97	3,933	6	4,323	238	1,712	937	2,159	
Hornby ..	98	9,900	9,998	68	1,172	8,263	52	46,278	959	59	41	18,309	4	19,372	1,680	7,797	1,424	37,082	
Lincoln ..	6	4,771	4,777	148	1,050	65,007	40	16,475	286	92	50	6,806	9	7,237	104	4,911	803	2,406	
Leeston ..	12	3,589	3,602	29	402	31,665	..	5,316	339	34	375	3,046	3	3,797	305	15,139	1,362	5,105	
Southbridge ..	2	9,240	9,242	1	580	38,580	..	8,452	687	1	463	5,156	3	6,310	74	6,893	424	2,043	
Little River ..	18	6,953	6,971	26	6,226	127,292	2	1,494	1,017	29	473	5,287	13	6,319	780	21,375	1,130	2,352	
Islington ..	40	6,198	6,238	57	49	4,770	356	18,254	394	52	66	8,172	..	8,684	3,715	374,002	4,351	10,953	
Rolleston ..	75	6,398	6,473	13	313	40,994	..	6,977	512	11	55	3,731	2	4,311	102	4,091	362	1,629	
Kirwee ..	4	1,510	1,514	39	137	21,970	..	3,902	129	34	19	2,255	1	2,438	36	9,791	72	2,099	
Darfield ..	81	2,616	2,697	60	260	69,033	46	10,063	299	50	82	6,106	3	6,540	101	5,930	959	1,276	
Coalgate ..	1	430	431	2	411	62,296	177	11,891	34	2	90	7,597	2	7,725	72	6,810	903	2,861	
Sheffield ..	47	2,101	2,148	24	406	35,499	8	4,190	324	30	191	3,406	4	3,955	75	6,857	243	1,342	
Springfield ..	735	9,530	10,265	34	594	13,889	8	3,712	1,437	29	184	4,927	40	6,617	55	9,568	387	2,354	
Arthurs Pass ..	88	1,711	1,799	..	14	443	5	123	234	..	36	160	1	431	119	740	243	650	
Otira ..	526	15,594	16,120	6	453	7,201	61,626	1,769	2,017	5	223	19,847	22	22,114	46	387	586	3,530	
Moana ..	30	2,954	2,984	39	315	1,002	39,286	1,608	432	40	195	9,276	28	9,965	266	1,469	123	1,664	
Stillwater ..	312	14,760	15,072	163	44	77	37,358	56,544	1,423	101	95	28,747	12	30,378	93	124	714	1,211	
Ngahere ..	80	6,439	6,519	66	925	11,797	86,027	1,220	537	40	105	14,012	30	14,774	323	1,953	635	1,307	
Blackball ..	18	4,686	4,704	237	..	..	..	52,530	448	195	24	22,154	8	22,829	1	..	247	1,269	
Ikamatua ..	119	3,530	3,649	32	237	4,821	45,283	5,612	811	25	111	11,447	17	12,411	188	2,825	1,687	5,164	
Reefton ..	657	13,907	14,564	47															

## STATEMENT NO. 18—continued.

STATEMENT OF TRAFFIC AND REVENUE FOR EACH STATION FOR THE YEAR ENDED 31st MARCH, 1935—continued.

Stations.	OUTWARD.										INWARD.							
	NUMBER OF PASSENGER JOURNEYS.			Number of Season Tickets.	Cattle and Calves.	Sheep and Pigs.	Timber, in Hundreds of Superficial Feet.	Other Goods.	Ordinary Passengers.	Season Tickets.	Parcels, Luggage, and Mails.	Total Goods.	Miscellaneous.	Total Value forwarded.	Cattle and Calves.	Sheep and Pigs.	Timber, in Hundreds of Superficial Feet.	Other Goods.
	First-class.	Second-class.	Total.															
SOUTH ISLAND MAIN LINE AND BRANCHES—continued.																		
Port Chalmers ..	..	75,298	77,712	9,109	10	..	170	41,378	2,766	2,728	147	10,572	1,269	17,482	7	4	2,788	50,285
St. Leonard's ..	..	11,142	11,412	2,437	9	..	4	..	328	621	9	5	1	964	7	2	36	76
Ravensbourne ..	1,253	35,232	36,485	4,178	..	..	..	33,861	490	1,039	13	15,957	5	17,504	..	..	..	3,292
Dunedin (Coaching) ..	25,362	439,799	465,071	15,335	..	..	..	..	72,326	6,030	11,682	..	351	90,389	..	..	..	..
(Goods) ..	..	..	..	..	1,057	717	12,630	112,535	..	..	..	123,248	943	124,191	1,187	814	79,302	187,725
Caversham ..	466	24,795	25,261	2,037	..	..	25	572	1,364	247	132	606	3	2,352	4	..	3,169	5,943
Burnside ..	579	23,341	23,920	3,956	2,021	16,332	27	47,343	507	634	116	41,331	41	42,629	17,458	533,227	2,500	72,822
Green Island ..	1,390	43,077	44,467	5,525	..	..	..	7,239	1,104	1,229	41	2,516	37	4,927	..	..	244	7,908
Abbotsford ..	254	39,668	39,922	5,132	1	..	..	683	916	1,073	25	437	6	2,457	1	..	125	106
Wingatui ..	208	24,347	24,555	1,111	980	30,271	..	3,346	1,065	311	68	4,710	3	6,157	530	748	132	1,264
Middlemarch ..	138	2,779	2,917	..	1,372	85,745	18	2,161	489	..	512	7,283	9	8,293	339	11,645	830	3,013
Waipia ..	76	2,260	2,336	..	447	48,234	..	701	664	..	101	4,117	1	4,883	197	2,355	1,157	4,146
Ranfurly ..	289	3,776	4,065	10	397	62,027	9	1,226	1,222	5	237	5,159	7	6,630	96	3,027	2,060	3,905
Oturehua ..	62	1,314	1,376	6	478	82,260	..	1,621	499	5	215	7,566	3	8,288	39	5,462	1,542	7,954
Omakau ..	119	2,558	2,677	..	681	56,557	17	1,007	979	..	370	5,554	1	6,904	170	6,816	2,936	5,820
Alexandra ..	186	2,424	2,610	22	81	7,429	..	2,634	1,003	33	313	4,895	20	6,264	127	2,534	1,906	4,488
Clyde ..	64	1,347	1,411	52	15	1,909	137	1,133	432	39	149	2,310	10	2,940	3	134	1,362	1,343
Cromwell ..	211	4,651	4,862	..	545	37,087	..	3,986	2,117	..	490	8,286	6	10,899	189	1,876	3,941	5,706
Mosgiel ..	1,724	76,244	77,968	6,133	309	8,339	5	3,402	3,980	2,058	317	1,533	8	7,896	335	3,458	574	1,629
Outram ..	10	5,747	5,757	240	190	5,869	..	1,437	355	74	22	914	2	1,367	166	1,797	986	6,152
Allantown ..	215	9,551	9,766	22	681	19,114	20	4,388	606	18	168	2,466	2	3,260	689	7,298	314	2,426
Milburn ..	10	1,304	1,314	9	248	13,842	2	61,671	104	9	27	20,624	255	21,019	133	2,636	503	13,119
Milton ..	528	18,923	19,451	28	1,051	44,800	26	4,656	3,001	35	755	4,150	73	8,014	365	14,481	1,677	10,290
Lawrence ..	90	5,025	5,115	1	262	24,175	574	3,128	582	4	170	2,729	7	3,492	142	4,166	1,286	5,519
Miller's Flat ..	13	420	433	..	92	27,539	38	1,874	83	..	71	4,104	1	4,259	65	771	798	3,126
Roxburgh ..	17	422	449	..	12	10,200	15	4,148	158	..	70	7,331	3	7,562	36	189	2,148	2,987
Lovell's Flat ..	90	1,963	2,053	68	178	26,141	..	10,765	182	26	36	5,982	123	6,349	31	970	530	2,775
Stirling ..	201	10,218	10,419	317	5,183	8,274	..	90,148	1,091	232	158	48,801	1,158	51,440	498	2,268	1,270	4,115
Balclutha ..	1,086	28,952	30,038	76	1,358	62,852	2,538	16,278	5,433	62	842	21,217	61	27,615	3,247	185,616	4,537	15,072
Owaka ..	21	5,776	5,797	27	358	39,970	29,644	6,901	960	23	350	11,660	6	12,999	243	6,121	819	7,397
Tahakopa ..	2	10,982	10,984	1	89	1,811	16,721	833	1,232	1	150	4,098	26	5,507	165	2,022	150	1,756
Waiwera ..	12	2,338	2,350	1	165	13,383	531	1,538	302	1	421	1,857	2	2,583	64	1,834	558	6,872
Clinton ..	165	12,889	13,054	35	390	31,246	6,120	1,265	1,810	30	92	3,739	11	5,682	170	2,510	374	5,706
Waipahi ..	127	6,892	7,019	9	1,564	51,828	..	2,566	1,332	12	269	4,150	3	5,766	176	1,772	485	8,162
Tapanui ..	23	1,208	1,231	..	524	39,062	367	2,071	386	..	45	4,622	..	5,053	158	945	571	5,322
Heriot ..	5	272	277	..	512	79,899	..	1,901	82	..	106	5,822	..	6,010	469	1,293	1,821	8,395
Gore ..	1,980	46,491	48,471	238	2,021	164,039	698	17,317	10,020	196	1,242	19,119	88	30,665	1,066	10,395	2,534	44,522
Riversdale ..	28	3,932	3,960	110	683	133,996	4	6,040	502	97	138	10,366	2	11,155	315	5,138	685	18,582
Mataura ..	154	22,879	23,033	289	549	28,762	1,007	16,747	2,431	210	119	21,918	12	24,690	314	167,623	771	14,922
Edendale ..	319	15,991	16,310	186	2,782	39,820	..	5,741	2,574	151	112	6,971	63	9,871	472	12,866	505	13,498
Wyndham ..	9	1,213	1,222	..	325	13,460	1	2,260	126	..	52	2,697	..	2,875	179	1,596	236	9,507
Woodlands ..	48	9,250	9,298	63	1,392	39,059	310	3,202	869	48	61	3,229	2	4,209	164	12,785	268	12,337
Invercargill (Coaching) ..	6,125	202,432	208,607	4,544	..	..	..	..	33,078	2,274	2,443	35,145	123	73,063	..	..	..	..
(Goods) ..	..	..	..	..	3,683	49,722	12,181	55,943	..	..	..	..	523	523	2,599	24,673	13,312	117,810
Waimahaka ..	..	8,016	8,016	67	1,855	49,414	1,275	7,254	489	50	191	5,076	9	5,815	389	5,671	785	13,896
Bluff ..	481	52,068	52,549	1,641	76	198												

Commodity.	Year ended 31st March, 1935.						Year ended 31st March, 1934.									
	Tonnage carried.	Per Cent. of Gross.	Tons One Mile (000 omitted).	Average Haul.	Revenue.			Tonnage carried.	Per Cent. of Gross.	Tons One Mile (000 omitted).	Average Haul.	Revenue.				
					Total.	Per Cent. of Gross.	Per Ton. Mile.					Total.	Per Cent. of Gross.	Per Ton. Mile.		
<i>Products of Agriculture.</i>				Miles.	£	£ s. d.	d.				Miles.	£	s. d.	d.		
Grain ..	304,936	5.06	14,041	46	139,771	3.30	0 9 2	2.38	276,105	4.89	12,336	45	3.16	9 2	2.45	
Meals ..	118,666	1.97	7,620	64	69,002	1.63	0 11 8	2.17	115,139	2.04	7,291	63	1.69	11 10	2.23	
Fruit ..	47,997	0.80	9,144	191	73,315	1.73	0 10 7	1.92	41,237	0.73	2,715	175	1.47	28 6	2.26	
Root crops and fodder ..	111,718	1.85	8,250	74	66,932	1.58	0 12 0	1.94	106,844	1.89	8,633	81	1.67	12 6	1.84	
Flax, green and pressed ..	10,695	0.18	746	70	6,906	0.16	0 12 11	2.22	12,715	0.23	8,859	68	0.22	13 8	2.41	
Seeds ..	21,767	0.36	1,195	55	16,107	0.38	0 14 10	3.23	22,343	0.40	1,330	62	0.43	15 6	3.00	
	615,779	10.22	40,996	67	372,033	8.78	0 12 1	2.17	574,383	10.18	37,714	66	8.64	12 0	2.19	
<i>Animals and their Products.</i>																
Cattle and horses ..	136,490	2.27	11,163	82	160,896	3.80	1 3 7	3.45	134,269	2.38	10,799	80	3.89	23 2	3.45	
Sheep and pigs ..	442,493	7.35	31,018	70	409,613	9.67	0 18 6	3.16	414,534	7.34	31,405	76	9.99	19 3	3.05	
Meat ..	238,404	3.96	6,700	28	195,042	4.61	0 16 4	6.98	226,021	4.01	6,439	28	4.04	16 5	6.90	
Butter ..	131,590	2.18	10,015	76	145,180	3.43	1 2 1	3.47	146,275	2.59	10,317	71	3.94	21 7	3.66	
Cheese ..	78,397	1.30	4,467	57	78,163	1.85	0 19 11	4.19	89,480	1.59	4,994	56	2.34	20 11	4.49	
Wool ..	126,682	2.10	7,195	57	119,676	2.83	0 18 11	3.99	152,036	2.69	8,437	55	3.95	20 9	4.48	
Dairy by-products ..	20,784	0.35	1,720	83	19,366	0.46	0 18 8	2.70	16,666	0.31	1,392	84	0.40	19 2	2.75	
Fat, hides, and skins ..	44,792	0.74	1,991	44	44,803	1.06	1 0 0	5.39	42,142	0.75	1,852	44	1.05	19 11	5.44	
Fish ..	7,858	0.13	1,342	170	11,598	0.27	1 9 6	2.07	8,591	0.15	1,350	157	0.30	28 1	2.14	
	1,227,490	20.38	75,611	62	1,184,337	27.98	0 19 4	3.75	1,230,014	21.81	76,985	63	30.50	19 10	3.79	
<i>Products of Mines.</i>																
Agricultural lime ..	244,896	4.07	16,127	66	89,616	2.12	0 7 4	1.33	195,018	3.45	12,942	66	1.80	7 5	1.33	
Coal, imported ..	30,531	0.51	557	18	10,846	0.26	0 7 1	4.67	32,024	0.57	601	19	0.29	7 4	4.70	
Coal, New Zealand hard ..	654,170	10.86	27,523	42	211,703	5.00	0 6 6	1.84	645,461	11.44	27,601	43	215.429	5.39	6 8	1.87
Coal, New Zealand brown ..	756,123	12.55	91,472	121	493,631	11.66	0 13 1	1.39	752,823	13.34	88,232	117	484.764	12.13	12 11	1.31
Road-metal ..	128,540	2.13	3,496	27	31,425	0.74	0 4 11	2.15	91,904	1.63	2,166	24	0.52	4 6	2.28	
Lime and coke ..	28,202	0.47	2,215	79	16,031	0.38	0 11 4	1.73	29,418	0.52	1,980	67	0.38	10 2	1.81	
	1,842,462	30.59	141,390	77	853,252	20.16	0 9 3	1.44	1,746,648	30.95	133,542	76	819.684	20.51	9 5	1.47
<i>Products of Forests.</i>																
Timber, imported ..	13,017	0.22	685	53	10,292	0.24	0 15 10	3.60	7,708	0.14	378	49	0.16	16 7	4.05	
Timber, New Zealand ..	355,400	5.90	38,705	109	320,901	7.58	0 18 1	1.98	293,514	5.20	31,162	106	6.72	18 3	2.06	
Firewood, posts, &c. ..	81,349	1.35	6,700	82	36,650	0.87	0 9 0	1.31	61,583	1.09	4,624	75	0.64	8 5	1.33	
	449,766	7.47	46,090	102	367,843	8.69	0 16 4	1.91	362,805	6.43	36,164	100	7.52	16 7	1.99	
<i>Manufactures, &amp;c.</i>																
Benzine, gasoline, kerosene ..	119,739	1.99	10,813	90	208,055	4.91	1 14 9	4.61	110,731	1.96	10,030	91	4.84	35 0	4.62	
Cement ..	44,916	0.75	4,819	107	43,997	1.04	0 19 7	2.19	47,189	0.84	4,579	97	1.18	20 0	2.47	
Manures ..	626,717	10.40	42,210	67	303,583	7.17	0 9 8	1.72	552,441	9.79	35,802	65	263.215	6.59	9 6	1.76
	791,372	13.14	57,842	73	555,635	13.12	0 14 0	2.30	710,361	12.59	50,411	71	12.61	14 2	2.39	
Miscellaneous ..	1,097,091	18.20	57,726	53	900,236	21.27	0 16 5	3.74	1,017,988	18.04	48,704	48	808.140	20.22	15 11	3.98
Totals ..	6,023,960	100.00	419,655	70	4,233,336	100.00	0 14 1	2.42	5,642,199	100.00	383,520	68	3,996.884	100.00	14 2	2.50

STATEMENT No. 20.

STATEMENT SHOWING MILEAGE, CAPITAL COST, TRAFFIC, OPERATING REVENUE, AND OPERATING EXPENDITURE OF  
NEW ZEALAND GOVERNMENT RAILWAYS FROM 1ST APRIL, 1925, TO 31ST MARCH, 1935.

MILEAGE, CAPITAL COST, TRAFFIC, AND REVENUE.

Year.	Miles.	Capital Cost.	Train-mileage.	Passenger Journeys.	Passenger Revenue.	Other Coaching Revenue.	Cattle and Calves.	Sheep and Pigs.	Timber.
		£		No.	£	£	No.	No.	Tons.
1925-1926 ..	3,138	45,794,199	10,319,407	27,653,414	2,537,047	409,207	391,649	8,209,965	770,654
1926-1927 ..	3,164	47,195,948	10,723,864	26,002,137	2,304,180	377,367	391,062	8,902,511	663,442
1927-1928 ..	3,180	49,014,832	10,838,594	25,379,665	2,145,296	379,933	459,742	9,299,715	570,558
1928-1929 ..	3,287	54,210,139	11,113,482	25,574,843	2,124,746	378,141	634,394	9,685,374	568,026
1929-1930 ..	3,287	55,347,541	12,022,043	25,413,621	1,995,927	386,792	695,060	10,271,544	574,080
1930-1931 ..	3,322	58,076,236	11,281,898	22,813,708	1,778,725	359,276	729,567	10,279,407	403,095
1931-1932 ..	3,315	49,661,930	10,168,720	19,151,480	1,339,589	316,245	685,649	10,685,464	253,534
1932-1933 ..	3,315	49,744,744	9,828,853	18,366,654	1,207,296	283,822	687,027	10,550,860	253,633
1933-1934 ..	3,320	52,173,142	10,163,474	19,047,186	1,336,334	281,889	918,111	10,240,258	301,222
1934-1935 ..	3,320	52,352,985	10,626,400	19,654,467	1,368,688	292,096	821,015	10,909,065	368,417

Year.	Goods.	Total.	Goods Revenue.	Miscellaneous Revenue, Labour, Demurrage, &c.	Total Revenue.	Revenue per Train-mile.
	Tons.	Tons.	£	£	£	d.
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
1930-1931 ..	5,998,562	6,401,657	4,487,357	156,029	6,781,388	144·26
1931-1932 ..	5,018,719	5,272,253	4,019,600	113,531	5,788,965	136·63
1932-1933 ..	4,691,959	4,945,592	3,745,777	102,180	5,339,075	130·37
1933-1934 ..	4,792,174	5,093,396	3,911,245	99,367	5,628,835	132·92
1934-1935 ..	5,076,560	5,444,977	4,138,434	108,846	5,908,064	133·44

EXPENDITURE.

Year.	Maintenance of Way and Works.			Maintenance of Signals and Electrical Appliances.			Maintenance of Locomotives, Carriages, and Wagons.		
	Amount.	Per Cent. of Revenue.	Per Mile of Railway.	Amount.	Per Cent. of Revenue.	Per Mile of Railway.	Amount.	Per Cent. of Revenue.	Per Train-mile.
	£		£	£		£	£		d.
1925-1926 ..	1,144,385	15·08	368·80	105,064	1·38	33·86	1,311,317	17·28	30·50
1926-1927 ..	1,074,334	14·47	340·30	100,861	1·36	31·95	1,303,444	17·56	29·17
1927-1928 ..	1,147,067	15·62	360·94	102,871	1·40	32·37	1,380,727	18·80	30·57
1928-1929 ..	1,111,229	14·77	341·50	112,206	1·49	34·48	1,424,165	18·93	30·76
1929-1930 ..	1,146,014	15·33	352·19	117,577	1·57	36·13	1,680,919	22·49	33·55
1930-1931 ..	1,150,329	16·97	348·27	104,464	1·54	31·63	1,502,698	22·16	31·97
1931-1932 ..	997,629	17·23	300·94	107,584	1·86	32·45	1,270,585	21·94	29·99
1932-1933 ..	931,273	17·44	280·93	105,586	1·98	31·85	1,188,474	22·26	29·02
1933-1934 ..	993,207	17·65	299·16	110,298	1·96	33·22	1,220,102	21·67	28·81
1934-1935 ..	1,047,825	17·74	315·61	137,477	2·33	41·41	1,236,324	20·93	27·92

Year.	Locomotive Transportation.			Traffic Transportation.			General Charges.			Total Expenditure.	Expenditure per Train-mile.	Expenditure per Cent. of Revenue.
	Amount.	Per Cent. of Revenue.	Per Train-mile.	Amount.	Per Cent. of Revenue.	Per Train-mile.	Amount.	Per Cent. of Revenue.	Per Train-mile.			
	£		d.	£		d.	£		d.	£	d.	
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	143·37	81·23
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	137·82	82·96
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	139·55	85·81
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	137·66	84·71
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	136·71	91·62
1930-1931 ..	1,594,672	23·53	33·92	1,798,490	26·52	38·26	255,490	3·76	5·43	6,406,143	136·28	94·47
1931-1932 ..	1,254,770	21·67	29·61	1,424,520	24·60	33·62	246,565	4·26	5·82	5,301,653	125·13	91·56
1932-1933 ..	1,114,801	20·88	27·22	1,255,280	23·51	30·65	238,340	4·47	5·82	4,833,754	118·03	90·54
1933-1934 ..	1,064,827	18·92	25·14	1,253,833	22·28	29·61	234,879	4·17	5·55	4,877,146	115·17	86·65
1934-1935 ..	1,127,160	19·08	25·46	1,360,928	23·04	30·74	228,874	3·87	5·17	5,138,588	116·06	86·99

STATEMENT NO. 21.

COMPARATIVE STATEMENT OF THE NUMBER OF EMPLOYEES FOR YEARS 1933-34 AND 1934-35.

Branch.	Kaihu.	Gisborne	North Island Main Line and Branches.	South Island Main Line and Branches.	Westport.	Nelson.	Pictou.	Stores.	Refreshment Branch.	Advertising Branch.	Road Motors Branch.	Total.
1934-35.												
General ..	1	2	561	148	3	3	3	276	310	34	119	1,460
Traffic ..	3	10	2,513	2,161	48	11	26	..	..	..	..	4,772
Maintenance ..	6	19	2,175	1,289	34	20	22	..	..	..	..	3,565
Locomotive ..	4	10	3,761	2,397	50*	11	18	..	..	..	..	6,251
Totals ..	14	41	9,010	5,995	135	45	69	276	310	34	119	16,048
1933-34.												
General ..	1	2	550	147	3	3	3	259	273	31	114	1,386
Traffic ..	3	10	2,469	2,099	47	10	22	..	..	..	..	4,663
Maintenance ..	7	23	1,919	1,165	38	20	25	..	..	..	..	3,194
Locomotive ..	4	9	3,499	2,142	44*	12	18	..	..	..	..	5,728
Totals ..	15	44	8,437	5,553	132	45	68	259	273	31	114	14,971

\* Workshop staff only. Westport locomotive-running staff are included in South Island Main Line and Branches.

STATEMENT NO. 22.

STATEMENT OF ACCIDENTS FOR THE YEAR ENDED 31ST MARCH, 1935.

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.				Miscellaneous.				Accidents in Railway Workshops, &c.				Total.																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																			
	Passengers.		Employees.		Passengers.		Employees.		Other Persons.		Passengers.		Employees.		Other Persons.		Injured.		Killed.		Injured.		Killed.		Injured.		Killed.		Injured.		Killed.			Injured.		Killed.																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.		Killed.																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																		
Kaihu	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..



## STATEMENT NO. 23.

STATEMENT OF CARRIAGE, RAIL-CAR, BRAKE-VAN, AND WAGON STOCK, AND TARPAULINS. FOR  
THE YEAR ENDED 31ST MARCH, 1935.

Description.	Class.	Kaihu.	North Island Main Line and Branches.	Gisborne.	South Island Main Line and Branches.	Westport.	Nelson.	Pictou.	Total.
<b>CARRIAGES—</b>									
First class .. .. .	..	..	151	..	114	..	..	3	268
Second class .. .. .	..	3	457	..	342	10	7	4	823
Composite .. .. .	..	1	236	6	130	..	7	5	385
Sleeping .. .. .	..	..	13	..	4	..	..	..	17
Combination day-sleeping .. .. .	..	..	4	..	..	..	..	..	4
Totals .. .. .	..	4	861	6	590	10	14	12	1,497
<b>RAIL-CARS</b> .. .. .									
	..	..	1	..	1	..	..	..	2
<b>VANS—</b>									
Postal vans .. .. .	..	..	7	..	6	..	..	..	13
Brake-vans .. .. .	..	3	263	4	200	7	3	4	484
Totals .. .. .	..	3	270	4	206	7	3	4	497
<b>WAGONS—</b>									
Special purpose wagons .. .. .	E	..	1	..	..	..	..	..	1
Horse-boxes .. .. .	G	..	91	1	81	..	1	4	178
Cattle .. .. .	H	..	403	4	255	4	4	8	678
Sheep .. .. .	J	..	1,302	40	1,165	..	11	43	2,561
Covered goods .. .. .	K	1	298	2	214	5	6	3	529
Sleeping-vans .. .. .	K	..	24	..	49	1	1	..	75
High sides .. .. .	L	4	3,351	32	3,974	12	83	137	7,593
High sides .. .. .	LA	..	3,163	..	3,034	..	..	..	6,197
High sides .. .. .	LB	..	1,184	15	590	5	20	37	1,851
Low sides .. .. .	M	12	527	31	925	24	14	18	1,551
Work-train hopper .. .. .	M	..	..	..	34	..	..	..	34
Low sides, steel .. .. .	MA	..	141	12	..	..	..	..	153
Work-train .. .. .	MB	..	2	..	1	..	..	..	3
Low sides .. .. .	MB	..	10	9	15	..	..	..	34
Timber .. .. .	N	40	156	..	170	32	8	..	406
Iron hopper .. .. .	O	..	21	..	..	..	..	..	21
Iron hopper for ballast .. .. .	OB	..	24	..	..	..	..	..	24
Platform coal .. .. .	P	..	196	..	..	..	..	..	196
Petrol inspection .. .. .	Pw	..	..	..	1	..	..	..	1
Moveable hopper .. .. .	Q	..	..	..	478	723	..	..	1,201
Frozen meat .. .. .	W	..	141	..	30	..	..	..	171
Frozed meat .. .. .	WA	..	237	3	62	..	15	..	317
Covered goods .. .. .	X	..	155	..	24	..	..	..	179
Cool, ventilated .. .. .	XA	1	316	..	420	..	..	7	744
Cool, ventilated .. .. .	XB	..	88	..	36	..	..	..	124
Work-train .. .. .	Y	..	81	..	18	..	..	..	99
Work-train hopper .. .. .	YB	..	248	..	142	..	..	..	390
Special purpose wagons, bogie .. .. .	E	..	4	..	3	..	..	1	8
High side, bogie .. .. .	R	2	206	..	82	..	..	..	290
High side, bogie .. .. .	RB	..	70	..	41	..	..	..	111
High side, bogie .. .. .	RD	..	14	..	..	..	..	..	14
High side, bogie .. .. .	RN	..	34	..	..	..	..	..	34
Sheep, bogie .. .. .	S	..	31	..	39	..	..	..	70
Cattle, bogie .. .. .	T	..	29	..	21	..	..	..	50
Platform, bogie .. .. .	U	..	206	40	116	4	4	10	380
Gas Storeholder, bogie .. .. .	UA	..	10	..	4	..	..	..	14
Platform, bogie .. .. .	UB	..	138	..	219	..	..	..	357
Horse-boxes, bogie .. .. .	UG	..	45	..	49	..	..	..	94
Frozen and chilled meat, bogie .. .. .	V	..	62	..	66	..	..	..	128
Frozen and chilled meat, bogie .. .. .	VB	..	123	..	65	..	..	..	188
Covered goods, bogie .. .. .	Z	..	70	..	36	..	..	..	106
Sleeping-vans .. .. .	Z	..	..	..	1	..	..	..	1
Covered goods, bogie .. .. .	ZP	..	76	..	78	..	..	..	154
Totals .. .. .	..	60	13,278	189	12,538	810	167	268	27,310
<b>TARPAULINS</b> .. .. .									
	..	28	11,868	113	11,345	52	164	287	23,857



STATEMENT No. 24.

LOCOMOTIVE STOCK FOR YEAR ENDED 31ST MARCH, 1935.

Class.	Type.	Number superheated.	Number Thermic Syphons.	Kailua.	North Island Main Line and Branches.	Gisborne.	South Island Main Line and Branches.	Westport.	Nelson.	Pictou.	Total.
A	Tender (4-cyl. balanced compound) ..	36	7	..	33	..	24	..	..	..	57
A	„ (No. 409, simple) ..	1	..	..	..	..	1	..	..	..	1
AA	„ ..	10	..	..	10	..	..	..	..	..	10
AB	„ ..	141	2	..	87	..	54	..	..	..	141
B	„ ..	8	1	..	..	..	8	..	..	..	8
BA	„ ..	10	1	..	..	..	10	..	..	..	10
BB	„ ..	26	..	..	30	..	..	..	..	..	30
C	„ (shunting)	24	..	..	12	..	12	..	..	..	24
D	Clayton (shunting)	..	..	..	1	..	..	..	..	..	1
E	Electric ..	..	..	..	..	..	11	..	..	..	11
EB	„ (battery, shunting, workshops)	..	..	..	2	..	3	..	..	..	5
F	Tank ..	..	..	2	3	..	21	..	1	..	27
FA	„ ..	..	..	..	..	..	2	2	3	2	9
G	Garratt (articulated)	3	3	..	3	..	..	..	..	..	3
H	Tank (Fell)	..	..	..	6	..	..	..	..	..	6
J	Tender ..	..	..	..	..	..	3	..	..	..	3
K	„ ..	18	..	..	18	..	..	..	..	..	18
L	Tank ..	..	..	..	2	..	..	..	..	..	2
Q	Tender ..	13	1	..	1	..	12	..	..	..	13
R	Tank (single, Fairlie)	..	..	..	..	..	1	..	..	..	1
U	Tender ..	9	..	..	..	..	9	..	..	..	9
UA	„ ..	1	..	..	..	..	3	..	..	..	3
UB	„ ..	7	..	..	..	..	11	..	..	..	11
UC	„ ..	6	..	..	..	..	9	..	..	..	9
W	Tank ..	..	..	..	..	..	2	..	..	..	2
WA	„ ..	..	..	..	..	5	3	..	..	..	8
WA	„ (J, converted)	..	..	..	..	..	1	..	..	..	1
WAB	„ {	30	..	..	20	..	10	..	..	..	30
WS	„ }	..	..	..	..	..	..	5	..	..	5
WB	„ ..	..	..	..	..	..	..	..	..	..	..
WD	„ ..	..	..	..	4	..	..	..	..	..	4
WE	„ ..	2	..	..	..	..	2	..	..	..	2
WF	„ ..	13	..	..	17	..	17	..	3	4	41
WG	„ ..	8	..	..	20	..	..	..	..	..	20
WW	„ ..	50	..	..	47	..	..	3	..	..	50
X	Tender (4-cyl. balanced compound) ..	9	6	..	18	..	..	..	..	..	18
	Totals .. ..	425	21	2	334	5	229	10	7	6	593

## STATEMENT NO. 25.

ALL SECTIONS.

LOCOMOTIVE RUNNING COSTS, YEAR ENDED 31ST MARCH, 1935.

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.		Stores.	Fuel.			Wages.
N.I.M.L. and branches	333	6,598,972	1,947,115	8,546,087	25,664	5,234,557	Quarts.	£	£	£	£	£	N.I.M.L. and branches
S.I.M.L. and branches	218	3,813,547	1,400,747	5,214,294	23,919	2,588,983	213,028	141,056	8,321	146,616	234,743	445,153	S.I.M.L. and branches.
Kaihu ..	2	13,488	2,993	16,481	8,241	5,849	518	75	20	423	149,160	1,154	Kaihu.
Gisborne ..	5	43,288	8,851	52,139	10,428	27,259	2,262	769	75	3,423	1,515	5,782	Gisborne.
Westport ..	10	62,252	40,928	103,180	10,318	48,640	4,790	4,091	236	2,525	4,041	10,893	Westport.
Nelson ..	7	39,512	10,241	49,753	7,108	19,234	1,739	819	55	1,762	1,325	3,961	Nelson.
Pictou ..	6	42,613	22,603	65,216	10,869	21,130	2,481	1,240	144	2,437	2,187	6,008	Pictou.
Total steam	581	10,613,672	3,433,478	14,047,150	24,178	7,945,652	551,402	383,095	22,107	460,912	393,607	1,259,721	
Electric locos., E 2-6	5	38,046	47,690	85,736	17,147	Units.	1,860	4,103	110	17,687	1,469	23,369	E 2-6.
Electric locos., E 7-12	6	112,534	22,121	134,655	22,442	2,201,310	2,310	3,869	187	4,586	2,082	10,724	E 7-12.
Electric rail-motor, Rm. 6.	1	980	34	1,014	1,014	6,774	12	27	1	79	11	118	Rm. 6.
Petrol rail-motor, Rm. 1	1	..	3,466	3,466	3,466	Gals.	52	153	3	54	69	279	Rm. 1.
Steam rail-motor, Rm. 2	1	5,472	217	5,689	5,689	Cwt.	221	80	15	32	117	244	Rm. 2.
Grand total	595	10,770,704	3,507,006	14,277,710	23,996	..	555,857	391,327	22,423	483,350	397,355	1,294,455	

Section.	Cost per Locomotive-mile.						Depreciation Charges.	Water Charges.	Conversion and Alteration Charges.	General Charges.	Cost of Depreciation (Charges per Locomotive-mile).	Cost of Water Charges per Locomotive-mile.	Cost of Conversions and Alteration Charges per Locomotive-mile.	Total Cost.	Total Cost per Locomotive-mile.	Days in Steam.	Average Number of Locomotive.	Section.
	Running.			Total.														
	Repairs.	Stores.	Fuel.	Wages.														
N.I.M.L. and branches	d. 6-60	0-37	8-53	d. 6-59	d. 22-09	£ 52,561	£ 13,508	£ 23,934	£ 92,207	d. 1-48	d. 0-38	d. 0-67	d. 2-59	£ 968,980	d. 27-21	73,166	220	N.I.M.L. and branches.
S.I.M.L. and branches	6-49	0-38	6-75	6-87	20-49	20,651	5,232	8,248	56,097	0-95	0-24	0-38	2-58	535,381	24-64	46,970	215	S.I.M.L. and branches.
Kaihu ..	1-09	0-29	6-16	9-26	16-80	34	19	..	158	0-50	0-28	..	2-30	1,365	19-88	308	154	Kaihu.
Gisborne ..	3-54	0-35	15-76	6-97	26-62	221	80	..	406	1-01	0-37	..	1-87	6,489	29-87	515	103	Gisborne.
Westport ..	9-52	0-55	5-87	9-40	25-34	601	144	..	1,237	1-40	0-33	..	2-88	12,875	29-95	1,653	165	Westport.
Nelson ..	3-95	0-27	8-50	6-39	19-11	366	58	..	255	1-76	0-28	..	1-23	4,640	22-38	518	74	Nelson.
Pictou ..	4-56	0-53	8-97	8-05	22-11	538	63	..	511	1-98	0-23	..	1-88	7,120	26-20	804	134	Pictou.
Total steam	6-55	0-38	7-87	6-72	21-52	74,972	19,104	32,182	150,871	1-28	0-33	0-55	2-58	1,536,850	26-26	123,934	213	
Electric locos., E 2-6	11-49	0-31	49-51	4-11	65-42	2,288	..	..	922	6-40	..	..	2-58	26,579	74-40	1,314	263	E 2-6.
Electric locos., E 7-12	6-90	0-33	8-17	3-71	19-11	1,845	..	..	1,448	3-29	..	..	2-58	14,017	24-98	1,123	187	E 7-12.
Electric rail-motor, Rm. 6	6-39	0-24	18-70	2-60	27-93	846	..	..	12	200-24	..	..	2-84	976	231-01	21	21	Rm. 6.
Petrol rail-motor, Rm. 1	10-59	0-21	3-74	4-78	19-32	123	..	..	37	8-52	..	..	2-56	439	30-40	32	32	Rm. 1.
Steam rail-motor, Rm. 2	3-37	0-63	1-35	4-94	10-29	455	..	..	61	19-19	..	..	4-22	760	32-06	62	62	Rm. 2.

Approximate Cost of Paper.—Preparation not given; printing (1,540 copies, including graph), £135.

NEW ZEALAND GOVERNMENT RAILWAYS.



