# 1943 NEW ZEALAND

# RAILWAYS STATEMENT

(BY THE MINISTER OF RAILWAYS, HON. R. SEMPLE)

Mr. Speaker,—

In this my third Railways Statement, I take much pleasure in recording another splendid performance on the part of the Dominion's railways. In each of my previous Statements I was able to report record achievements, and this year the factors which combined to produce those records have continued and increased in tempo to such an extent that the railways have had to meet the heaviest demands ever yet made upon them.

#### FINANCIAL

The financial results of the year's operations are more than satisfactory. The gross revenue for the year amounted to £14,128,993, exceeding the record of last year by no less a sum than £2,190,655 (18·35 per cent.). Expenditure for the twelve months was £11,302,413, and the net revenue £2,826,580. These figures represent an increase of £1,246,379 (12·39 per cent.) and £944,276 (50·17 per cent.) respectively compared with 1941–42.

On a percentage basis the net return on capital was 4.31 per cent., and the

surplus of net revenue over interest charges amounted to £203,867.

Thus, for the first time since 1926, the net revenue has been more than sufficient to meet the full interest charges; in fact, it is probably the first time that the railways can be said to have met their obligations in full, for in the year ended 31st March, 1926, the interest charges were met only by reason of the payment from the Consolidated Fund of a subsidy on branch lines amounting to £359,540, while prior to the reorganization of the accounting system on 1st April, 1925, no provision was made for depreciation, renewals, and reserves and no annual contribution to the Railways Superannuation Fund was required.

# RAILWAYS AND THE WAR

In the present crisis, however, the financial results are overshadowed by the vital role being played by the railways in the Dominion's war effort.

The present conflict has shown quite clearly that in time of stress the railway is the only reliable agency for bulk inland transport. Since August, 1939, this country has suffered a progressive diminution in its transport capacity; the coastwise trade has been limited, and the capacity to transport by road has been severely reduced, firstly by the petrol position and more recently by the progressively acute tire shortage. The brunt of this loss in transport capacity has been borne by the railways, and the difficulties attendant on the transport of military personnel and the large volume of war supplies and equipment have been correspondingly increased. In meeting and overcoming these difficulties the railways have played an essential part in the country's defence system not only in successfully handling the greatly increased volume of traffic, but also on the administrative side. The railway representatives on the various committees set up to deal with road transport, cargo clearance, and shipping have performed very valuable work in assisting road

operators, harbour authorities, and shipping interests to overcome their difficulties. The membership of these committees comprise representatives of varied and diverse interests, and I desire to congratulate them on the effective work they have done and also on the thoroughly harmonious relationships which have obtained not only within the committees, but also as between the committees and the interests affected by their operations.

This war has also shown that, from the broad national viewpoint, this Government's policy of extending the main railway systems of both Islands was amply justified. In order to relieve the position which arose from the rubber and fuel shortage, traffic was worked over the Waikokopu-Gisborne, the Dargaville-Kirikopuni, the Wharanui-Clarence, and the Westport-Inangahua sections as soon as practicable, even though these lines were not ready for taking over by the Railways Department. This working has produced vital economies in fuel and tires, and the completion of further portions of the South Island Main Trunk, and particularly the Hundalee-Oaro section, which will eliminate a heavy hill section of the road journey, should enable added savings in petrol and tires of a substantial nature to be made. This work is therefore being proceeded with as rapidly as possible.

When reviewing the work done by the railways one must also bear in mind that they have not been free to expand their staff and facilities to meet the greatly increased demand. On the staff side a total of 6,876 employees, or 26.6 per cent. of the pre-war staff, are at present serving with the armed forces, and a further 84 have been loaned to other Departments and to private firms engaged on war work. To some extent these men have been replaced by the new appointees and by the engagement of women, of whom 1,400 have been taken on by the railways since the commencement of the war. The work of these women in clerical positions, portering duties, the cleaning of cars, and other positions has been of extreme value to the Department. Nevertheless, the railway staff is still 3,215, or 12.5 per cent., below the pre-war figure, and this, coupled with loss of experienced men to the armed forces, has meant long hours and hard work for all sections of the staff.

In the workshops the rate of manufacture of munitions has been fully sustained throughout the year. The production of universal carrier parts, bodies for beaverettes, trench mortars, bomb casings, and of other types of equipment for all the Services has been continued, and to these has been added the building of marine engines and boilers for Navy trawlers. This work has been carried on without interfering with the maintenance of railway rolling-stock, which must, of course, be the prime factor for consideration in the activities of the Department's workshops. It will be realized, however, that owing to the difficulty in securing certain necessary parts from overseas a good deal of improvization has been necessary in order to maintain the locomotives and rolling-stock in a satisfactory state of repair.

The necessity for conserving paper-supplies still continues, and I again regret that I cannot give the Department's operations the extensive review they merit, but from the foregoing short review I think it will be apparent to all that the railways have risen to the occasion in no uncertain manner.

#### CONCLUSION

Since I have assumed the office of Minister of Railways I have had an opportunity of travelling extensively throughout New Zealand and have had the pleasure of coming in contact with the rank and file of the Railway Service, and I feel bound to say that I have the greatest admiration for the manner in which the Railway staff as a whole carry out their duties, particularly the operating section, who have given efficient service during the past year, and I feel proud to be the Minister in charge of the Department where those concerned have given of their best under the most exceptional and trying conditions. The harmonious relationships existing between the Minister, the Management, and the staff referred to by me in the Railways Statement for 1942 have been more than maintained during the year under review.

In conclusion, let me once again thank the General Manager, Mr. E. Casey, and the Assistant General Manager, Mr. J. Sawers, for their unfailing courtesy and help throughout the year.

# RESULTS OF WORKING.

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

	Yea	r ended 31st Ma	reh,	
1943.	1942.	1941.	1940.	1939.
3,460	3,390	3,390	3,390	3,319
3,403	3,390	3,390	3,371	3,319
£73,951,515	£73,723,223	£73,048,958	£71,087,455	£67,075,908
£68,685,063	£64,904,020	£64,762,794	£63,059,188	£58,676,608
£19,851	£19,146	£19,104	£18,602	£17,679
£14,128,993	£11,938,338	£11,160,218	£10,199,070	£9,345,387
£11,302,413	£10,056,034	£9,465,574	£9,010,039	£8,644,324
£2,826,580	£1,882,304	£1,694,644	£1,189,031	£701,063
£2,622,713	£2,756,146	£2,746,544	£2,575,196	£2,418,116
79.99	84.23	84.82	88.34	92.50
4•31	2:90	2.64	1.96	1.23
£12,415,080	£10,383,880	£9,694,190	£8,761,637	£8,005,059
£10,019,659	£8,902,592	£8,406,790	£7,943,120	£7,663,632
£2,395,421	£1,481,288	£1,287,400	£818,517	£341,427
80.71	85.73	86.72	90-66	95.78
£3,648	£3,063	£2,860	£2,599	£2,412
£2,944	£2,626	£2,480	£2,356	£2,309
£704	£437	£380	£243	£103
d. 196·81	d. 178·28	d. 171·58	d. 157·31	d. 146·96
158.83	152.85	148.80	142.62	140.70
37.98	25.43	22.78	14-69	6.26
		9 440 087	8 283 067	7,813,436
			1	888,844
				23,265,768
8,035,046	7,734,650	7,754,768	7,077,298	6,917,257
1	.,,			
852,043	739,115	671,414	596,652	021,750
852,043 15,139,882	739,115 13,978,961	13,559,646	13,366,798	621,755 13,072,615
	3,460 3,403 £73,951,515 £68,685,063 £19,851 £14,128,993 £11,302,413 £2,826,580 £2,622,713  79.99  4.31 £12,415,080 £10,019,659 £2,395,421  80.71 £3,648 £2,944 £704  d. 196.81 158.83 37.98  17,171,214 1,377,825 36,133,268	1943.       1942.         3,460       3,390         3,403       3,390         £73,951,515       £73,723,223         £68,685,063       £64,904,020         £19,851       £19,146         £14,128,993       £11,938,338         £11,302,413       £10,056,034         £2,826,580       £1,882,304         £2,622,713       £2,756,146         79.99       84.23         4.31       2.90         £12,415,080       £10,383,880         £10,019,659       £8,902,592         £2,395,421       £1,481,288         80.71       85.73         £3,648       £3,063         £2,944       £2,626         £704       £437         d.       178.28         158.83       152.85         37.98       25.43         17,171,214       11,105,627         1,377,825       1,167,115         36,133,268       28,610,945	1943.       1942.       1941.         3,460       3,390       3,390         3,403       3,390       3,390         £73,951,515       £73,723,223       £73,048,958         £68,685,063       £64,904,020       £64,762,794         £19,851       £19,146       £19,104         £14,128,993       £11,938,338       £11,160,218         £11,302,413       £10,056,034       £9,465,574         £2,826,580       £1,882,304       £1,694,644         £2,622,713       £2,756,146       £2,746,544         79.99       84-23       84-82         4-31       2-90       2-64         £12,415,080       £10,383,880       £9,694,190         £10,019,659       £8,902,592       £8,406,790         £2,395,421       £1,481,288       £1,287,400         80-71       85-73       86-72         £3,648       £3,063       £2,860         £2,944       £2,626       £2,480         £704       £437       £380         d       d       d         158-83       152-85       148-80         37-98       25-43       22-78         17,171,214       11,105,627       9,440,087 <td>3,460       3,390       3,390       3,390       3,390         3,403       3,390       3,390       3,371         £73,951,515       £73,723,223       £73,048,958       £71,087,455         £68,685,063       £64,904,020       £64,762,794       £63,059,188         £19,851       £19,146       £19,104       £18,602         £14,128,993       £11,938,338       £11,160,218       £10,199,070         £13,302,413       £10,056,034       £9,465,574       £9,010,039         £2,826,580       £1,882,304       £1,694,644       £1,189,031         £2,622,713       £2,756,146       £2,746,544       £2,575,196         79.99       84-23       84-82       88-34         4-31       2-90       2-64       1-96         £12,415,080       £10,383,880       £9,694,190       £8,761,637         £10,019,659       £8,902,592       £8,406,790       £7,943,120         £2,395,421       £1,481,288       £1,287,400       £818,517         80-71       85-73       86-72       90-66         £3,648       £3,063       £2,860       £2,599         £2,944       £2,626       £2,480       £2,356         £704       £437</td>	3,460       3,390       3,390       3,390       3,390         3,403       3,390       3,390       3,371         £73,951,515       £73,723,223       £73,048,958       £71,087,455         £68,685,063       £64,904,020       £64,762,794       £63,059,188         £19,851       £19,146       £19,104       £18,602         £14,128,993       £11,938,338       £11,160,218       £10,199,070         £13,302,413       £10,056,034       £9,465,574       £9,010,039         £2,826,580       £1,882,304       £1,694,644       £1,189,031         £2,622,713       £2,756,146       £2,746,544       £2,575,196         79.99       84-23       84-82       88-34         4-31       2-90       2-64       1-96         £12,415,080       £10,383,880       £9,694,190       £8,761,637         £10,019,659       £8,902,592       £8,406,790       £7,943,120         £2,395,421       £1,481,288       £1,287,400       £818,517         80-71       85-73       86-72       90-66         £3,648       £3,063       £2,860       £2,599         £2,944       £2,626       £2,480       £2,356         £704       £437

For the current year it is anticipated that the revenue will reach £14,130,000 and the expenditure £11,204,000.

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

New Zealand Government Railways Department, Head Office, Wellington, 24th May, 1943.

The Hon. the Minister of Railways.

Sir,-

I have the honour to submit my annual report on the working of the New Zealand Railways for the financial year ended 31st March, 1943.

The report covers only the more important aspects of the year's operations, the usual comprehensive review of activities having been again dispensed with in view of the urgent need to conserve paper-supplies.

WORKING RESULT (Whole Undertaking)

a-1000			1943.	1942.	Variation, 1943 w	ith 1942.
Revenue Expenditure Net revenue Return on average open lines, per cer Interest charges Surplus of net revenue	 invested iterest char	in	£14,128,993 £11,302,413 £2,826,580 4·31 £2,622,713 £203,867	£11,938,338 £10,056,034 £1,882,304 2.90 £2,756,146 £873,842*	$egin{array}{l} +\pounds2,190,655 \\ +£1,246,379 \\ + £944,276 \\ + £133,433 \\ +£1,077,709 \\ \end{array}$	Per Cent 18 · 35 12 · 39 50 · 17 48 · 62 4 · 84

\* Deficit.

Revenue.—The gross revenue earned established a new record, exceeding the previous record figure established last year by no less a sum than £2,190,655 (18·35 per cent.). Conditions arising from the war were again responsible for the major portion of the increase in revenue. The effects of the restriction on the sale of petrol, the movement of the armed forces, the carriage of war equipment and supplies, and the longer haulages consequent on the centralization of shipping continued to benefit the receipts; to these factors there were added during the year the development of an acute tire shortage, a large increase in both export and import trade, and a general increase in industrial activity connected with the intensification of the war in the Pacific area.

Expenditure.—The increase in expenditure during the year was due chiefly to the cost of handling the additional traffic. Other important causes were the payment of the second cost-of-living bonus from 5th April, 1942, the payment of an increase of 1d. per hour to the lower-paid employees for the full year as against only three months of the previous year, and payment of higher overtime rates as from 1st October, 1942. The ratio of operating expenditure to revenue was 80.71, the lowest since 1925.

Net Revenue.—The net revenue amounted to £2,826,580, an improvement of £944,276 (50·17 per cent.) compared with last year. This more than satisfactory result was achieved notwithstanding that in the twelve months under review the sum of £1,751,599 was set aside from the revenue account for depreciation, renewals, and other reserves, and superannuation subsidy prior to arriving at net revenue.

The net revenue for the year is the highest ever earned in the history of the Department.

#### INTEREST CHARGES

Interest charges for 1942–43 totalled £2,622,713, a decrease of £133,433 compared with the previous

Up to 31st March, 1942, the interest rate on capital moneys was  $4\frac{1}{4}$  per cent. As from 1st April, 1942, the rate of interest was reduced to 4 per cent. in accordance with the decision of the Minister of Finance under section 6 (5) of the National Development Loans Act, 1941. This accounts for the reduction in the interest charges.

The net revenue for the year was sufficient to pay the interest charges in full, with a surplus of £203,867. In the year 1941–42 the net revenue fell short of the interest charges by £873,842.

This is the first time since the present accounting system (which, unlike the previous system, makes proper provision for depreciation, renewals, and reserves) was introduced on 1st April, 1925, that the actual carnings have been sufficient to meet the interest charges in full. In the year 1925–26 the interest was also met in full, but this was made possible only by the receipt in that year from the Consolidated Fund of a subsidy on branch lines amounting to £359,540. Without that subsidy the net earnings in that year fell short of the interest charges by £280,518.

D.-2

#### MILEAGE OF LINES OPEN FOR TRAFFIC

The mileage of lines open for traffic at 31st March, 1943, was 3,459 miles 63 chains, being an increase of 69 miles 69 chains over the figure for the preceding year. The increased mileage is due to the Railways Department taking over the sections between Kirikopuni and Dargaville, between Waikokopu and Gisborne, and between Wharanui and Clarence. Details of the additions and adjustments made during 1942–43 are shown hereunder:—

Mileage of track open for traff			2			M. 3,389	Ch. 74
Mileage opened for traffic duri	m ng~1942–4	13		Μ.	Ch.		
Kirikopuni-Dargaville				 18	55		
Waikokopu-Gisborne				 35	27		
Wharanui-Clarence	 19	35					
				73	37		
Less adjustments at 3	Dargaville	and Kir	ikopuni	 3	48		
v	O		1			69	69
Mileage of line open for traffic	as at 31s	t March.	1943			3.459	63

#### CAPITAL ACCOUNT

On the 31st March, 1943, the capital invested in the lines open for traffic and subsidiary services was £68,685,063. This represents an increase of £3,781,043, as compared with the previous year.

#### RENEWALS, DEPRECIATION, AND EQUALIZATION RESERVE FUNDS

The position with regard to the renewals, depreciation, betterments, and equalization accounts is as under:—

Accor	ınt.		Credit Balance broughtforward from 1942.	Contributions, 1942-43.	Expenditure, 1942-43.	Credit Balance at 31st March, 1943.
			£	£	£	£
Renewals (track)		 	687,661	443,723	186,297	945.087
Depreciation		 	1,433,952	1,015,062	482,401	1,966,613
Betterments		 	5,966	13,000	334	18,632
Slips, floods, and acciden	.ts	 	26,104	19,521		45,625
Workers' compensation		 	59,599	59,831	61,731	57,699
Insurance		 ٠.	91,435	8,463	15,176	84,722
			2,304,717	1,559,600	745,939	3,118,378

#### RAILWAY OPERATION

The results of railway operation (excluding subsidiary services and miscellaneous non-operating revenue) on the various sections for the year ended 31st March, 1943, were as under:—

	Sc	ection.		Revenue,	Expenditure.	Net Revenue.
North Island South Island Nelson Picton			 • •	$\begin{array}{c} {\mathfrak s} \\ 8,161,259 \\ 4,170,356 \\ 16,282 \\ 67,183 \end{array}$	$\begin{array}{c} {\mathfrak t} \\ 6,306,127 \\ 3,628,250 \\ 24,328 \\ 60,954 \end{array}$	$\begin{array}{c} {\mathfrak t} \\ 1,855,132 \\ 542,106 \\ -8,046 \\ 6,229 \end{array}$
				12,415,080	10,019,659	2,395,421

# OPERATING REVENUE

The following table shows the operating revenue under the main headings, together with appropriate comparisons with the previous year's figures. Information regarding receipts from subsidiary services and miscellaneous non-operating revenue appears later in this report.

Operating Revenue.		Amo	unt.	Variation	ı 1943		ent. of Revenue.
Operating nevenue.		1943.	1942.	with 19	942.	1943.	1942.
Passengers, ordinary Season tickets		£ 3,351,832 358,677	322,871		11.09	$\begin{array}{c c} 27 \cdot 00 \\ 2 \cdot 89 \end{array}$	$22 \cdot 49 \\ 3 \cdot 11$
Parcels, luggage, and mails Goods Labour, demurrage, &c.	• •	$\begin{array}{r} 397,142 \\ 8,044,563 \\ 262,866 \end{array}$	,	+ 870,503	$12 \cdot 13$	$   \begin{array}{r}     3 \cdot 20 \\     64 \cdot 80 \\     2 \cdot 11   \end{array} $	$   \begin{array}{r}     3 \cdot 14 \\     69 \cdot 09 \\     2 \cdot 17   \end{array} $
Total operating		12,415,080	10,383,880	+2,031,200	19.56	100.00	100.00

The revenue under all heads has shown substantial improvement, the increases being particularly heavy in the case of passenger revenue (43.49 per cent.) and parcels, luggage, and mails revenue (21.86 per cent.).

Passenger journeys (ordinary) in 1942–43 exceeded the previous year's figure by 6,065,587 (54-62 per cent.), reaching a new record of 17,171,214. During the major portion of the year under review it was found necessary to curtail civilian travel. A permit system was introduced restricting travel for distances of over one hundred miles to those on essential business or with special reasons. These restrictions were applied in both Islands over the Easter period in April, 1942, and in the North Island from 27th July, 1942, to 12th January, 1943, with considerble intensification during the period of the acute coal shortage between 16th September and 3rd October, 1942. Despite these limitations, the number of ordinary passenger journeys exceeded those in the previous record year, 1920–21, by 1,855,574.

The substantial increase was due largely to the diversion of road traffic to rail in consequence of the petrol restrictions and tire shortage, and to the movement of the armed forces.

Receipts from the conveyance of goods and live-stock and the tonnage carried showed substantial increases on last year's record figures. The comparative revenue figures are set out in the table above, while the tonnage for 1942–43 was 8,887,089 tons, compared with 8,473,765 tons for 1941–42, an increase of 413,324 tons (4.88 per cent.).

The principal increases in freight revenue were in respect of grain, £42,290; fresh meat, £56,966; butter, £40,259; wool, £42,436; timber, £132,025; cement, £54,994; and general merchandise, £555,695.

#### OPERATING EXPENDITURE

The following table shows the operating expenditure under the main headings, together with appropriate comparisons with the previous year's figures:—

Operating Expenditure.	Amo	unt.	Variation 1943	Percentage of Operating		
Operating Experimenter.	1943.	1942.			Reve	nue,
Maintenance—	£	£	£	Per Cent.	1943.	1942,
Way and works	1,829,311	1,615,382	+213,929	13.24	$14 \cdot 73$	$15 \cdot 56$
Signals	271,499	238,169	33,330	13 99	$2 \cdot 19$	$2 \cdot 29$
Rolling-stock	2,380,260	2,211,476	168,784	$7 \cdot 63$	$19 \cdot 17$	$21 \cdot 30$
Examination, lubrication, and lighting of vehicles	119,213	100,473	+ 18,740	18.65	0.96	0.97
Transportation—	0.911.194	2,013,445	+ 297,689	$\begin{vmatrix} 14.79 \end{vmatrix}$	18.62	19.38
Locomotive	2,311,134	l ' '	1 '	15.44	23.06	23.88
Traffic	2,862,653	2,479,852	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	1.32	1.98	$2 \cdot 35$
General charges	245,589	243,795	+ 1,794	1.92	1.90	
Totals	10,019,659	8,902,592	+1,117,067	12.55	$80 \cdot 71$	$85 \cdot 73$

#### SUBSIDIARY SERVICES

The following table shows the variations in revenue and expenditure for the year as compared with 1941-42:—

		Revenue.		Expenditure.					
Subsidiary Services.	Amount, 1943.	Variat 1943 with		Amount, 1943.	Variation. 1943 with 1942.				
Lake Wakatipu steamers Refreshment service Bookstall service Advertising service Dwellings Other buildings Road motor services Miscellaneous revenue (non-operating)	\$,892 363,509 184,866 27,637 153,610 43,271 554,979 377,149	$\begin{array}{c} & \mathfrak{t} \\ + & 1,739 \\ + 112,466 \\ + & 44,002 \\ - & & 105 \\ + & 6,221 \\ + & 4,738 \\ + & 3,826 \\ - & 13,432 \\ \end{array}$	Per Cent. 24 · 31 44 · 80 31 · 24 0 · 38 4 · 22 12 · 30 0 · 69 3 · 44 10 · 26	$\begin{array}{c} £\\ 13,384\\ 318,462\\ 178,427\\ 25,679\\ 212,822\\ 27,055\\ 506,925\\ & \\ & \\ \end{array}$	$\begin{array}{c} & \mathfrak{t} \\ + & 2,033 \\ + & 90,185 \\ + & 46,267 \\ + & & 765 \\ - & & 7,582 \\ - & & 858 \\ - & & 1,498 \\ & & & & \\ & & & \\ & $	Per Cent. 17·91 39·51 35·01 3·07 3·44 3·07 0·29			

Both the increases and decreases in subsidiary services revenue and expenditure, as indicated in the foregoing summary, are attributable in the main to factors arising from the war and to which reference has already been made.

#### STORES BRANCH

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

		Value of Purchases made, Year 1943.	Variation, 1943 with 1942.
		£	£
To merchants, manufacturers, and others in New Zealand		1,632,733	+646,437
Through Supply Liaison Officer in Australia		465,263	+272,110
Through High Commissioner in London		187,998	-222,903
Material manufactured in Railways workshops		339,891	+ 13,987
Coal and coke		979,326	+135,926
Manufactured and used material received from other brane &c.	hes,	135,361	+ 22,564
Timber from Railways sawmill, and stores used		47,218	+5,847
Totals		3,787,790	

<sup>\*</sup> Net increase.

The increases in payments are due to the receipt of heavy shipments of munition materials. The total issues to all branches (including coal) for the year amounted to £3,870,859, as against £3,120,190 for the previous year, an increase of £750,669.

#### PUBLICITY ACTIVITIES

Railways publicity has been curtailed to the limits prescribed by war conditions. As formerly, however, the public have been kept adequately informed of services and facilities made available by the Department, and the railway position regarding transport matters has been made known as required. Between the Department and the press generally, friendly liaison has been maintained, and I take this opportunity of expressing my appreciation of the consideration and assistance accorded to the Department in that relationship.

#### RAILWAYS AND THE WAR

The outstanding feature of the year has been the impact of war conditions on the country's transport system. With the severe disruption of other forms of transport due to the petrol and rubber shortages and to war conditions generally, it can now justly be said that in the transport sphere the railways form the foundation upon which all defence structures must rest. That the foundation is solid is evident from the results of the year's operation; despite a considerably reduced staff the transport demands of the armed forces and of key industries have been met and services maintained to meet the essential civilian requirements of the country.

At times these demands have, however, been met only with great difficulty, and in view of the ever-increasing volume of traffic which the railways are being called upon to carry and having regard to the seriously depleted staff, it is clear that measures to ease the situation will have to be given very serious consideration in the immediate future. There appear to be only two alternatives, either the staff, particularly on the operating side, must be augmented or severe restrictions in railway services will have to be imposed.

As at 31st March, 1942, the number of railway employees serving with the armed forces totalled 6,876. Of these, 78 have been posted missing and 214 are known to be prisoners of war. The number of railwaymen who have made the supreme sacrifice in the present war now totals 168.

of railwaymen who have made the supreme sacrifice in the present war now totals 168.

Contributions to the National Patriotic Fund by way of voluntary subscriptions deducted from the pay of railway employees have now reached the sum of £19,857, and in addition the staff have deposited by way of fortnightly instalments in National Savings Accounts the sum of £48,205.

#### TRACK, PLANT, AND ROLLING-STOCK

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

#### STAFF

The following table shows the staff position, together with appropriate comparisons with the previous year's figures (the figures do not include the railway employees serving in the armed forces):—

						1943.	1942.	Variation, 1943 with 1942.
Total staff as at Permanent Casual	31st Marc	eh— 				$12,647 \\ 9,903$	13,124 $9,128$	$-\   477 \ +\   775$
Totals					••	22,550	$\boxed{22,252}$	+ 298
Average staff th	roughout	the year	ended 31	st March	, 1943	22,237	23,352	-1,115

At the outbreak of war the total staff employed by the railways was 25,765, so that as at 31st March, 1943, the number employed was less than the pre-war staff by 3,215, or 12·5 per cent. These totals do not, however, give any real indication of the handicap under which the Department is labouring by reason of the loss of trained and experienced railwaymen. In addition to the 6,876 men serving with the armed forces, the Department has since the outbreak of war lost the services of 2,663 of the permanent staff through deaths, resignations, retirements, and dismissals.

The pre-war female staff consisted of clerical and refreshment-room workers to the number of 627. Since the outbreak of the war 1,400 additional female employees have been engaged, principally to replace male clerical workers, but a number are also employed in ticket-checking, interior carriage-cleaning, luggage-room and stores work, and other duties formerly performed by men. The work of the women employees has been of a high standard, and they have shown considerable adaptability in applying themselves to railway duties.

A total of £61,731 was paid under the Workers' Compensation Act during the year to employees suffering injury in the course of their employment.

#### CONCLUSION

That the railways were able to handle the greatly increased volume of traffic was due to the willing co-operation of all members of the staff, and I desire to record my sincere appreciation of their arduous, loyal, and cheerful service during a year of unprecedented difficulties in the operation of the railways.

GENERAL MANAGER.

E. base

STATEMENT No. I CAPITAL ACCOUNT AS AT 31ST MARCH, 1943

	Total to 31st March, 1942.	Year ended 31st March, 1943.	Total to 31st March, 1943.		Total to 31st March, 1942.	Year ended 31st March, 1943.	Total to 31st March, 1943.
Expenditure Permanent-way—Works, buildings, machinery, plant, and dwellings	£ 56,797,989	£ 3,814,135	£ 60,612,124	Receipts Capital included in public debt	£ 66,270,118 9,033,902	3,776,674	£ 70,046,792 9.033.902
Rolling-stock, lake steamers, and road	15,864,380	Cr. 159,162	15,705,218	•	000 700	0 0 0 1 1 1 0	100 000 01
Lines closed for traffic	362,662	Cr. 230,583	132,079	Deduct accrued depreciation and	10,400,000	3,776,674	79,080,694 $10,400,000$
Deduct accrued depreciation on existing assets	73,025,031 9,554,963	3,424,390 176,008	76,449,421 9,730,971	other Josses or capital written our in accordance with subsection (2), section 23, of the Government Railways Amendment Act, 1931			
	63.470.068	3 248 389	66.718.450				
Add unexpended balances as per Depreciation Account	1,433,952	532,661	1,966,613	Outstanding liabilities	64,904,020	3,776,674 4,369	68,680,694 4,369
	£64,904,020	£3,781,043	£68,685,063		£64,904,020	£3,781,043	£68,685,063

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

GENERAL BALANCE-SHEET AS AT 31ST MARCH, 1943

	લ્મ	111,297	rci		-1.936.292	59.223		315.842	354	3,725	804,460	1,400,000	13,251	1,438,414	$\pounds 6,082,858$	
		: 4	1.906.545	29,747	`	:		:	:	:	:	:	:	:		
Assets		Sawmills, bush areas, and stocks of timber Stores and materials on hand—	Stores Branch	Subsidiary services	•	Sundry assets: Subsidiary services	Work in progress, sundry debtors, and debit	balances	Advance to capital	Accrued interest on investments	Outstanding at stations	Working Railways investments	Sick Benefit Fund investments	Cash in Working Railways Account		
	υş		1.552.606	40,395		5,021			4,262,931	18,038	203,867				£6,082,858	
	બ	1,429,893 $122,713$		:		:			:	:	:					
Liabilities		: : (g.		:	eipt of	:	lization	tement	:	:	:					
Liab		aid wage pital	1	:	f on rec	ty :	nd Equa	per Sta	:	:	:					
	Sundry creditors—	General (including unpaid wages) Accrued interest on capital		Collections for refund	Items to be written of	parliamentary authori	Renewals, Depreciation a	Reserve Accounts as	No. 13	Sick Benefit Fund	Net Revenue Account					

W. BISHOP, A.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.—Cyri G. Collins, Controller and Auditor-General.

STATEMENT No. 2

Income and Expenditure of the Whole Undertaking for the Year ended 31st March, 1943

		Statement		Year 1942-43.			Year 1941-42.	
		No.	Gross Revenue.	Expenditure.	Net Revenue.	Gross Revenue.	Expenditure.	Net Revenue.
Year or a second			<del>- 41</del>	C)	લ્મો	ch5	æ	#
Railway operation	:	ço	12.415.080	10,019,659	2,395,421	10,383,880	8,902,592	1,4
Lake Wakatim steamers	: :		8,892	13,384	Dr. 4,492	7,753	11,351	Dr. 4,198
Refreshment service		¥6	363,509	318,462	45,047	251,043	228,277	22,766
Bookstall service	:	94	184,866	178,427	6,439	140,864	132,160	8,704
Advertising service	:	9,4	27,637	25,679	1,958	27,742	24,914	
Dwellings	:	9.8	153,610	212,822	Dr. 59,212	147,389	220,404	Dr. 73,015
Buildings occupied by refreshment service, book-	ervice, book		43,271	27,055	16,216	38,533	27,913	10,620
stall proprietors, &c.  Road motor services	:	9.4	554,979	506,925	48,054	551,153	508,423	42,730
Miscellaneous revenue	:	:	377,149	•	377,149	390,581		390,581
			14,128,993	11,302,413		11,938,338	10,056,034	:
Total net revenue to Net Bexenue Account	e Account	•			2.826.580			1,882,304

NET REVENUE ACCOUNT

Dr.	1942-43.	1941–42.	5	1942-43.	1941–42.
Interest charges Balance carried down	£ 2,622,713 203,867	2,756,146	Net earnings before charging interest on capital Reduction on account of interest charges, vide section 14, Finance Act, 1930 (No. 2)	£ 2,826,580	#, 304 1,882,304 873,842
	2,826,580	2,756,146		2,826,580	2,756,146
			Balance brought down	203,867	

STATEMENT No. 3

INCOME AND EXPENDITURE IN RESPECT OF RAILWAY OPERATION FOR THE YEAR ENDED 31ST MARCH, 1943

Expenditure.	1942-43.	1941–42.	Per Cent. of Operating Revenue.	nt. of Revenue.	Revenue.		-9181S	1942-43.		1941–42.	Per Cent. of Operating Revenue.	nt. of Revenue.
			1942-43. 1941-42.	1941–42.							1942-43.	1941–42.
	сh	લ્મર								3		
Maintenance of way and works Maintenance of signals and electrical appliances	1,829,311 $271.499$	1,615,382	14.73	15.56	Passengers, ordinary Passenger, season tickets	: :	::	3,35	3,351,832	2,335,907	27.00	22.49
Maintenance of rolling-stock	2,380,260	2,211,476	19.17	21.30	Parcels, luggage, and mails	::				325,897	3.20	3.14
Examination, lubrication, and lighting of vehicles	119,213	100,473	96.0	0.97	Goods	:	:			7,174,060	64.80	60.69
Locomotive transportation	2,311,134	2,013,445	18.62	19.38	Labour, demurrage, &c	:	<del>-</del>			225,145	2.11	$2 \cdot I7$
General charges	2,862,653	268,875,2	23.00	26.88								
	±00,77	******	66.0	2				en e				
Superannuation subsidy.				marine view								
services, &c 19,044								nde er vormud u				
	172,955	171,503	1.39	I.65								
Total operating expenses  Net operating revenue	10,019,659 2,395,421	8,902,592 1,481,288	80.71 19.29	85.73 14.27			······································	Mad acommunity 1				
	12,415,080	12,415,080 10,383,880	100.00	100.00			<u> </u>	12.41	5,080	12.415,080 10,383,880	100.00	100.001
								-		-		

# SUMMARY OF EXPENDITURE

,	Item.			North Island Main Line and Branches.	South Island Main Line and Branches.	Nelson.	Picton,	Total.
				£	£	£	£	£
Maintenance of way and works		 		1,159,644	644,924	8,643	16,100	1,829,311
Maintenance of signals and elect	rical appliances	 		176,988	93,218	124	1,169	271,499
Maintenance of rolling-stock	Total all Linears	 		1,465,795	899,842	4,197	10,426	2,380,260
Examination, lubrication, and li				71,083	47,026	215	889	119,213
Locomotive transportation		 		1,577,146	715,257	5,691	13,040	2,311,134
Traffic transportation		 			1.144,533	5,150	18,087	2,862,653
General expenses		 		47,494	24,681	91	368	72,634
Superannuation subsidy		 		113,094	58,769	217	875	172,955
Total		 		6,306,127	3,628,250	24,328	60,954	10,019,659
Per cent. of operating revenue		 		77.26	87.00	149 · 42	90.73	80.71
Per mile of railway		 	£	$3.849 \cdot 89$	$2,212 \cdot 35$	405.47	$937 \cdot 75$	2,944.36
Per total train-mile		 ••	pence	148 · 24	173 · 10	148.36	$206 \cdot 65$	156.65

# 

	Servic	e.			Revenue.	Expenditure.	Payments to Railway Revenue for Interest, Rent, &c.	Total Expenses.	Net Profit.
Bookstall		    ament ser	vice, boo	   kstall-	£ 8,892 363,509 184,866 27,637 153,610 43,271 554,979	£ 12,652 298,596 160,832 17,560 143,132 13,287 487,046	£ 732 19,866 17,595 8,119 69,690 13,768 19,879	£ 13,384 318,462 178,427 25,679 212,822 27,055 506,925	£ Dr. 4,492 45,047 6,439 1,958 Dr. 59,212 16,216 48,054
					1,336,764	1,133,105	149,649	1,282,754	54,010

# STATEMENT No. 10

# RAILWAY EMPLOYEES' SICK BENEFIT SOCIETY

# Income and Expenditure

EXPENDITURE.	1942-43.	1941-42.	INCOME.	1942-43.	1941-42.
Sick benefits paid to members	£ 48,905	£ 40,339	Contributions	£ 24,445 190 713 8,000 2,000 13,557	£ 24,055 251 1,172 8,000
	48,905	40,339		48,905	40,339
Excess of expenditure over income Balance accumulated funds as at 31st March	13,557 18,076	6,861 31,633	Accumulated funds brought forward on 1st April	31,633	38,494
	31,633	38,494		31,633	38,494

### Balance-sheet

Liabilities  Accumulated funds Sick pay due not paid Working Railways Account	 £ 18,076 8	£ 31,633 16	Assets Investments Contributions outstanding at 31st March Cash in Working Railways Account	 £ 13,251 46 4,787	£ 28,537 10 3,102
	18,084	31,649		18,084	31,649

#### STATEMENT No. 12

# STATEMENT OF CASH RECEIPTS AND PAYMENTS—WORKING RAILWAYS ACCOUNT

Receipts		£	Payments	£
Balance brought forward		301,796	Wages and vouchers—	~
Revenue receipts		14,684,474	Working Dailmann	. 12,142,023
'Credits-in-aid'' (Working Railways)		1,859,531	Railways improvements and additions to	
'Credits-in-aid' (railway improvement		_,	open lines	0.0 0.1
additions to open lines)		35,960	Refunds to Harbour Boards, shipping com	. 50,51
Contributions to Sick Benefit Fund		34,696	panies and ather comin-	F00 F01
nterest on investments		17,906	Information and the Louisian 1047 400	20,00
nvestments realized		16,000	T-4	
ii osomonos realized	• •	10,000	I maragham and a maragh and I	
			Balance as per General Balance-sheet	250,713 $1,438,414$
		£16,950,363		£16,950,363
	•	Reconciliation	m Statement	
			£ s. d.	
Credit balance in Working	; Raily	ways Account	as per Treasury figures 1,372,574 9 10	)
Add imprests outstanding			$\cdots$	
Cash in transit, &c	•		66 6 5	i

STATEMENT No. 13 RENEWALS, DEPRECIATION, AND EQUALIZATION RESERVE ACCOUNTS

	Credit Balance at 31st March, 1942.	Contributions Year ending 31st March, 1943	Expenditure Year ending 31st March, 1943.	Credit Balance at 31st March, 1943.
a. Amortin Company (1947) - Andrew (1947) - An	£	£	£	ı £
General Reserve Account	1,144,553			1,144,553
Insurance Reserve Account	91,435	8,463	15.176	84,722
Workers' Compensation Reserve Account	59,599	59,831	61,731	57,699
Slips, Floods, and Accidents Equalization Reserve Account	26,104	19,521	••	45,625
Betterments Reserve Account: Refreshment Branch	5,966	13,000	334	18,632
Renewals Reserve Accounts	687,661	443,723	186.297	945,087
Depreciation Reserve Account	1,433,952	1,015,062	482,401	1,966,613
Totals	3,449,270	1,559,600	745,939	4,262,931

# STATEMENT No. 14

EXPENDITURE ON CONSTRUCTION OF RAILWAYS, ROLLING-STOCK, ETC., TO 31ST MARCH, 1943; NET REVENUE AND RATE OF INTEREST EARNED ON CAPITAL EXPENDED ON OPENED LINES FOR YEAR ENDED SAME DATE

				Opened Lines	•		Rate of
Section of Railway.			Lines and Works.	Rolling- Stock.	Total.	Net Revenue.	Interest earned.
North Island Main Line and Branc South Island Main Line and Branc Nelson Picton			£ 37,352,211 16,944,483 497,242 1,100,062	£ 6,693,250 3,578,532 9,383 14,799	20,523,015	£ 1,855,132 542,106 -8,046 6,229	£ s. d. 4 7 2 2 12 11 0 13 11
Lake Wakatipu steamer service Subsidiary services, &c In suspense—			55,893,998 20,396 2,464,809	10,295,964	66,189,962 20,396 2,464,809	$2,395,421 \\ -4,492 \\ 435,651$	3 14 4
Surveys, North Island Surveys, South Island General P.W.D. stock of permanent-way	••	•••	9,896		9,896		
			58,389,099	10,295,964	68,685,063	2,826,580	4 6 1
Fotal cost of opened lines at $31\mathrm{st}~M$	Iarch,	1943		• •	£68,685,063		

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

Capital Expenditure out of Working Railways Account for the Year ended 31st March, 1943

Way and Works Branch: Particulars of Wo	orks.	j	Depreciation Fund.	Improvements and Additions to Open Lines Vote.	Total.
Land	      		$\begin{array}{c} £\\ 1,715\\ 33,167\\ 38,073\\ 36,374\\ 7,282\\ 43,443\\ 8,363\\ Cr. & 3,054\\ 12,071\\ 2,526\\ & 31\\ 68,548\\ \end{array}$	£ 4,371 Cr. 24,079 1,550 24,747 276 1,214 2,548 Cr. 7,196	£ 6,086 9,088 39,623 61,121 7,558 43,443 8,363 Cr. 3,054 13,285 5,074 31 61,352
Expenditure by Public Works Department: Grade deviations	e easements	and	248,539  248,539	3,431 1,480 4,911	251,970 1,480 253,450

Locomotive Branch: Particulars of Rolling-stock

Description	of Stock orde	ered.		Number Incomplete on 31st March, 1942.	Number Complete on 31st March, 1943.	Number Incomplete on 31st March, 1943.	Expenditure, Working Railways Depreciation Fund.	Expenditure, Improvements and Additions to Open Lines Vote.	Total.
					1,77		£	£	£
Locomotives, Classes 1	KA and KB			10		10	926		926
ocomotives, Class J	and spares			35		35			
mprovements for loc	omotives						1,818		1,818
Soilers							521		521
ail cars and spares				2	1		10,896		10,896
arriages				30	3	49	47,386		47,386
nprovements for car	riages						8,048		8,048
rake-vans	٠.			24	2	23	23,037		23,037
agons, Class II				176	26	50	4,703		4,703
agons, Class Hc						100	77		77
Jagons, Class J				290	• •		2.0	!	
agons, Class Jc					• •	390	2,278		2,278
/agons, Class La	• •			980	• •	1,280	25	• • •	25
agons, Class Mc				80		80	66	• • •	66
Jagons, Class Q		• •		73	20	103	4,618	• • •	4,618
agons, Class RB			• •	,,	• •	30		• • •	a
'agons, Class S		• •	** *	12	• •		Cr. 78	• •	Cr. 78
agons, Class T	• •		• •	10	6	22	Cr. 94	• • •	Cr. 94
agons, Class UB	• •	• •	• •	45	o	69	$1,339 \\ 149$	• • •	$1,339 \\ 149$
agons, Class Uc	• •	• •	• •	7 20	• •	30	2,524	•••	2,524
agons, Class VB	• •	• •	• •		• •	85	23	• • •	2,524
/agons, Class W	• •	• •	• •	85 215	• •	30	6,896	• • •	$\overset{25}{6,896}$
Vagons, Class XA	• •	• •	• •	8	• •	30	Cr. 213	••	Cr. 213
Jagons, Class XB	• •	• •	• •	•	• •	193	340		340
Vagons, Class Xc	• •	• •	• •	40	40	100	4,931		4,931
/agons, Class YB	• •	• •	• •	105	30	135	959		959
<sup>7</sup> agons, Class Z liscellancous improve	 monta for u	· ·			• •	100	35,268		35,268
ractors	memos for w	· · ·		1 1	1	1	1,882		1,882
			• • •				206		206
<u> </u>	• •				· ·		140	i	140
ranes	• •	••	• •						
Total	• •		•. •	2,247	99	2,721	158,671	• •	158,671
	MMARY.						,		
ocomotives	• •	• •	• •	45	,	45			••
ail cars		• •	• •	2	1	•••	• •		••
ractors	• •	• •	• •		$\frac{1}{3}$	40		• •	• •
arriages	• •	• •	• •	30	$\frac{3}{2}$	49 23	• • •		• •
rake-vans		• •	• •	24	$\frac{2}{6}$	293	• • •	•••	• • •
/agons, bogie	• •	• •	• •	199	86		• • •	••	• •
agons, four-wheeled		••.	• •	1,947		2,311	••	••	••
Totals				2,247	99	2,721	<u></u>	••	

Workshops equipment.			~			1	7 000	I.	- 1	•
Machinery and equipment for locomot	tive runr	ning, and	car and v	vagon dej	pots		1,899		Ţ	L,
					•		00 045	1		eo.
Motor-buses and motor-lorries						• •	69,247	1	1	69,

RECONCILIATION	STATEME	ent, k	LAILWAYS	5: 3	LMP.	ROVEMENTS AND	o Additio.	NS TO C	THEN LINES	AOLE			
			£	8.		300	****	XXX 1	T) 1			8.	
Expenditure charged by Treasury			36,314	6	O	Expenditure:	way and	Works	Branch	• •	4,910	18	4
Less Recoveries			35,959	15	8								
					_								
			354	10	4								
Add vouchers outstanding at 31s	t March,	1943	4,368	8	0								

Public Works Department : Administration charges 4,722 18 4

£4,910 18 4

STATEMENT NO. 18.

STATEMENT OF TRAFFIC AND REVENUE FOR EACH STATION FOR THE YEAR ENDED 31ST MARCH, 1943.

alle landrane som den province om passer over the land	mana di Cabroner		·					MA COMM P	OUTW	ARD.								INWA	RD.	
		-				TRAFI	nc.						Reve	VUE.				TRAI	TIC.	
Station	18.		Number o	f Passenger J	ourneys.	Season Tickets.	Cattle and Calves.	Sheep and Pigs.	Timber, Hundreds of Superficial Feet.	Other Goods.	Ordinary Passengers.	Season Tickets.	Parcels, Luggage, and Mails.	Goods.	Miscel- laneous,	Total Value forwarded.	Cattle and Calves.	Sheep and Pigs.	Timber, Hundreds of Superficial Feet.	Other Goods,
NORTH ISLAND MAT BRANCHES— Auckland ,, Goods Newmarket Mount Eden Avondale Henderson			40,183  1,274 694 438 267 740	948,956  136,414 46,673 84,291 128,180 60,746	989,139  137,688 47,367 84,729 128,447 61,486	No. 41,639 22,524 6,618 25,862 17,660 176	No	No.  153  328  21,913 92,633	61,191 13,576 5,370 1,941 1,133 3,497	Tons. 405,105 10,339 9,164 8,397 7,397 39,261	£ 227,703 8,354 4,292 4,182 5,425 6,793	£ 17,551  4,188 1,122 4,981 4,547	 885 717 616 1,461	£  670,661 27,120 16,793 9,248 10,118 27,946	100 159 58 34	£ 292,413 689,889 40,647 23,083 19,085 21,585 35,501	330 384 104 150 1,223	No.  2,443 573 286 182 6,392 20,749	3,410	Tons. 395,839 25,594 56,214 11,991 35,843 25,280
Helensville  Wellsford  Maungaturoto  Paparoa  Waiotira  Dargaville  Whangarei			803 732 342 164 1,007 4,976	45,387 24,410 6,811 10,792 27,146	46,190 25,142 7,153 10,956 28,153 90,572	17  8 12 167 1,504	17,600 15,777 5,058 17,068 26,454 29,129	44,639 45,187 12,358 48,270 38,728 40,103	1,995 1,239 710 2,619 1,999 4,273	35,364 5,999 8,303 63,665 8,072 48,834	8,038 4,345 1,643 1,403 6,407 20,734	2 12 137 581	557	24,409 11,513 5,735 92,445 16,176 31,599	15 4 567 72 475	56,193	1,171 369 1,452 1,562 1,389	11,012 6,807 2,184 4,754 7,731 8,935	7,132 14,323	25,576 10,862 3,522 97,516 23,332 36,570
Hikurangi Otiria Kaitaia Kawakawa Opua Kaikohe Okaihau			393 2,250 618 537 1,465 1,633 391		$\begin{array}{c} 8,378 \\ 31,933 \\ 4,069 \\ 12,040 \\ 30,981 \\ 29,025 \\ 21,240 \end{array}$	20 74  64 68 32 4	4,102 9,143  53 111 5,871 3,652	18,749 14,792  85 73 25,469 17,411	 127	77,961 12,697 14 682 8,604 2,780 3,917	4,707		601 298 5 208 1 224	28,340 101 874 8,894	14  10 49 5 13		535 5 59,137 5 13 5 144	4,817 1,935 99,391 1,491 297	945  164 986 4,242	10,799 7,868 76 10,167 4,194 16,386 14,431
Remuera Greenlane Ellerslie Penrose Onehunga		•••	12 188 70 136	56,569 $47,766$		355 797 13,577 8,723 3,754	1,130 550	 70 5,330	1	160 10 884 119,008 6,477	$143 \\ 2,096 \\ 1,290$	12' 2,47 1,51	$egin{array}{cccccccccccccccccccccccccccccccccccc$	3,70 3,70 99,64	$\begin{bmatrix} & \ddots & & & & & & & & & & & & & & & & & $	102,589	$\begin{bmatrix} 3 & 11 \\ 936 \\ 410,602 \end{bmatrix}$	1,589,134	266,941	190 350 1,200 83,660 43,560
Otahuhu Papatoetoe Papakura Drury Waiuku	••	•••	367 136 1,183 237 140	$egin{array}{cccccccccccccccccccccccccccccccccccc$	83,954 402,796 15,553	23,481 16,473 28,938 247	2,255 $442$ $2,997$ $7,739$ $23,119$	16,262 $2,405$ $9,971$ $20,054$ $24,154$	2,571 182	134,903 1,404 3,529 6,893 1,063	3,854 $24,197$ $1,111$	3,96 7,43 15	$   \begin{array}{ccc}     5 & 354 \\     7 & 1,286   \end{array} $	1,950 10,63 7,30	21 2 54 7 43	10,144 $43,606$ $8,67$	$ \begin{array}{c cccc} 4 & 2,505 \\ 5 & 3,780 \\ 8 & 524 \end{array} $	8,652 18,867 4,638	$     \begin{array}{ccc}         & 18,374 \\         & 6,710 \\         & 671     \end{array} $	10,77 18,86 6,60
Pukekohe Tuakau Pokeno Mercer Te Kauwhata			3,801 608 60 418 169	$egin{array}{cccccccccccccccccccccccccccccccccccc$	$19,285 \\ 25,422$	393 389 183 92 61	23,388 12,604 9,916 817 31,408	26,730 $73,914$ $50,082$ $19,887$ $76,978$	33 45 4,564	17,723	4,069 1,389 2,297	15 13 10	2 452 6 81 8 98	8,83 9,21 12,80	3 66 3 3 3 43	$ \begin{array}{cccccccccccccccccccccccccccccccccccc$	$egin{array}{cccc} 2 & 1,214 \ 2 & 1,676 \ 6 & 287 \ \end{array}$	13,289 $8,155$ $3,926$	$\begin{bmatrix} 1,033\\2&393\\5&289 \end{bmatrix}$	11,84 5,89 4,94
Huntly Glen Afton Taupiri Ngaruawahia Frankton Junet	   ion		1,266 56 209 677 13,096	5 25,514 2 12,896 5 47,57	$egin{array}{cccc} 25,569 \ 13,097 \ 48,246 \end{array}$	16,433 504 118 3,010 42	9,056 1,627 3,783 2,848 34,365	33,515 $24,279$ $6,200$	364 67 0 163	$\begin{array}{r} 220,451 \\ 8,885 \\ 57,078 \end{array}$	1,730 1,658 5,974	17 8 6 6 63	4 40 8 13 8 47	$egin{array}{cccc} 138,23 \ 17,07 \ 60,98 \end{array}$	7 5 25 2 1,945	140,18 2 18,95 2 70,00	5 1,087 4 1,095 7 134,004	4,489 $3,170$ $262,32$	4,338 5,100 1 7,345 9 58,698	16,56 14,83 24,84 66,23
Hamilton Cambridge Morrinsville Matamata Putaruru			11,30 62 2,13 1,72 1,42	$egin{array}{cccc} 8 & 10,623 \ 3 & 49,164 \ 0 & 44,613 \end{array}$	$ \begin{array}{ccc} 11,257 \\ 4 & 51,297 \\ 46,339 \end{array} $	70 318 94	14,326 24,889 58,479 39,931 12,221	53,686 133,885 232,523 188,123 130,388	$\begin{bmatrix} 2 & 1,866 \\ 3 & 402 \\ 30,646 \end{bmatrix}$	4,996 18,813 11,196	$     \begin{array}{ccc}       3,405 \\       8,465 \\       9,412     \end{array} $	$\begin{bmatrix} 1 & 4 \\ 21 & 7 \end{bmatrix}$	5 520 5 850 4 94	$ \begin{array}{cccccccccccccccccccccccccccccccccccc$	4 2: 8 6' 3 70	$egin{array}{cccc} 21,24 \ 54,01 \ 57,12 \ \end{array}$	$\begin{bmatrix} 1 & 3,133 \\ 3 & 11,663 \\ 5,272 \end{bmatrix}$	$\begin{array}{c} 112,644 \\ 60,814 \end{array}$	3,020 4 8,575 4 844	$   \begin{array}{ccccccccccccccccccccccccccccccccccc$
Mamaku Rotorua Passenger Road Waitoa Te Aroha	Service	 es	14 5,76 59 19 1,53	$egin{array}{cccc} 7 & 52,976 \ 1 & 3,189 \ 9 & 10,656 \end{array}$	58,737 $3,780$ $10,849$	158  129	3,614 11,050 29,892 5,172	38,306 54,298 22,636 14,154	5 101,614	20,60 9,61	$\begin{bmatrix} 24,034 \\ 3,071 \\ 1,515 \end{bmatrix}$	$egin{array}{cccc} 1 & & 13 \ 1 & & \dots \ 2 & & & \epsilon \end{array}$		$\begin{bmatrix} 71,42 \\ 17,31 \end{bmatrix}$	2	$\begin{bmatrix} 3,07 \\ 19,04 \end{bmatrix}$	1 1,960 1 9 1,987	20,213 6,40	3 1,108 8 1,133	34,46 28,39
Paeroa Thames Waihi Katikati Tauranga			1,20 48 1,16 17 2,45	2 17,30 5 17,08 9 11,67	$egin{array}{cccc} 1 & 17,785 \ 0 & 18,245 \ 11,858 \ \end{array}$	239 55 230		33,95	$egin{array}{cccccccccccccccccccccccccccccccccccc$	$egin{array}{cccc} 3,52 \ 1,22 \ 2,16 \ \end{array}$	4,323 2 4,086 4 1,833	3 16 3 26 3 26	24 41	$egin{array}{cccc} 2 & 8,22 \ 3 & 5,76 \ 4 & 12,15 \ \end{array}$	4 3 2	$egin{array}{ccc} 8 & 13,78 \ 6 & 10,24 \ 2 & 14,48 \ \end{array}$	$egin{array}{c c} 5 & 1,745 \ 2 & 1,835 \ 3 & 1,095 \ \end{array}$	6,54 4,44 8,82 15,75	2,826 8 2,477 5 350 8 5,839	$egin{array}{cccccccccccccccccccccccccccccccccccc$
Te Puke Edgecumbe Taneatua	••		0.0	6 12,01	6   12,372	14	29,616 28,618 26,343		4 89,36	20,41	1 3,07	4 1	26 42 15 21 38 39	0 71,59	18	9   74,90	6 1,456	8,53	4 619	16,55
Opotiki Ohaupo Te Awamutu Otorohanga Te Kuiti Ongarue			2,57 1,06 3,37	$egin{array}{ccc} 6 & 3,46 \ 0 & 37,87 \ 33 & 29,83 \ 86,82 \ \end{array}$	8 3,544 2 40,442 4 30,89' 5 90,20	133 2 95 7 95 3 279	45,329 $21,048$ $13,262$	$\begin{array}{c} 259,13 \\ 110,91 \\ 177,59 \end{array}$	$ \begin{array}{ccc} 2 & 19,96 \\ 9 & 5,04 \\ 8 & 61,26 \end{array} $	$ \begin{array}{c c} 43,95 \\ 92,15 \end{array} $	$egin{array}{cccccccccccccccccccccccccccccccccccc$	1 1 9 2 1 1 9	14 22 90 4 91 1,18 63 54 63 1,23 62 11	$egin{array}{cccc} 7 & 1,80 \ 4 & 45,71 \ 0 & 38,21 \ 2 & 82,08 \end{array}$	92 7 14 3 10 86 61	7 44,71 6 99,89	618 62 4,179 12 1,729 2,51	94,82 $32,68$ $23,04$	$ \begin{array}{ccc} 3 & 2,259 \\ 6 & 4,466 \\ 8 & 2,670 \end{array} $	$egin{array}{cccccccccccccccccccccccccccccccccccc$
Okahukura Taumarunui National Park Ohakune Raetihi		•••	4,46 87 1,74	$\begin{bmatrix} 29,63 \\ 48,94 \end{bmatrix}$	$ \begin{array}{cccccccccccccccccccccccccccccccccccc$	$egin{array}{cccc} 6 & 415 \ 6 & 2 \ 4 & 26 \ \end{array}$	8,869 $1,153$	$95,81 \ 26,07 \ 14,69$	$   \begin{array}{c c}     8 & 60,16 \\     6 & 199,51 \\     8 & 101,40   \end{array} $	5 15,14 0 8,35 1 10,58 5 1,61	6 17,50 4 5,89 9 8,20 7 1,29	3 3 4 5 4	1	3 44,93 76,03 42,53 9 8,13	38 28 19 5 26 27 31	4 64,47 8 82,39 3 51,66 2 9,56	72 1,74 92 1,25 64 1,13 66 3,44	5 16,35 9 4,44 6 2,01 8 8,75	9,295 9 12,238 4 35 2 240	17,2 8 10,44 5 4,39 0 4,09
Rangataua Waiouru Mataroa Taihape Mangaweka		•••	3,96	$egin{array}{cccc} 35 & 128,28 \ 83 & 8,57 \ 33 & 36,92 \end{array}$	$egin{array}{cccccccccccccccccccccccccccccccccccc$	$egin{array}{cccccccccccccccccccccccccccccccccccc$	1,213 2,230 3,020	$ \begin{array}{cccc} 44,47 \\ 66,60 \\ 138,21 \end{array} $	$     \begin{array}{ccc}       7 & 8,94 \\       8 & 7,11 \\       6 & 75     \end{array} $	$egin{array}{cccc} 8 & 9,36 \ 7 & 1,36 \ 4 & 8,95 \ \end{array}$	$egin{array}{cccc} 9 & 24,68 \ 0 & 64 \ 5 & 10,92 \end{array}$	8 3	3 7 35 50 15 19 1,10 33 18	$\begin{array}{ccc} 6 & 9,9 \\ 9 & 20,4 \end{array}$	)2 42 )3 6	5 13,75 24 51,06 3 10,7 52 32,5 1 14,66	$ \begin{array}{ccc} 1,10 \\ 10 \\ 64 \\ 3,60 \end{array} $	$egin{array}{cccc} 7,49 \ 6 & 2,15 \ 7 & 10,33 \ \end{array}$	$ \begin{array}{c cccc} 01 & 10,607 \\ 65 & 1,032 \\ 2,283 \\ \end{array} $	$egin{array}{cccc} 7 & 33,43 \ 2 & 3,10 \ 3 & 13,79 \ \end{array}$

# STATEMENT No. 18—continued.

STATEMENT OF TRAFFIC AND REVENUE FOR EACH STATION FOR THE YEAR ENDED 31ST MARCH, 1943—continued.

			and the second s				<b>Q</b> UTW.	ARD.								INW	ARD.	
				TRAI	Pric.						REVE	NUE.				TRA	FFIC.	
Stations.	Number of	Second- class.	Journeys. Total.	Season Tickets.	Cattle and Calves.	Sheep and Pigs,	Timber, Hundreds of Superficial Feet.	Other Goods.	Ordinary Passengers.	Season Tickets,	Parcels, Luggage, and Mails.	Goods.	Miscel- lancous.	Total Value forwarded.	Cattle and Calves.	Sheep and Pigs.	Timber, Hundreds of Superficial Feet.	Other Goods.
NORTH ISLAND MAIN LINE AND BRANCHES—continued Hunterville	710	17,335	18,045	No. 40	No. 6,417	No. 134,292	10,349	Tons. 4,286	$rac{\mathfrak{L}}{2,933}$	£ 47	£ 394	£ 15,615	£ 5	£ 18,994	No. 3,813	No. 18,643	6,647	Tons. 8,646
Marton	5,163 7,685		50,133 118,905	183	6,405 1,653	231,330 $12,004$	3,783 $14,796$ $1,025$	9,318 $116,391$ $24,138$	13,979 37,822	39 519 	1,812 2,523	$21,066 \\ 68,790 \\ 6,998$	$\frac{242}{12,174}$	$\begin{array}{c} 37,138 \\ 121,828 \\ 6,998 \end{array}$	1,537	38,207 13,671		$16,217 \\ 114,752 \\ 38,648$
Waitara	319 479 56 24 2,569 4 75	5,711 $8,581$ $69,149$ $1,162$	32,963 25,394 5,767 8,605 71,718 1,166 3,277	455 240 188 301 357	1,425 $19,693$ $3,405$ $5,788$ $24,956$ $1,306$ $2,897$	14,183 51,743 8,915 8,336 77,233 9,185 47,302	1,611 1,282  2,013 41 8,040	24,312 54,643 1,637 2,399 10,273 339 7,344	3,852 3,993 547 634 15,278 151 695	385 167 130 105 256	313 285 25 27 1,169 22 68	31,085 21,906 1,071 3,018 14,891 919 10,940	64 11 1 60 46 4	35,699 26,362 1,774 3,785 31,654 .1,138 11,713	927 105 63 3,288 1,095	344,258 $18,629$ $4,549$ $3,023$ $23,398$ $5,450$ $9,970$	1,786 7 47 8,706 199	15,801 32,196 3,393 6,256 22,033 4,309 2,262
Ohura	1 2200	42,755 2,197 7,889 70,809 25,072	12,737 43,935 2,333 7,945 74,836 25,955 22,483	$\begin{array}{c} 15\\527\\ \\ \\ 45\\150\\97\\49\\ \end{array}$	4,602 19,420 8,275 43,337 18,256 2,068 8,584	55,770 $76,031$ $16,727$ $56,891$ $107,341$ $22,368$ $164,909$	23,677 272 946 12 1,206 21 304	9,094 $14,816$ $2,065$ $12,405$ $18,700$ $23,442$ $25,432$	2,828 6,742 866 715 18,201 4,949 3,686	$\begin{array}{c} 13\\289\\ \\ \\ \\ \\ \\ \\ \\ \\ \\ \\ \\ \\ \\ \\ \\ \\ \\ \\ $		19,816 23,116 3,759 14,437 26,516 44,512 19,472	$\begin{array}{c} 5\\19\\ \\ \\ 2\\60\\371\\21\end{array}$	22,861 30,655 4,659 15,269 46,391 50,328 23,539	2,187 2,114 5,281 108,679	15,543 37,121 32,902 11,284 92,172 295,749 64,819	4,216 1,759 560 9,262 4,525	$\begin{array}{c} 5,172\\19,171\\21,176\\8,699\\33,591\\39,518\\9,612\end{array}$
Aramoho Wanganui ,, (Wharf)			36,510 116,843 		8,253 4,428	99,298 42,846	$\begin{array}{c} 22 \\ 6,089 \\ 328 \end{array}$	45,779 $49,759$ $11,959$	6,783 29,175	20 282 	937 2,968 	29,771 $75,572$ $10,170$	$132 \\ 1,423 \\ 5,507$	$\begin{array}{c} 37,643 \\ 109,420 \\ 15,677 \end{array}$	10,141	10,290 399,940 		36,615 $53,572$ $3,487$
Fordell	168 370 88	10,064 9,458 9,561	9,649	52 74  61 21	3,039 1,543 2,777 1,372 25,207	82,836 84,733 86,062 51,858 291,430	$\begin{array}{c} 45 \\ 2,164 \\ 20 \\ 612 \end{array}$	$\begin{array}{c} 662 \\ 1,419 \\ 15,067 \\ 2,844 \\ 23,379 \end{array}$	814 1,104 1,312 936 11,950	43 57  52 21	102 183 241 84 1,105	3,611 $4,218$ $15,029$ $4,839$ $52,884$	4 5 24 3 51	4,574 $5,567$ $16,606$ $5,914$ $66,011$	1,374 475 621	11,856 $19,541$ $17,815$ $14,280$ $198,536$	279 927 491	2,577 $4,763$ $10,658$ $5,259$ $48,592$
Palmerston North Ashhurst Longburn Foxton Shannon	270 251	13,000 19,013	13,270 19,264		9,838 3,402 7,019 1,171 12,701	58,640 78,936 72,093 4,063 78,968	9,146 30 249 883 188	59,290 2,004 19,659 3,486 5,039	96,547 1,324 1,078  4,956	594 19 139	6,989 92 113 72 386	$105,430 \\ 5,969 \\ 41,800 \\ 3,412 \\ 10,128$	1,680 3 41 1,829 10	211,240 $7,388$ $43,051$ $5,313$ $15,619$	7,508 14,593 1,132	224,780 $30,608$ $239,533$ $20,068$ $37,445$	$\begin{array}{c} 437 \\ 135 \\ 12,547 \end{array}$	$116,282 \\ 5,269 \\ 14,689 \\ 39,975 \\ 9,600$
Levin Otaki Packakariki Johnsonville	3,313	60,021 $468,861$	61,421 472,174	217 116 29,159 45,474	13,737 $5,149$ $1,177$ $547$	66,376 41,146 37,190 15,589		$egin{array}{c} 4,662 \ 2,798 \ 4,452 \ 92 \end{array}$		183 51 9,033 9,080		$10,310 \\ 5,174 \\ 9,289 \\ 987$	70 36 137 54	32,505 24,990 57,087 13,971	1,448	$\begin{array}{c} 90,175 \\ 10,398 \\ 5,520 \\ 149,605 \end{array}$	375 $26,127$	15,448 $6,937$ $22,134$ $1,772$
Wellington— Passenger and parcels Goods Wharf Courtenay Place			1,909,155  29,461	351,053  1,488	 214 	2,101 	125,474 91	361,700 11,325	302,683 .: 17,344	72,997  1,098		556,809 1,230	1,985 8,021 	414,117 564,830 1,230 21,848	708 J	i,518 ::	160,634 70	298,336 47,274
Ngahauranga	968 2,102 492 332	$egin{array}{cccc} 2 & 119,670 \ 2 & 402,253 \ 2 & 89,268 \ \end{array}$	$\begin{array}{c} 520,285 \\ 121,772 \\ 402,745 \\ 89,600 \end{array}$	3,356 184,283 52,296 27,601 35,774 213	10 127 39 447 813 10,664	$\begin{array}{c} 579 \\ 1,408 \\ 1,562 \\ 1,178 \\ 9,352 \\ 202,030 \end{array}$	1,527 27 2,662	12,474 59,828 5,143 9,454 557 13,570	18,494 8,681 14,637 4,574	430 34,028 10,631 7,088 9,894 120	902 595 942 293	2,114 $112,708$ $4,867$ $31,628$ $1,753$ $27,045$	44	16,558	19,230 173 422 1,343	443,879 5,689 1,465 1,773	$\begin{array}{c c} 158,339 \\ 51,620 \\ 6 & 7,450 \\ 3 & 2,439 \end{array}$	5,465 $59,658$ $5,282$ $27,084$ $7,457$ $16,462$
Carterton	4,242	$\begin{bmatrix} 71,220 \\ 3,149 \end{bmatrix}$	75,462 $3,178$	62 17	5,626 7,273 352 8,073	$\begin{array}{c} 82,052 \\ 150,027 \\ 18,533 \\ 68432 \end{array}$	17,566 188	23,569 $12,648$ $23,022$ $3,035$	21,082 512	15	1,444 28	39,421 27,197 11,907 7,863	j	12,463	1,150	150,353 55,969 558 3,228	$\begin{array}{ccc} & 15,328 \ & 75 \end{array}$	2,404
Hukanui Pahiatus	509 66 1,242	$egin{array}{cccc} 12,200 \ 2,640 \ 49,781 \end{array}$	$\begin{array}{c} 12,715 \\ 2,706 \\ 51,023 \end{array}$	$\frac{4}{20}$	3,092 6,904 4,082 17,574 8,855	30,911 $104,312$ $36,562$ $233,530$ $131,508$	3 8	7,409 8,701	3,561 604 7,669	; ; }(		3,858 $12,704$ $10,543$ $32,689$ $17,353$	$egin{array}{c} 1 \\ 16 \\ 8 \\ 404 \\ 92 \end{array}$	4,377 $16,629$ $11,220$ $41,126$ $30,398$	744 1,387 3,349	2,850	$egin{array}{c c} 12,327 \\ 703 \\ 602 \\ \hline \end{array}$	12,890 3,737 10,133
Ormondville	340 2,308 1,05	$   \begin{array}{c cc}     & 8,324 \\     & 28,528 \\     & 18,950 \\   \end{array} $	$egin{array}{cccc} 8,670 \\ 30,836 \\ 20,001 \\ \end{array}$	61 32 18		359,858 207,923	$\begin{array}{c} 57 \\ 114 \\ 7,237 \end{array}$	2,235 $15,877$ $9,749$ $15,533$ $1,783$	1,628 8,103 3,432	64 17 (	172 $1,123$ $271$	8,434 $15,295$ $27,063$ $17,160$ $13,514$			427 3,106 641	5,957 7,998 18,044 4,490 51,410	100 1,766 3 338	$13,786 \\ 5,864$
Hastings Clive Napice Napice Boad Service . Port Ahuriri	. 6,600 . 100	$\begin{bmatrix} 732 \\ 8 \\ 78,075 \end{bmatrix}$	743 84,685	239	$1,534$ $321$ $2,103$ $\cdots$ $8$	51,765 8,329 40,427	34,900 	38,135	$\begin{array}{c} 226 \\ 30,260 \\ 275 \end{array}$		77	22,687	12 94	$\begin{array}{r} 23,002 \\ 59,780 \\ 281 \end{array}$	47,984 823	873,65	$\begin{bmatrix} 3,427 \\ 3,943 \end{bmatrix}$	13,060 16,458
Putorino	. 1,14	$egin{array}{ccccc} 2 & & 155 \ 4 & & 29,275 \ \end{array}$	$ \begin{array}{cccccccccccccccccccccccccccccccccccc$	37	7,135 17,870 2,088 1,989 1,434	103,492 37,757 24,837	3,450 $3,003$	$\begin{array}{r} 16,008 \\ 308 \\ 6,622 \end{array}$	$egin{array}{cccc} 14,855 \ 28 \ 16,944 \end{array}$	33		41,311 3,025 11,756	$\begin{array}{c c} & 89 \\ & 9 \\ \hline 418 \end{array}$	$\frac{3,071}{30,593}$	$egin{array}{cccc} 3,186 \ & 72 \ & 1,804 \end{array}$	62,94; 8,138 125,528	$ \begin{array}{ccc} 3 & 2,382 \\ 5 & 31 \\ 5 & 37,078 \end{array} $	$\begin{array}{c} 21,507 \\ 2,097 \\ 20,277 \end{array}$
Chief Accountant Overseas traffic	4 - 4 - 4 - 4 - 4		3 1,177,001  2 11,440,268	9,862  983,805	${644}$ $1,250,917$		1,020 1,987,262					150,338 18,038 5,155,413		$\frac{1,055,596}{18,038}$ $8,161,259$				

# STATEMENT No. 18—continued

STATEMENT OF TRAFFIC AND REVENUE FOR EACH STATION FOR THE YEAR ENDED 31ST MARCH, 1943-continued

							OUTW	ARD.								INW	ARD.	
Stations,			1	TRA	FFIC.						REVE	NUE.			ļ	TRA	eric.	
	Number of	Second- class,	Journeys, Total.	Season Tickets,	Cattle and Calves.	Sheep and Pigs.	Timber, Hundreds of Superficial Feet.	Other Goods,	Ordinary Passengers.	Season Tickets.	Parcels, Luggage, and Mails.	Goods.	Miscel- laneous.	Total Value forwarded.	Cattle and Calves.	Sheep and Pigs,	Timber, Hundreds of Superficial Feet.	Other Goods,
SOUTH ISLAND MAIN LINE AND BRANCHES—	ANTO AND MARKETON	140 000		No.	No.	No.		Tons.	£	£	£	£	£	£	No.	No.		Tons.
Lyttelton          ,, (Wharf)          Heathcote          Woolston          Opawa	25,319  1,222 932 9	140,325  39,195 37,772 1,145	165,644  40,417 38,704 1,154	48,627 10,257 17,912 371	397  	26,718  	17,215  35 	287,334 13,292 7,585 7,694	8,136  709 873 25	8,161 $1,545$ $2,721$ $58$	4,534  104 130 3	147,559 3,152 4,880 5,079	52,415  4	220,805 3,152 7,238 8,807 86	239  1 24 	2,581   33	45,272 1,082 1,046	283,936 51,432 15,712 21,993
Christchurch— Passenger and parcels Goods Central Booking-office Addington	48,568  20,492 605 286	925,228 84,027 44,640 4,978	973,796  104,519 45,245 5,264	64,441  159 2,186 694	379  4,290	$\begin{array}{c} 12 \\ 12 \\ 254,591 \\ 2\end{array}$		$133,673$ $\vdots$ $42,637$ $3,692$	$ \begin{array}{c} 126,435 \\ \\ 60,105 \\ 4,462 \\ 606 \end{array} $	11,995  1,028 455 155	20,262  639 509 136	133,803  33,825 1,898	589 3,181 14 534 21	136,984	 477 30,522	581 539,655	97,602 97,772 47,504	323,346  94,266 20,942
Papanui	479 41 226 506	10,784 $8,994$ $53,373$ $40,082$	11,263 9,035 53,599 40,588	1,763 $595$ $3,167$ $12,459$	43 131 1,921 1,621	8,458 21,455 63,880	7,149 $12,091$ $3,341$	8,503 29,243 19,678 13,480	1,146 $453$ $2,604$ $3,163$	515 188, 844 3,391	306 130 199 1,442	6,960 21,652 11,496 10,450	14 69 32 104	$8,941 \\ 22,492$	76 15,231 417 922	309 756,508 222,760 16,313	36,446 5,873 16,773 6,495	13,385 14,660 18,149 16,132
East Oxford	4 15 107 184 120	1,093 $6,437$ $4,741$ $14,871$ $4,076$	1,097 $6,452$ $4,848$ $15,055$ $4,196$	 184 67 13	$ \begin{array}{r} 650 \\ 325 \\ 633 \\ 1,757 \\ 1,230 \end{array} $	51,733 16,822 82,120 150,853 71,776	29	3,897 $6,435$ $8,128$ $8,594$ $5,191$	130 $516$ $708$ $2,241$ $1,116$	 108 74 13	29 347 126 468 146	4,035 3,654 5,766 15,026 7,508	10 11: 3 7 5:	4,204 4,636 6,677 17,755 8,775	107 80 81 317 455	20,421 4,998 23,444 7,458 11,704		8,130 5,031 2,560 1,402 5,974
Parnassus Hundalee Kaikoura Waikari Hawarden Culverden Waiau	189 621 82 4 	1,263 6,037 1,703 279 69 814 139	1,452 6,658 1,785 283 69 847 146		638 2,779  238 1,027 1,876 629	34,067 111,839  36,461 102,144 89,211 67,009	2,274 509  12 11,157	845 3,445 29,642 9,793 7,803 2,748	356 1,924 870 53 <i>Or.</i> 7 186 29	8	76 256 151 54 168 132 71	2,737 11,689  13,288 10,119 12,962 6,262	$egin{pmatrix} 7 \ 242 \ \cdot & 7 \ 3 \ 5 \ 9 \ \end{bmatrix}$	3,184 14,111 1,021 13,402 10,283 13,285 6,371	192 96  88 50 730 378	3,047 994 3,764 7,095 5,159 4,843	143 3,113 580 389 1,239 661	2,529 8,030 3,834 2,171 7,619 3,659
Hornby Lincoln	59 12 12 18	$16,934 \\ 10,996 \\ 12,816 \\ 8,598$	16,993 11,008 12,828 8,616	366 117 55 13	$1,312 \\ 1,820 \\ 2,774 \\ 397$	1,625 $95,128$ $28,407$ $41,901$	596 51 23 51	$\begin{array}{c} 61,760 \\ 15,476 \\ 5,729 \\ 10,027 \end{array}$	2,072 $675$ $1,138$ $1,015$	109 87 52 15	82 60 458 520	25,779 7,903 3,631 6,003	408 7 3	28,450 8,732 5,282 7,556	1,585 98 327 141	6,117 $5,423$ $27,078$ $18,245$	4,827 324 706 370	53,587 5,185 8,150 3,859
Little River Islington Rolleston Kirwee	19 30 32 12	$17,146 \\ 6,527 \\ 9,768 \\ 3,540$	17,165 6,557 9,800 3,552	122 586 20 39	$7,231 \\ 116 \\ 272 \\ 98$	138,052 $9,327$ $15,370$ $22,703$	89 23  699	$\begin{array}{c} 1,701 \\ 17,021 \\ 5,397 \\ 4,125 \end{array}$	2,327 601 623 295	$\begin{array}{c} 123 \\ 118 \\ 20 \\ 32 \end{array}$	281 65 38 79	$6,994 \\ 10,055 \\ 2,604 \\ 2,495$	107 37 2 9	$9,832 \\ 10,876 \\ 3,287 \\ 2,910$	1,392 $1,914$ $126$ $63$	25,495 $303,185$ $6,245$ $29,956$	3,527 5,018 162 44	$\substack{6,370\\16,852\\1,834\\3,440}$
Darfield	78 7, 55 182 83	9,055 $725$ $2,159$ $7,900$ $2,302$	9,133 $732$ $2,214$ $8,082$ $2,385$	87 129 85	315 589 381 446 19	60,662 $52,580$ $33,043$ $14,266$ $60$	$   \begin{array}{r}     252 \\     10,105 \\     105 \\     1 \\     39   \end{array} $	9,200 23,804 5,490 1,498 88	860 108 404 845 325	$\begin{array}{c} 79 \\ \dots \\ 116 \\ 72 \\ \dots \end{array}$	85 35 246 162 34	$6,076 \\ 16,665 \\ 4,414 \\ 2,131 \\ 110$	3 20 2 24 2	7,103 16,828 5,182 3,234 471	220 171 28 129 42	8,355 $6,876$ $8,739$ $4,740$ $946$	517 4,081 117 174 78	1,945 $11,011$ $2,089$ $1,663$ $888$
Otira	204 38 162 19	$16,404 \\ 5,160 \\ 14,929 \\ 7,601$	$16,608 \\ 5,198 \\ 15,091 \\ 7,620$	59 87 83	1,171 $585$ $89$ $1,550$	$6,139 \\ 2,159 \\ 1,804 \\ 8,544$	69,102 47,190 31,390 98,822	904 849 94,451 53,833	$1,816 \\ 857 \\ 2,347 \\ 939$	 58 51 68	174 436 108 123	21,113 $11,596$ $42,248$ $50,415$	23 2 27 24	$\begin{array}{c} 23,126 \\ 12,949 \\ 44,781 \\ 51,569 \end{array}$	217 96 289 480	$77\\1,394\\1,008\\2,663$	$   \begin{array}{c}     118 \\     238 \\     725 \\     716   \end{array} $	2,589 $1,484$ $1,031$ $3,119$
Ikamatua Recfton Inangahua Junction Westport Waimangaroa Granity Greymouth ,, (Wharf)	30 106 6 295 5 1 2,219	9,337 20,855 3,475 38,855 19,925 38,670 152,417	9,367 20,961 3,481 39,150 19,930 38,671 154,636	56 113 2 182 189 449 3,570	775 1,335 1,008 1,980 1 38 756	7,661 6,715 8,613 1,303  2,273	$45,757 \\ 4,411 \\ 5,324 \\ 1,166 \\ 655 \\ 1,889 \\ 26,350 \\ 2$	7,072 77,873 12,153 5,061 179,708 284,308 15,970 2,136	1,883 4,024 818 8,212 1,044 3,451 25,787	51 80 3 138 162 359 1,096	94 207 78 393 38 111 1,929	14,120 $68,189$ $18,095$ $4,698$ $32,430$ $85,686$ $19,611$ $1,539$	59 695 1,052 7,871 20 1 8,455	16,207 73,195 20,046 21,312 33,694 89,608 56,878 1,539	473 423 479 421 7 49 2,931 4	3,402 2,234 782 3,860  111 5,135	135 748 40,780 2,603 1,809 659 3,464 283,811	4,368 3,248 3,245 452,924 3,604 2,149 28,826 248,616
Runanga	$ \begin{array}{c} 40 \\ 10 \\ 42 \\ 571 \\ 24 \end{array} $	51,480 $2,490$ $10,897$ $46,478$ $21,236$	51,520 $2,500$ $10,939$ $47,049$ $21,260$	$\begin{array}{c} 2,520 \\ 11,111 \\ 108 \\ 387 \\ \cdot \overset{2}{\ldots} \end{array}$	17 14 1,358 2,273 4,298	70 $3.270$ $7,618$ $20,823$	 12 110,500 113,581 117,410	145,656 137,425 1,220 3,147 4,843	1,753 101 1,077 8,669 1,502	733 2,388 62 209 59	66 5 69 1,061 61	83,448 72,308 18,234 29,805 32,367	$ \begin{array}{c} 51 \\ 203 \\ 3 \\ 172 \\ 111 \end{array} $	86,051 75,005 19,445 39,916 34,100	43 15 683 318 85	908 2,487 365	2,972 3,906 112 5,688 1,603	7,184 3,646 4,280 13,338 4,749
Burnham Dunsandel Rakaia Methyen Chertsey Ashburton	566 81 567 18 3,468	$412,561 \\ 30.915 \\ .0,072 \\ 11,897 \\ 8,324 \\ 175,256$	415,127 30,999 40,633 11,954 8,342 178,724	171 57 129 16 63, 134	142 271 873 759 830 630	21,057 54,539 95,572 76,977 40,525 5,604	$435 \\ 60 \\ 2,181 \\ 5,012 \\ 105 \\ 1,671$	8,830 7,703 23,426 13,070 14,897 27,404	$19,376 \\ 3,157 \\ 4,298 \\ 2,256 \\ 679 \\ 27,991$	301 58 113 16 36 133	$ \begin{array}{c} 258 \\ 336 \\ 217 \\ 76 \\ 62 \\ 1,558 \end{array} $	14,607 4,696 19,099 17,071 20,562 23,118	220 61 102 36 	34,762 8,308 23,829 19,455 21,339 53,400	5 236 217 301 244 1,430	$\begin{array}{c} 4,125 \\ 25,800 \\ 35,332 \\ 46,690 \\ 77,638 \\ 51,442 \end{array}$	5,858 1,598 901 2,412 151 25,526	20,067 4,611 11,041 14,971 4,706 42,912
Tinwald  Mount bomers  Hie is  Rangitata  Orari	11 48 21 612	4,940 41 8,606 5,959 17,787	4,951 42 8,654 5,980 18,399	74 57 26 33	920 507 658 171 688	83,672 14,627 71,430 28,873 66,749	6,195 56 248 2,833 138	8,510 9,549 9,662 7,096 4,118	545 28 944 828 3,561	$\begin{array}{c} 10 \\ \cdot \cdot \\ 47 \\ 24 \\ 34 \end{array}$	$   \begin{array}{c}     30 \\     17 \\     69 \\     47 \\     267   \end{array} $	12,294 7,339 9,480 5,724 4,157	84 58 4	12,963 7,442 10,544 6,623 8,028	276 203 232 76 318	49,576 5,315 17,493 7,689 3,476	96 6,632 44 102 676	4,929 $11,533$ $7,386$ $1,940$ $5,723$
Winchester  Temuka Washdyke Pleasant Point Aibury Fairlie	$ \begin{array}{c} 45 \\ 719 \\ 50 \\ 36 \\ 4 \\ 57 \end{array} $	4,776 44,465 7,906 10,525 4,859 17,062	4,821 45,184 7,956 10,561 4,863 17,119	69 62 15 35 27 7	95 4,250 867 447 348 542	4,752 43,741 15,618 74,606 39,359 90,808	1,483 792 857 4,450 12,397	8,916 11,946 21,967 3,511 6,356	694 6,750 539 886 774 2,467	59 58 13 35 25 6	69 452 24 84 53 138	5,845 7,499 13,790 11,120 4,149 11,112	20 23 1 4 3 6	6,687 14,782 14,367 12,129 5,004 13,729	143 1,641 1,004 860 83 365	5,026 6,937 74,537 25,633 1,586 1,094	1,778 107 112 171 743	3,057 13,803 7,258 5,133 3,416 9,578
Timaru	7,310  48 98 399	162,903  17,466 4,731 9,566	170,213  17,514 4,829 9,965	1,301  11 27 23	 1,333 291 756	5,089 16,135 22,376 31,377	4,485  16 3	89,565 22,416 12,461 4,565 11,306	38,808 1,115 509 1,734	$\begin{array}{c} 391 \\ \cdot \\ 7 \\ 24 \\ 49 \end{array}$	2,729 $$ $56$ $35$ $169$	54,120 3,185 5,858 2,571 6,872	9,673 2 1 6	105,721 3,185 7,038 3,140 8,830	221  515 327 202	353,952  113,943 3,800 12,368	26,319  241 530 87	159,658 52,964 8,683 5,498 3,438
Waimate Merven	583 71 45 33 24	27,784 5,588 5,838 3,430 2,938	28,367 5,659 5,883 3,463 2,962	63 82 27 80 23	285 65 216 479 397	424,40 28,872 19,056 22,368 55,739	1	7,202 9,480 3,394 13,643 2,254	4,795 680 535 205 466	28 146 22 52 24	735 46 61 280 46	6,522 5,354 2,337 18,612 3,461	17 4 	12,097 6,230 2,955 19,149 3,997	135 17 121 562 99	2,772 1,514 2,850 221,174 8,823	874 315 63 442 76	$12,352 \\ 3,021 \\ 2,145 \\ 6,381 \\ 2,222$
Kurow Oamaru , Breakwater Waiareka Ngapara	3,571 	11,156 82,079 1,480 65	11,203 85,650 1,480 67	139	486 749  298 130	48,476 18,886  37,609 5,792	896	3,835 27,593 2,997 39,221 7,707	1,734 22,118  141 35	122	112 2,943  19 15	5,850 20,093 888 16,779 4,903	$\begin{array}{c c} 2,330 \\ \vdots \\ 26 \\ \end{array}$	7,704 47,606 888 16,965 4,953	149 985  238 54	2,090 8,586 47,467 5,717	725 11,390  86 204	5,514 53,135 9,569 538 5,082

# STATEMENT No. 18—continued

STATEMENT OF TRAFFIC AND REVENUE FOR EACH STATION FOR THE YEAR ENDED 31st March, 1943-continued

11 17 A A 100 - 10									OUTW	ARD.								INW	ARD.	
Stati	ons.		addicas accessors and a			TRA	ғиіс. 			·			REVE	NUE.				Tra		
			first-	f Passenger J Second- class.	Total.	Senson Tickets.	Cattle and Calves.	Sheep and Pigs,	Timber, Hundreds of Superficial Feet.	Other Goods.	Ordinary Passengers.	Season Tickets.	Parcels, Luggage, and Mails.	Goods.	Miscel- laneous.	Total Value forwarded,	Cattle and Calves.	Sheep and Pigs.	Timber, Hundreds of Superficial Feet.	Other Goods.
SOUTH ISLAND MA BRANCHES— Maheno Hampden Palmerston Makareao Waikouuiti	continued 		12 150 511 	12,789 7,734 36,371  8,966	12,801 7,884 36,882 9,068	No. 103 68 137 204	No. 1,069 466 816  1,652	No. 31,313 23,269 81,617	7	Tons. 7,273 1,674 2,769 47,553 1,501	£ 903 828 4,615	£ 65 57 103	209 490	19,000	,,	3,310	281 874 J	No. 9,346 6,029 6,328	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	Tons. 5,868 3,365 5,930 532 3,182
Seacliff Waitati Port Chalmers Sawyer's Bay	Upper :		140 12 17 11	16,265 $12,058$ $4,811$ $21,207$	16,405 $12,070$ $4,828$ $21,218$	$395 \\ 2,621 \\ 710 \\ 8,787$	$\begin{array}{c} 163 \\ 273 \\ 170 \\ 73 \end{array}$	5,659 $2,112$ $4,409$ $322$		787 465 34 128	1,522 592 508 489	$167 \\ 766 \\ 108 \\ 1,465$	50 106	824 452 168 177	7 - 15 3 3	893	273 46	1,544 $2,918$ $765$ $100$	58	5,327 $3,012$ $316$ $818$
Port Chalmers St. Leonards Ravensbourne Dimedin Goods Caversham	• • • • • • • • • • • • • • • • • • • •		$ \begin{array}{c} 110 \\ 13 \\ 3 \\ 23,478 \\ \\ \\ 328 \end{array} $	$\begin{array}{c} 42,458 \\ 7,478 \\ 33,788 \\ 565,248 \\ \vdots \\ 25,685 \end{array}$	42,568  7,491  33,791  588,726   26,013	22,364 8,299 10,896 66,433  3,372	5 8 1  363	   396	31   7,788 124	22,733 $39,913$ $129,459$ $664$	1,999 212 567 118,868  1,777	4,387 1,282 1,573 12,208	22 17 10,686	8,645 $4$ $20,277$ $181,435$ $791$	4,491  116 693 1,663	$142,455 \\ 183,098$	11   441	  1,628	5,814  73  135,646 7,092	54,688 50 10,511  226,673 7,898
Burnside Green Island Wingatui Middfemarch			10 48 188 184	17,715 $33,777$ $114,931$ $4,005$	$\begin{array}{c} 17,725 \\ 33,825 \\ 115,119 \\ 4,189 \end{array}$	$7,469 \ 24,231 \ 3,494 \ 5$	3,225 1,137 903	20,573 $26,676$ $77,458$	20	59,502 $7,283$ $2,918$ $2,767$	$\begin{array}{c} 471 \\ 1,290 \\ 3,979 \\ 954 \end{array}$	$^{941}_{3,542}$	103	$64,765 \\ 7,015 \\ 5,434 \\ 8,160$	54 20 19 20	$11,934 \\ 10,242$	1 594	615,666 2,030 8,137	1,313 281	95,575 $26,522$ $1,949$ $3,608$
Waipiata Ramfurly Oturchua Omakau Alexandra	• • • •		275 569 90, 346 426	3,723 5,563 1,656 3,692 4,238	3,998 6,132 1,746 4,038 4,664	18 3 2	671 258 931 1,006 230	56,393 54,245 68,118 81,850 14,968	889   32   2	$728 \\ 1,114 \\ 1,659 \\ 1,320 \\ 3,390$	$egin{array}{c} 1,225\ 2,103\ 641\ 1,791\ 2,408 \end{array}$	 6 2 5	123 248 166 317 383	4,970 5,531 7,461 8,154 7,053	2 14 4 8 9	$7,902 \\ 8,274 \\ 10,275$		6,062 $3,732$ $5,370$ $9,238$ $5,126$	605 148 467	4,124 3,525 1,751 3,722 6,089
Clyde Cromwell Mosgiel Outram Allanton			89 591 500 22 11	2,442 $6,301$ $61,688$ $4,548$ $12,650$	2,531 $6,892$ $65,188$ $4,570$ $12,661$	$ \begin{array}{r} 126 \\ 23,796 \\ 149 \\ 675 \end{array} $	111 1,010 613 196 1,389	$egin{array}{c} 4,419 \\ 64,144 \\ 3,216 \\ 3,300 \\ 25,304 \end{array}$	41	1,670 $6,249$ $4,078$ $1,508$ $4,753$	823 3,370 4,345 361 810	68 5,114 96 195	431 398 49	$egin{array}{c} 3,412 \\ 14,297 \\ 2,626 \\ 926 \\ 3,503 \\ \end{array}$	1 17 11 1 3	$\begin{array}{c} 4,507 \\ 18,115 \\ 12,494 \\ 1,433 \\ 4,735 \end{array}$	22 140 862 98 1,495	1,232 $3,580$ $9,850$ $1,283$ $21,392$		1,272 6,382 6,705 6,582 3,481
Milburn Milton Lawrence Miller's Flat			1,808 39 3	2,502 33,586 949 351	2,503 35,394 988 354	3 29 	$\begin{array}{c} 112 \\ 1,066 \\ 406 \\ 260 \end{array}$	11,958 $46,380$ $28,567$ $26,023$		$79,980 \ 3,900 \ 1,447 \ 2,686$	$\begin{array}{c} 290 \\ 6,961 \\ 221 \\ 42 \end{array}$	35 	30 836 183 60	29,340 $5,180$ $3,190$ $5,627$	319 95 2 1	29,981 $13,107$ $3,596$ $5,730$	281 601 147 138	3,031 $19,676$ $4,488$ $2,363$	$159 \\ 1,441 \\ 291 \\ 525$	11,434 14,540 8,897 3,746
Roxburgh Lovell's Plat Stirling Balelutha Owaka	* 4		34 10 168 3,148 56	$\begin{array}{c} 848 \\ 3,043 \\ 16,319 \\ 49,708 \\ 7,143 \end{array}$	$\begin{array}{c} 882 \\ 3,053 \\ 16,487 \\ 52,856 \\ 7,199 \end{array}$	 15 194 79 3	97 100 4,685 1,541 1,366	11,617 $19,848$ $3,911$ $57,552$ $42,914$	$egin{array}{c} 1 \\ 47 \\ 174 \\ 38,624 \\ \end{array}$	3,675 $2,078$ $125,850$ $17,434$ $3,688$	$\begin{array}{c} 196 \\ 254 \\ 2,427 \\ 10,893 \\ 1,517 \end{array}$	 16 90 72 3	$\frac{342}{1,276}$	6,267 $2,202$ $72,995$ $26,503$ $14,571$	$egin{array}{c} 4 \\ 2 \\ 1,739 \\ 62 \\ 15 \end{array}$	38,806	28 51 1,474 1,987 816	$\substack{265 \\ 1,989 \\ 4,172 \\ 167,185 \\ 10,623}$	333 885	2,589 $4,547$ $5,625$ $16,962$ $8,291$
Tahakopa			30	9,690	9,720	3	186	2,765	1	232	1,469	2	66	3,430	• •	4,967	173	2,168		2,298
Waiwera Clinton Waipahi Tapanui	• • • • •		263 789 397 15	20,321 17,001 10,344 85	20,584 17,790 10,741 100	19 71 	239 878 1,547 331	11,692 45,131 60,009 44,367	4,608 $6,004$ $1,347$ $6,395$	2,059 $1,206$ $3,037$ $2,085$	1,989 $2,726$ $2,188$ $54$	83 	123 197 26	4,980 5,314 5,869 6,623	13 2 2	8,256 6,705	214 114 763 199	2,388 3,694 3,700 2,848	8 257	$12,467 \\ 6,764 \\ 11,453 \\ 8,125$
Heriot Gore Riversdate Mataura Edendate	• • • • •		25 2,727 33 311 413	370 74,131 8,310 43,334 28,383	395 76,858 8,343 43,645 28,796	393 23 576 230	416 3,396 1,980 1,121 2,697	89,971 167,063 165,304 36,393 51,098	1000000000000000000000000000000000000	1,659 $22,006$ $16,959$ $20,890$ $5,619$	183 17,858 986 4,990 4,587	 291 21 343 185		7,364 $28,305$ $17,671$ $30,655$ $9,364$	 171 22 146 81	7,622 $48,079$ $18,900$ $36,360$ $14,435$	$733 \\ 2,742 \\ 545 \\ 883 \\ 1,161$	5,124 $20,092$ $9,944$ $137,256$ $30,570$	509 5,330 1,016 867 901	12,457 $54,822$ $23,492$ $25,910$ $22,382$
Wyndham Woodlands Invercargill , Got Waimabaka	ods .		$\frac{35}{7,799}$	1,133 14,503 285,632  13,280	1,168 14,704 293,431  13,283	 92 14,525 	940 1,308  6,128 3,358	21,568 73,184  96,131 68,906	$\begin{array}{c} 844 \\ 1 \\ \\ 4,056 \\ 27,492 \end{array}$	2,711 $3,523$ $$ $83,124$ $4,276$	$\begin{array}{c} 248 \\ 1,627 \\ 63,796 \\ \vdots \\ 959 \end{array}$	$75 \\ 1,376 \\ 59$	4,120	4,340 $5,480$ $80,119$ $12,422$	 5 172 473 6	$72,464 \\ 80,592$	197 437  4,589 1,280	10,803 32,276 52,874 17,669	$ \begin{array}{r} 249 \\ 459 \\ 34,231 \\ 215 \end{array} $	15,051 18,977 149,132 25,617
Bluff			101	66,986	67,087	3,757	19		529	83,763	3,981	1,195	405	40,958	14,753	61,292	255	484,942	26,824	136,411
Makarewa Thornbury Riverton	• •		6 8 99 15	8,022 2,306 8,106 19,679	8,027 $2,314$ $8,195$ $19,694$	924 107 142 31	2,252 660 856 1,101	99,809 77,981 40,397 36,488	$ \begin{array}{r} 25 \\ 43 \\ 17,873 \\ 76,979 \end{array} $	23,218 $2,240$ $3,019$ $35,058$	473 $206$ $1,372$ $2,300$	294 95 113 30		23,444 $3,870$ $9,505$ $39,776$	23 3 9	$^{4,202}_{11,224}$	5,043 288 330	361,095 19,156 4,931 11,828	2,503 124 221	22,495 15,423 8,663
Tuatapere Otautau Wairio Winton	• •		39 14 238	5,776 $4,603$ $16,425$	5,815 4,617 16,663	183 3 95	548 709 1,930	107,160 $27,519$ $225,383$	6,875 4,052	3,587 $222,003$ $112,754$	758 880 1,887	156 2 83	84 55 <del>1</del> 77	$7,311 \\ 171,870 \\ 48,222$	3,430 16	50,685	467 393 983	$^{\circ}_{1,1,3}^{433}$ $^{\circ}_{43,403}$	205 268 498 1,637	7,447 15,807 14,330 19,859
Lumsden Kingston Through traffic tipu)	(Lake Wak		262	23,357 895 	23,619		1,548 235 2	98,497 $13,680$ $6,055$	1,619 	25,896 374 2,569	3,612 278 	36 	268 22 	17,660 1,283 4,204	$\begin{array}{c} 26\\44\\ \cdots\end{array}$	$\frac{1,627}{4,204}$	727 115 116	$16,285 \\ 2,402 \\ 3,015$	1,766 774 2,068	29,595 $6,570$ $4 < 92$
Chief Accounta Overseas traffic			45,197	335,588		962	2,300	2,883	2,808	33,651	246,769	20,807	30,090	$   \begin{array}{r}     39,256 \\     127,994   \end{array} $	15,515	352,437 127,994	2,300	2,883	2,808	33,651
Totals  Nelson Section-		2	15,559	5,349,214	5,564,773	393,190	135,204	5,565,544	1,083,833	3,611,904	988,701	101,347	107,060	2,838,834	134,414	$\frac{4,170,356}{}$	135,204	5,565,544	1,083,833	7,611,904
Port Nelson Nelson Wakefield Glenhope District Office Overseas traffic			3,244	16,760 7,404 336	2,004 7,429 336	 491 48 	 5 1,231 1,524 	723 25,165 15,940	287 171 15,483	3,022 8,553 6,607 2,413	5,001 613 55 Cr. 1,959	 424 22  443	 84 75 15 83	$242 \\ 2,645 \\ 3,683 \\ 4,196 \\ 281 \\ 291$	 80 6 2	$242 \\ 8,234 \\ 4,399 \\ 4,268 \\ Cr. 1,152 \\ 291$	2,607 45 108	36,724 1,395 3,709	15,526 290 125	2,167 $10,438$ $6,232$ $1,758$ $1,168$
'Totals	• •		3,269	26,008	29,277	539	2,765	41,918	15,941	21,763	3,710	889	257	11,338	88	16,282	2,765	41,918	15,941	21,763
Picton Section— Picton Blenheim Clarence District Office Overseas traffic	• • • • •		2,468 8,592 140	38,689 84,311 1,370	41,157 92,903 1,510	128 163 	136 653 177  24	20,179 171,123 11,405  22,930	1,436 3,704 46	27,379 37,471 4,941 	4,392 15,034 384 339	127 205  414	343 1,149 17 540	16,480 $16,011$ $2,561$ $715$ $3,211$	4,512 748 	25,854 33,148 2,963 2,008 3,211	461 310 195 24	143,416 30,404 28,887  22,930	3,327 1,460 399	36,186 32,000 1,605 
Totals		ļ	11,200	125,696 13,766	136,896 13,766	291	990	225,637 9,720	5,186 2,085	70,696	20,149	746 49		38,978 5,590	5,260 46	67,184 8,892	990 165	225,637 9,720	5,186	70,696

# STATEMENT NO. 19 CLASSIFICATION OF GOODS AND LIVE-STOCK TRAFFIC AND EARNINGS BY COMMODITIES

				Yea	r ended 31	st March, 194	3.		
Commodity,		Tonness	Don Clean	Tons			Reve	nue.	
		Tonnage carried.	Per Cent. of Gross.	One Mile (000 omitted).	Average Haul.	Total.	Per Cent. of Gross.	Per Ton.	Per Tor Mile
Products of Agriculture					Miles.	£		£ s. d.	d.
Grain		304,916	3.43	17,453	57	173,721	$2 \cdot 12$	0 11 5	2.3
Meals		121,802	1.37	7,761	64	80,640	0.98	0 13 3	2.4
Fruit and vegetables		86,689	0.98	15,827	183	133,490	1.63	1 10 10	$2 \cdot 0$
Root crops and fodder		143,871	$1 \cdot 62$	12,847	89	108,707	1.32	0 15 1	2.0
Flax, green and pressed		11,909	0.13	1,171	98	11,827	0.14	0 19 11	$2 \cdot 4$
Sceds		26,749	0.30	1,923	72	22,808	0.28	0 17 1	2.8
		695,936	7.83	56,982	82	531,193	6.47	0 15 3	$2 \cdot 2$
Animals and other Produc		007.04							
Cattle, calves, horses		281,847	$3 \cdot 17$	24,991	89	319,793	3.88	1 2 8	3.0
Sheep and pigs	• • •	570,204	6.42	40,720	71	584,596	7.12	1 0 6	$3 \cdot 4$
Meat, fresh Meat, chilled	• • •	49,392	0.56	8,044	163	108,047	1.32	2  3  9	$3 \cdot 2$
Meat, frozen	• • •	222,761	2.50	19 104		040 000	9.00		
Butter	• • •	140,432	1.58	12,104	54	242,263	2.96	$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	4.8
CHIT	• • •	140,432 $115,183$	1.38	15,953	114	192,829	$2 \cdot 35$	1 7 5	$2 \cdot 9$
and the second s	• • •			7,141	62	117,904	1.44	1  0  6	3.9
	• • •	222,239	2.50	14,228	64	267,245	$3 \cdot 26$	1 4 0	$4 \cdot 5$
Dairy by-products	• • •	32,436	0.36	2,517	78	36,015	0.44	1 2 2	$3 \cdot 4$
Fat, hides, and skins	• • •	78,275	0.88	5,271	67	106,039	1.29	171	$4 \cdot 8$
fish	••	11,420	0.13	1,974	173	19,579	0.24	1 14 4	2.3
Products of Mines		1,724,189	19.40	132,943	77	1,994,310	24.30	1 3 1	3.6
Agricultural lime		588,372	6.63	37,095	63	222,600	$2 \cdot 71$	0 7 7	1.4
Coal, imported		6.147	0.07	142	$\frac{00}{23}$	2,295	0.03	0 7 6	3.8
loal. New Zealand hard		972,251	10.94	52,325	$\overline{54}$	396,589	4.83	0 8 2	1.8
Joal, New Zealand brown		1,070,440	12.04	131,386	123	758,197	9.24	0.14 - 2	1.3
Road-metal		31,842	0.36	1,102	35	10,921	0.13	0 6 10	$2 \cdot 3$
Lime and coke		59,016	0.66	4,254	72	36,704	0.45	$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	$\frac{2 \cdot 3}{2 \cdot 0}$
Products of Forests		2,728,068	30.70	226,304	83	1,427,306	17.39	0 10 6	1.5
limber, imported		3,826	0.04	217	57	4,062	0.05	1 1 3	4.5
Timber, New Zealand		683,335	7.69	85,366	$\frac{37}{125}$	716,929	8.73	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	$\frac{4 \cdot 5}{2 \cdot 0}$
Firewood, posts, &c		71,008	0.80	6,497	91	38,424	0.47	0 10 10	$1 \cdot 4$
Manufactures, &c.		758,169	8.53	92,080	121	759,415	9 · 25	1 0 0	1.9
Benzine, gasoline, kerosene	ľ	180,229	2.03	19 590	77	900 640		1 11 /	
	• • •	180,229 $111,511$		13,530	75	282,640	3.44	1 11 4	5.0
_	• •	561,104	1 · 25	18,819	169	163,149	1.99	1 9 3	2.0
lanure		501,104	6 · 32	52,229	93	372,602	4.54	0 13 3	1.7
		852,844	9.60	84,578	99	818,391	9.97	0 19 2	$2 \cdot 3$
fiscellaneous		2,127,883	23 · 94	188,492	89	2,677,220	32.62	1 5 2	3.4
Totals		8,887,089	100.00	781,379	88	8,207,835	100.00	0 18 6	2.5

# STATEMENT No. 20

STATEMENT SHOWING MILEAGE, CAPITAL COST, TRAFFIC, OPERATING REVENUE, AND OPERATING EXPENDITURE OF NEW ZEALAND GOVERNMENT RAILWAYS FROM 1ST APRIL, 1942, TO 31ST MARCH, 1943

MILEAGE, CAPITAL COST, TRAFFIC, AND REVENUE Other Coaching Revenue. Train-mileage.
(Revenue.) Passenger Journeys, Year. Miles. Capital Cost. Passenger Revenue. Cattle and Calves. Sheep and Pigs. Timber. No. 28,610,945 No. £ 62,407,901 No. No. 12,338,568 Tons. No. 3,390 3,460 13,978,961 1941-1942 2,658,778 3,710,509 325,897 1,219,608 397,142 1,389,876 581,056 1942-1943 66,189,96215,139,882 36,133,268 14,101,744 687,158 Miscellancous Revenue, Labour, Demurrage, &c. Revenue per Revenue Train-mile. Goods. Goods Revenue. Year, Total. Total Revenue. Tons. Tons. 7,734,650 8,035,046 d. 7,153,594 7,347,888 7,174,060 8,044,563 1941-1942 . . 225,145 262,86610,383,880  $178 \cdot 28$ 1942-1943 . . 12,415,080  $196 \cdot 81$ 

					EXPE	DITURE					
			Maintenance	e of Way and	l Works.	Mainter Elec	nance of Sign trical Applian	als and ices.	Maintena Carria	nce of Locomo	tives, ns.
Υ	ear,		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.
1941–1942 1942–1943	••		$\begin{array}{c} £ \\ 1,615,382 \\ 1,829,311 \end{array}$	$15 \cdot 56 \\ 14 \cdot 73$	£ 476·51 537·56	£ 238,169 271,499	$\begin{bmatrix} 2 \cdot 29 \\ 2 \cdot 19 \end{bmatrix}$	£ 70·26 79·78	£ 2,211,476 2,380,260	21·30 19·17	d. 37·97 37·73
Vaar		Locomotiv	ve Transportation.	Tr	affic Transpor	tation.	Genera	l Charges.	Total	Expendi- ture	Expendi-

Yeat.	Amount.	Per Cent. of Revenue.	Per Train- mile.	Amount.	Per Cent. of Revenue.	Per Train- mile,	Amount.	Per Cent. of Revenue.	Per Train- mile.	Total Expenditure.	per Revenue Train- mile.	ture per Cent. of Revenue.
1941-1942 1942-1943	£ 2,113,918 2,430,347	$\begin{vmatrix} 20.36 \\ 19.58 \end{vmatrix}$	d. 36·29 38·53	$\begin{array}{c} \pm \\ 2,479,852 \\ 2,862,653 \end{array}$	23·88 23·06	$\begin{array}{c}     \text{d.} \\     42 \cdot 58 \\     45 \cdot 38 \end{array}$	£ 243,795 245,589	$\begin{array}{ c c c }\hline 2\cdot35\\ 1\cdot98\\ \end{array}$	d. 4·19 3·89	£ 8,902,592 10,019,659	d. 152·85 158·83	85·73 80·71

# STATEMENT No. 21

COMPARATIVE STATEMENT OF THE AVERAGE NUMBER OF EMPLOYEES FOR YEARS 1942-43 AND 1941-42

Total.	2,651	6,987	4,234	3,188	5,177	22,237	2,745	6,899	4,932	3,196	5,580	23,352
Road Services Branch	554	:	:	:	:	554	644	:	:	:	:	644
Advertising and Publicity Branch.	40	:	:	:	:	40	39	:	:	:	:	39
Rofreshment Branch.	613	:	:	:	:	613	576	:	:	:	:	576
Stores Branch.	485	:	:	:	:	485	499	:	:	:	:	499
Picton.	າວ	44	49	23	:	121	က	36	Z	23	:	133
Nelson.	10	12	20	6	:	46	4	12	59	11	:	56
South Island Main Line and Branches.	202	2,905	1,518	1,119	2,081	7,825	204	3,003	1.826	1,117	2,260	8,410
North Island Main Line and litanches.	747	4,026	2,647	2,037	3,096	12,553	776	3,848	3,006	2,045	3,320	12,995
	:	:	:	staff)	:	:	:	:	:	staff)	:	:
	:	:	:	depot	:	:	:	:	:	depot	:	:
Branch.	1942–43	:	:	(including depot staff	:	:	1941–42	:	:	(including depot staff)	:	:
E4	General	Traffic	Maintenance	Locomotive running	Workshops	Totals	I General	Traffic	Maintenance	Locomotive running	Workshops	Totals

STATEMENT NO. 22

STATEMENT OF ACCIDENTS FOR THE YEAR ENDED 31ST MARCH, 1943

		Train /	Train Accidents.		Ac	cidents o	ccidents on Line (other than Train Accidents).	ther than (s).	Train			Shuntin	Shunting Accidents	ţ;		Employee proceeding		Persons killed or		į
Section.	Pa	Passengers.	Employees.	yees.	Passeng	engers.	Employees.	· · · · · · · · · · · · · · · · · · ·	Other Persons.	{	Passengers.	Em	Employees.	Other Persons.	her ons.	Duty within the Railway Boundary.		injured at Crossings.	- <b>-</b>	rocal.
	Killed.	.bezutal	Killed.	.barutul	Killed.	,beinial	Killed.	Injured.	Killed.	Eilled,	.berutal	Eilled.	fn}nred.	Killed.	.beinfal	Killed.	,befuted,	Killed.	Killed,	Injured.
North Island Main Line and Branches South Island Main Line and Branches	——————————————————————————————————————		<b>-</b> :	::	- 1 o	3 33	e –	6:	8 +		:63	:24	78 54	<b>-</b> :	ო:	 ::		11 30 7 16	30	175
	: : 	::	::	::	::	::	::	::	· · : :	: : 	::	::	::	::	::	::		::	::	: -
Totals	:	9	-		9	26	4	6	12 1	81	62	61	132	-	က	:		18 46	45	253

Nore.—This return includes only casualties in connection with train-working and the movement of rolling-stock.

STATEMENT No. 23

Statement of Carriage, Rail Car, Multiple Unit, Brake Van and Wagon Stock, and Tarpaulins, for the Year ended  $31 \mathrm{st}$  March, 1943

	Descript	ion.			Class.	North Island Main Line and Branches.	South Island Main Line and Branches.	Nelson.	Picton,	Total,
Carriages—										1
					• • •	102	80		4	186
Second class		• •	• •			623	444	7	10	1,084
C21						16	70	'7	2	209
Combination	 dav-slee	eping				8	5			13
		•••				. 9	3	t Page to the con-		12
	Totals				• • •	888	602	14	16	1,520
RAIL CARS					• •	13	9			22
MULTIPLE UNITS-										<u> </u>
Power units						6				6
Trailers	• •				•	6				6
	Totals				• •	12				12
Vans						The state of the s			<u> </u>	
75 . 5						5	4			9
TS 1						272	211	3	5	491
	Totals					277	215	3	5 .	500
Wagons-										
Special-purpo	se wago:	ns		٠	Е	968	385	1	20	1,374
Horse-boxes					G	65	74	1	4	144
	• •	• •	• •		H	582	228	3	8	821
Sheep Covered goods			• •		J K	$\frac{1,825}{260}$	$\begin{smallmatrix} & 1,490 \\ & 157 \end{smallmatrix}$	$\frac{11}{6}$	43	3,369
FF4 1 4 1					Ĺ	3,238	3,540	88	147	$\frac{426}{5000}$
77.					La	5,358	4,053			9,411
		• •		!	$_{\rm L_B}$	26	422	15	47	510
Low sides . Work-train he	********	• •	• •		M	496	879	14	37	1,426
Low sides, ste		• •		•••	M.A.	128				128
					Мв	6	15			22
					$M_{\rm C}$	70	20			90
	•	• •	• •	• •	N P	90	147	8	12	257
Platform, coal Petrol inspect					Pw	$\frac{204}{1}$	1	• •	• •	$\frac{204}{2}$
Movable hopp					$\tilde{Q}$ "		1,186			1,186
Frozen meat .					W	303	77			380
Frozen meat.		• •	• •	• • •	WA	234	29	18		281
Covered goods Cool, ventilate			• •		X	131 456	$\begin{array}{c} 16 \\ 563 \end{array}$	• •		147
Cool, ventilate					XB	18	30	• •	· '	$1,026 \\ 48$
Work-train .					Y	. 58	16.	• •.	9	83
Work-train .		٠٠,			YB	288	178	1	10	476
Special-purpos High side, bog		ns, nogi		• • •	E-EA R	$\begin{array}{c} 97 \\ 199 \end{array}$	$\begin{array}{c} 63 \\ 76 \end{array}$	• •	1	161
High side, bog		••			$R_{\rm B}$	69	24	• •	3	$\frac{278}{93}$
Sheep, bogie.					$\mathbf{s}$	27	37			64
Cattle, bogie .		• •			$\mathbf{T}$	40	17			57
Platform, bogi Gas storeholde			• •	• •	U Ua	242 10	112 4	4	10	368
Platform, bogi		·	• •	::	Uв	262	286			$\frac{14}{548}$
Fuel oil, bogie					Uc		1	• •		1
Platform, bogi	e				Up	1				1
Horse-boxes, b		• •			V V	59	68	• •		127
Frozen meat, l Chilled beef, b					V V	49 6	66	• •	· · ·	115 6
Frozen meat,		• •			$\overset{\mathbf{v}}{\mathbf{V}}_{\mathbf{B}}$	137	85		,	$\frac{6}{222}$
Chilled beef, b	ogie				$V_{\mathbf{B}}$	99		• • • • • • • • • • • • • • • • • • • •		99
Covered goods			• •		Z	80	59			139
Covered goods		• •	• •	••	ZP	72	72		2	146
	l'otals	• •	• •	••	••	16,254	14,476	169	364	31,263
ARPAULINS .						12,308	11,354	195	380	24,237

STATEMENT No. 24
LOCOMOTIVE STOCK FOR YEAR ENDED 31st March, 1943

Class.			Туре.			North Island Main Line and Branches.	South Island Main Line and Branches.	Nelson.	Picton.	Total.	
	Tender (4	-cvlinder	balanced	l compo	und)		13	28			41
	Tender (2	-cylinder	simple)				5	12			17
1	Tender `						10				10
В	Tender						87	54			141
	Tender							8			8
4	Tender							10			10
3	Tender						30				30
	Tender						12	12			24
,	Electric							6			6
)	Electric						10				10
)	Electric							5			5
	Tank						3	18	[		21
	Tank					1		1			1
	Tender							6			6
	Tank	••					6				6
	Tender						30	10			40
	Tender						30				30
4	Tender						25	]			25
3	Tender				, .			6			в
•	Tender							10			10
	Tender							9			9
3	Tender							7			7
,	Tender							7			7
	Tank							2			<b>2</b>
4	Tank	• • • • • • • • • • • • • • • • • • • •					3	3			6
AB	Tank						20	10			30
В	Tank							4			4
E	Tank							2			2
F	Tank						11	16	4	6	37
D)	Tank					\	10				10
w	Tank						57	3			60
	Tender (4	-cylinde	r balance		ound)		18				18
		Totals					380	249	4	6	639

STATEMENT No. 25

ALL SECTIONS LOCOMOTIVE RUNNING COSTS, YEAR ENDED 31ST MARCH, 1943

		C08	Cost per Lecomotive-mile.	omotive	-mHe.	,			-stodi		Cost 1	er Locol	Cost per Locomotive-mile.	ile.		-000		t of	
	<u> </u>	Repairs.	A	Running.			acita	.1.	A bna .a.	*8981	•uc		bna .e.	.893.	F	per I.	d e	umbe: Steam 98,	
Section.	Jr	Wages, Mater- ial, and Over- head.	Stores. Fuel.	Fuel. 1	Wages.	Total.	lo <b>e1q</b> eCl	93.8W	Conversions than	General Cha	Depreciation	.101aW	Conversions Alteration	Gелега Сhап	Cost,	tsoO latoT lm-0vitom	Steam.	Average N. Days in S Days in S Locomoti	Secton.
N.I.M.L. and branches S.I.M.L. and branches Nelson Picton	::::	d. 8·37 10·08 12·06 12·19	d.         d.         d.         d.           0.63         14.41         10.66         34.07         1           0.63         9.00         10.51         30.22         0           0.60         14.34         9.86         36.86         0           0.68         12.95         11.58         37.40	d. 4-41 11 9-00 11 1-34 1 3-95 1	d. 0.66 3 0.51 3 9.86 3 1.58 3	d. 4.07 10 0.22 7 6.86 7.40	$\begin{array}{c c} & & & \\ & & \\ 100,516 & 2 \\ 71,489 & 1 \\ 118 & \\ 254 & \\ \end{array}$	£ 21,551 2- 10,597 6	£ 24,812 2 6,411 1	£ 203,411 106,035 509 1,940	d. 1.98 2.63 0.57 0.58	d. 0.43 0.39 0.24 0.37	d. 0.49 0.24 	d. 4.01 2, 3.90 1, 2.44 4.43	£ 2,076,876 1,015,700 8,358 18,740	d. 40·98 37·38 40·11 42·78	96,764 56,562 503 1,041	262 238 126 149	N.I.M.L. and branches. S.I.M.L. and branches. Nelson.
Total, steam	:	42.70	2.54 5	0.70	2.61	2.54 50.70 42.61 138.55 172,377	1	32,360 3	31,223 3	311,895	5.76	1.43	0.73	14.78 3,	3,119,674	161.25	154,870	250	Total, steam.
Electric Locos. Eo 2–6 Electric Locos. Eo 7–12 Electric Locos. ED 101–110	:::	6.96 8.96 8.96	0.12 13.83 0.27 8.42 0.23 7.74	3.83 8.42 7.74	4.56 25.15 5.32 20.97 5.30 22.23	}	7,644 7,494 8,554	:::	:::	1,695 1 2,034 1 5,855	14.06 12.56 3.95	:::	:::	3·12 3·41 2·70	23,013 22,048 62,628	42.33 36.94 28.88	1,398 1,441 2,823	280 240 282	Electric Locos., Eo 2-6. Electric Locos., Eo 7-12. Electric Locos., ED
Multiple units, D.M. 1-6	:	10.94	0.12 4.02 4.92 20.00	\$·05	4.92 2		4,921	:	:	7	4.27	•	 :	:	27,969	24.27	1,739	290	Multiple units, D.M.
Diesel rail cars Tractors	: :	6.43 6.39	0.54	1.69     2.79     11.45       8.18     6.57     22.42	2.79 1 6.57 2		40,879 6,580		• •	381	13.98 12.68		::	0.13	74,736 18,210	25·56 35·10	3,017 6,275	126 209	1-0. Diesel rail cars. Tractors.

STATEMENT NO. 25—continued Performances of Locomotives for the Year ended 31st March, 1943

	Tyde.				<i></i>	34. 38.	BB.	: : : : : : : : : : : : : : : : : : :	н.	m h	Κ. Κ.	WA.	WAB.	W.F.	Ww.	λ.	Total, steam.			<del>.</del>	AB.	ВА.	Ċ.	tei te	G.	J.	ΝΒ. Ο	÷ċ.	UB.	Uc. W	WA.	WAB.	WB.	WE.	Ww.	Total, steam.			
er oa	ioan Stea Stea Stea	Averrge I Days in Locomol			242	`		780	227	273					242	231	262		-											242 242				208 408	246	238			
		ds at sys In St			4,349	2,780	7,736	3,358 310	1,364	8,199	8,299	166	5,973	1,753 9,669	13,815	4,163	96,764			9,236	14,963	9,471	3,139	3,122	1.283	2,361	931	1,787	1,825	1,693 493	889	2,920	910	3.333	737	56,562			
		Total.					39.34 26.05							_	38.13	39 · 15	34.07				24.94				24.77	32.61	50.00 90.99	31.03	27.36	24 · 75	33.32	30.42	27.48	38.51	25.78	30.22			
nile.		Wages.		-	. င်း ကေ		16.20								14.89	10.45	10.66		-			-								9.86			14.46	26.61 18.08	9.59	10.51			
Cost per Locomotive-mile	Running.	Fuel, v					15.85		-		17.41 14.92				12.86		14.41		-											7.31 8.15				87.6	06.9	66.8			
st per Loc	FT	Stores.		٠.	1						0.64 0.68	1.08	0.59	0.70	0.67	1.10	0.63		-	d. 0.66	0.56	# C - C	0.56	0.47	 	0.70	0.87	0.83	0.55	0.55	0.57	0.72	0.57	0.78	0.56	0.63			
3	Repairs.	Wages, Material, and Overhead.		· · ·	9.34	4.02 5.75	6.55	10.03 3.97	56.93	22.00	00 00 00 00 00 00 00 00 00 00 00 00 00	39.70	7.51	17.03	9.71	12.71	8.37		-	d. 13·74	7.76	13.27	12.03	89.9	4.14	13.92	28.90	7.86	5.26	7.14	8.16	12.35	5.55	60.05	8.73	10.09			
1	!	Total.	CHES	- C	62,538	40,619 428,015	115,969	50,958	23,374	202,320	215,023	2,857	98,585	17,895	179,941	78,076	1,726,586	BRANCHES	c	£ 146,253	247,717	33 616	46,03F	24,410	20,412	55,971	30,301	20,738	15,682	18,529	6.062	49,883	6,603	36.307	6,707	821,168			
		Wages,	AND BRANCHES	- 4 - 1	19,437	138,108	47,730	22,046 1,046	6,442	50,462	51,828 +1 179	707	30,299	16,410	70,259	20,831	540,008	AND BRAN		±   43,400	79,880		<del></del> -	-	<b>9</b> 0		10,194			7,381	1 64	==	က် - 	1,933		285,601			
Cost.	Running.	Fuel,	LINE AN		24,154	18.324 $196.406$	46,737	17,007 856	4.754	94,579	102,812 73,009	557	42,236	12,120	60,732	29,688	730,412	LINE A		$\frac{1}{39,015}$	85,124	920.4	12,387	3,982			6,62I	.,			1.536	_		9.246	; <del></del>	244,422			
		Stores.	MAIN	tarional a	1,372	8.078	2,1	659 69	361	3,041	3,791	42	1,904	618 787	3,150	2,191	32,102	MAIX		£ 2,927	5,590	308 880	609	361	969 969	1,196	525 6 25 6 5 7 6	555	315	328 20	101	1,187	$\frac{136}{70}$	07.2	146	17,210			
	Repairs.	Wages, Material, and Overhead.	$\operatorname{ISI}$	ISI	ISLAND	ISLAND	1 4	17,575	6,107 85,423	19,328	11,276	11.787	54,238	43 851	1,551	24,146	15,042	45,800	25,355	424,064	I ISLAND	٠.	60.911	77,123	269.7	12,964	5,086	3 4 15	23,896	17,515	5,222	3,014	5,345	484.	20,248	1,334	1,983	2,271	273,935
Stores.	 	Oil	NORTH	organia i	22,153	15,287	35,253	9,965	6.378	45,315	58,319	10,04	31,325	4,668	12,097 50,918	35,884	509,301	SOUTH		Quarts. 49.996	98,589	5,192 19,076	9,799	5,730	700 700	16,584	7,445	9.220	5,257	5,621	280	21,474	2,201	19 499	2,359	291,203			
Quantity of Stores.	Running	Coal.		1		210,705 253,485	536,751	195,069	54.440	,085,110	180,400	4.898	484,352	62,186	144,207 696,254	340,133	8,372,220		ě	. Cwt 606.486	1,321,910	16,289	191,878	61,958	197, 964	287,119	102,065	108,096	73,832	85,157	10,038 93,819	229,367	27,444	13,191	29,384	3,798,920			
<u> </u>	Average Mileage	per Locomo- tive.		**	25,104	31,764	23,586	22,473	6,070,8 - 973	48,932 1	47,247	3.126	38,596	9,690	22,469 23,810	26,589	32,873 8			96.600	44,152	17,300	21,545 $21.560$	10,148	9,861 39,961	41,196	24,239	19,824	19,652	25,665	10,255	39,356	14,415	11,550	20,811	27,401			
4		Total.					3,565,685							106,593	224,693, $132,492$	478,595	12,162,913			064 010	2,384,201	138,400	210,435	182,658	9,861	411,962	145,434	198,239	137,561	179,656	30,466 12,669	393,562	57,658	23,110	62,433	6,521,451			
Locomotive-mileage	Details.	Shunting, Assisting, Light, and Mis- cellaneous.				-	430,372							87,411	189,450 $634,792$ $1$		2,981,717			176 005 1	470,692	83,373	157,754	180,800	9,861	24,047	13,260	59,656	64,572	31,335	14,804	66,013	33,714	6,963	190,911 $10,076$	1,901,981			
Locot		Fraim.		-	352,959						1,289,406	989,630,	660,661	19,182	-35,243 $497,700$	419,546	9,181,196 2			887 G18	,913,509	55,027	33,409	1,858	609	387.915	132,174	138,583	72,989	148,321	15,662	327.549	23,944	16,147	52,357	4,619,470			
-04H0	.50.1 ·	Number of			90	e			20 C	. 30 . 1	1.05		. O	perel i	01.0	18	370 9				7.5	ω,	07	18	°	9	9	2	D 1~	· [~ (	۲۱ c	၈ ဌ	4	কাট	ရ က	238			
		Type				<u></u>	AB BB		; ;	: : :::	: :	Ka	WAB	WE	WG	:: X	Total, steam			•	AB	: :	BA	: : : :	FA	: : : :	Кв	: :	: : : ::		: A	WA	WB	WE	W.W	Total, steam			