

APPENDICES

APPENDIX A.

REPORT ON WORKING RAILWAYS BY THE NEW ZEALAND RAILWAY COMMISSIONERS.

SIR,—

Government Buildings, Wellington, 31st December 1894.

In reference to your memorandum of the 21st December, 1894, for a report upon the condition of the railways and a statement of the revenue and expenditure up to the time the Commissioners vacate office—namely, to-day—and also any other matter in connection with the future working of the railways, we have to report that the lines, rolling-stock, and workshop machinery are generally all in good working-order and repair, as detailed in accompanying reports of the Working Railways and Locomotive Departments.

The statement of accounts shows a falling-off in revenue and an increase of expenditure for the portion of the financial year 1st April to 8th December, as compared with the corresponding period of the previous year ending 9th December. The decrease in revenue is principally on the Hurunui-Bluff Section, due to the diminished grain-traffic and its reflex effect on other items of traffic. The increased expenditure of nearly £11,000, or about 2 per cent. on the corresponding period's outlay, is mainly on renewals, ballasting, and bridges of the permanent-way.

In a system of nearly 2,000 miles of railway in ten independent unconnected sections, there must necessarily be fluctuations in expenditure from year to year, especially where, as in this case, so many of the structures are of timber, and where the property is in course of improvement by the strengthening of bridges and lines to bear heavier rolling-stock.

An additional mileage of 32 miles 37 chains was opened during the year, making in all a total mileage of 1,983 miles 67 chains on this date.

The tariff was amended on twenty-two items, as per list appended. The concessions made are in direct encouragement of the settlement of the country and will not materially affect the revenue.

With regard to the future working of the railways, we would recommend that it will be in the interests of economical working to keep on gradually increasing the capacity of the main lines to carry heavier rolling-stock, by strengthening the bridges, by completing the relaying with 53lb. steel rails and additional sleepers, and by reducing grades and flattening curves.

We have the pleasure to acknowledge the efficiency and loyalty of the railway staff. They are an excellent body of officers and men.

We have, &c.,

The Hon. the Minister for Public Works.

JAMES MCKERROW, }
T RONAYNE, } Railway
JOHN L. SCOTT, } Commissioners.

MEMORANDUM for the RAILWAY COMMISSIONERS *re* CONDITION of the NEW ZEALAND RAILWAYS.

Locomotive Superintendent's Office, Wellington, 29th December, 1894.

In reply to your Memorandum No. 6458, of the 18th instant, I have the honour to report that the locomotives, rolling-stock, and plant in my charge are in good and efficient order, also that the improvements, &c. indicated in my report (56-37-94) of the 11th January last have been continued as circumstances permitted.

The principal workshops throughout the colony were on short time—viz., five days per week—from the 28th May to the 13th October 1894.

Attached please find the following reports from the various officers: Workshop Manager, Addington (together with reports from Foremen Fitter, Blacksmith, Carpenter and Painter); Workshop Manager Hillside (together with reports from Foremen Fitter, Blacksmith, and Carpenter); Locomotive Foremen, Christchurch, Dunedin, and Invercargill; Carriage and Wagon Inspectors, Christchurch and Dunedin; Workshop Foreman, Petone; Locomotive Foreman, Wellington; Locomotive Manager East Town (together with reports from Rolling-stock Inspector and Workshop Foreman); Locomotive Foreman, Napier (together with report from Rolling-stock Inspector); Locomotive Manager, Newmarket (together with reports from Locomotive Foreman, Workshop Foreman, and Rolling-stock Inspector); also Foreman Carpenter; District Managers Westport, Greymouth, Nelson, Picton, Kawakawa, Whangarei, and Dargaville.

T F ROTHERAM,
Locomotive Superintendent.

MEMORANDUM for the RAILWAY COMMISSIONERS *re* CONDITION of the NEW ZEALAND RAILWAYS.

Chief Engineer's Office (Working Railways Department),
Wellington, 31st December 1894.

SINCE my report of the 29th December, 1893, there have been opened for traffic—The Hikurangi Extension of Whangarei Line, 7 miles 55 chains, Otago Central to Hyde, 16 miles 12 chains, Tarukenga to Rotorua, 8 miles 50 chains: 32 miles 37 chains in all. This makes a total mileage opened to date of 1,983 miles 67 chains.