

1944  
NEW ZEALAND

# RAILWAYS STATEMENT

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

MR. SPEAKER,—

This is the fourth Railways Statement it has been my pleasure to present, and I am gratified to be able to report another very good performance on the part of the railways.

## FINANCIAL

The financial results of the year's operations may be regarded as entirely satisfactory. The gross revenue, £15,325,306, set a new record, exceeding last year's revenue by £1,196,313 (8·47 per cent.). Expenditure for the twelve months amounted to £12,757,336, an increase of £1,454,923 (12·87 per cent.).

The net revenue of £2,567,970 showed a decrease of £258,610 (9·15 per cent.) compared with 1942-43, and on a percentage basis the net return on capital was 3·71 per cent., as compared with 4·31 per cent. last year.

A factor in the increased expenditure which warrants special mention is the provision of £410,500 for deferred maintenance. During the war period the extraordinarily heavy volume of traffic has meant abnormal wear-and-tear on the rolling-stock, track, and equipment generally, while the shortage of material due to war requirements, coupled with the difficult man-power situation, has necessarily meant that less renewal and replacement work could be done than would have been the case in time of peace. In such circumstances it is better, while railway finance is buoyant, to charge to working-expenses an amount estimated to meet maintenance expenditure which would have been incurred but for wartime conditions rather than to make a more favourable showing for the present and load such costs on to the post-war period.

## TRAFFIC

The amount of traffic handled during the year was greater than ever before in the history of the railways. The number of ordinary passenger journeys exceeded last year's record by 1,146,109 (6·67 per cent.), and the tonnage hauled also set a new record of 9,026,626 tons, an increase of 1·56 per cent. over last year's figure.

Both the traffic handled and the revenue would have been substantially greater had it not, unfortunately, been necessary to impose restrictions on both goods and passenger traffic in January of this year. Up till that time the results showed much greater increases over the comparable figures for last year than obtained at the end of the year.

## COAL POSITION

Following the mention of the restrictions which had to be imposed, it is of interest to note the heavy increase in the purchases and consumption of coal by the railways since the outbreak of war. For the year ended 31st March, 1940, the purchases of New Zealand coal amounted, in round figures, to 490,000 tons, while for the year under review the purchases reached 615,000 tons; the consumption figures for coal used by the Locomotive Branch in the same years were 492,000 tons, as against 634,000 tons, an increase of nearly 29 per cent.

## STAFF

The staff position has been eased somewhat by the return to railway duty of the 16th and 17th Railway Operating Companies, which had given splendid service overseas. There are still, however, 5,440 railwaymen serving with the Armed Forces, and the staff is still short of its pre-war strength by 2,123, or 8·24 per cent. While this gap remains, heavy demands will continue to be made on the railway employees, but with the easing of the situation they have been able to overtake at least some of the overdue leave and enjoy a well-deserved rest.

## PROSPECTS

One cannot overlook the fact that the phenomenal increase in railway traffic during the last four years has been largely brought about by the wartime conditions, resulting, as they have, in a shortage of tires and petrol, a shortage of coastal shipping, longer haulages due to the centralization of shipping, and the heavy movement of Armed Forces personnel and military stores and equipment. During the year under review the revenue from both military fares and freights showed substantial increases, and fares from this source provided 34 per cent. of the total passenger revenue, while military freights provided over 9 per cent. of the total goods revenue. Under present conditions, and apart altogether from the present restrictions, it cannot be expected that the existing high level of traffic will be maintained. The war has departed farther and farther from our shores, and a substantial decrease in military fares and freights must be anticipated.

No doubt some increase in production may be expected, but I do not think it can be nearly sufficient to counterbalance the loss.

In view of these conditions, it would not be prudent to expect anything but a substantial reduction in net revenue for the coming year.

## EXECUTIVE PERSONNEL

Since my last Statement a considerable number of changes in executive personnel have taken place. Among those who have retired on superannuation are Mr. E. Casey, General Manager, Mr. A. L. Smith, Transportation Superintendent, and Mr. W. Bishop, Chief Accountant. To these and to all those who have retired during the year I express my appreciation of the excellent service they have rendered. I should like particularly to thank Mr. E. Casey for his unfailing courtesy and consideration during the years I have held the portfolio of Railways, and to pay a tribute to the splendid work he has done during an extremely difficult and trying period.

As from 1st February, 1944, Mr. J. Sawers (Assistant General Manager) was appointed General Manager, and Mr. C. R. Riesop was appointed Assistant General Manager.

## CONCLUSION

In conclusion, I should like to say that the relationships between the Minister, the Management, and the employees have continued to be thoroughly harmonious throughout the year, and I should like to record my appreciation of the splendid way in which the whole staff has responded to the special calls made upon them in handling a record traffic.

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## RESULTS OF WORKING

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

PARTICULARS.	Year ended 31st March,				
	1944.	1943.	1942.	1941.	1940.
Total miles open for traffic .. ..	3,504	3,460	3,390	3,390	3,390
Average miles open for year .. ..	3,469	3,403	3,390	3,390	3,371
Capital cost of opened and unopened lines	£74,289,351	£73,951,515	£73,723,223	£73,048,958	£71,087,455
Capital cost of open lines .. ..	£70,999,125	£68,685,063	£64,904,020	£64,762,794	£63,059,188
Capital cost per mile of open lines ..	£20,262	£19,851	£19,146	£19,104	£18,602
Gross earnings .. ..	£15,325,306	£14,128,993	£11,938,338	£11,160,218	£10,199,070
Working-expenses .. ..	£12,757,336	£11,302,413	£10,056,034	£9,465,574	£9,010,039
<b>NET EARNINGS .. ..</b>	<b>£2,567,970</b>	<b>£2,826,580</b>	<b>£1,882,304</b>	<b>£1,694,644</b>	<b>£1,189,031</b>
Interest charges .. ..	£2,765,724	£2,622,713	£2,756,146	£2,746,544	£2,575,196
<b>PERCENTAGE OF TOTAL WORKING-EXPENSES TO GROSS EARNINGS</b>	<b>83.24</b>	<b>79.99</b>	<b>84.23</b>	<b>84.82</b>	<b>88.34</b>
<b>PERCENTAGE OF NET EARNINGS TO AVERAGE CAPITAL INVESTED IN OPEN LINES .. ..</b>	<b>3.71</b>	<b>4.31</b>	<b>2.90</b>	<b>2.64</b>	<b>1.96</b>
Railway operating earnings .. ..	£13,464,979	£12,415,080	£10,383,880	£9,694,190	£8,761,637
Railway operating expenses .. ..	£11,365,917	£10,019,659	£8,902,592	£8,406,790	£7,943,120
<b>NET RAILWAY OPERATING EARNINGS</b>	<b>£2,099,062</b>	<b>£2,395,421</b>	<b>£1,481,288</b>	<b>£1,287,400</b>	<b>£818,517</b>
<b>PERCENTAGE OF RAILWAY OPERATING EXPENSES TO EARNINGS ..</b>	<b>84.41</b>	<b>80.71</b>	<b>85.73</b>	<b>86.72</b>	<b>90.66</b>
Operating earnings per average mile open	£3,881	£3,648	£3,063	£2,860	£2,599
Operating expenses per average mile open	£3,276	£2,944	£2,626	£2,480	£2,356
<b>NET OPERATING EARNINGS PER AVERAGE MILE OPEN .. ..</b>	<b>£605</b>	<b>£704</b>	<b>£437</b>	<b>£380</b>	<b>£243</b>
Operating earnings per train-mile ..	d. 210.82	d. 196.81	d. 178.28	d. 171.58	d. 157.31
Operating expenses per train-mile ..	177.95	158.83	152.85	148.80	142.62
<b>NET OPERATING EARNINGS PER TRAIN-MILE .. ..</b>	<b>32.87</b>	<b>37.98</b>	<b>25.43</b>	<b>22.78</b>	<b>14.69</b>
Passengers, ordinary .. ..	18,317,323	17,171,214	11,105,627	9,440,087	8,283,067
Season tickets .. ..	1,518,045	1,377,825	1,167,115	1,055,742	972,769
Total passenger journeys .. ..	38,611,267	36,133,268	28,610,945	26,276,923	24,454,014
Goods tonnage .. ..	8,233,489	8,035,046	7,734,650	7,754,768	7,077,298
Live-stock tonnage .. ..	793,137	852,043	739,115	671,414	596,652
Train-mileage (revenue) .. ..	15,328,987	15,139,882	13,978,961	13,559,646	13,366,798
Engine-mileage .. ..	21,095,680	20,736,574	19,147,871	18,625,115	18,199,622

For the current year it is anticipated that the revenue will reach £13,782,000 and the expenditure £12,282,000.

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

New Zealand Government Railways Department,  
Head Office, Wellington, 14th July, 1944.

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, 1944.

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 need to conserve paper supplies.

**WORKING RESULT (Whole Undertaking)**

—	1944.	1943.	Variation, 1944 with 1943.	
<b>Revenue</b> .. .. .	£15,325,306	£14,128,993	+£1,196,313	8·47
<b>Expenditure</b> .. .. .	£12,757,336	£11,302,413	+£1,454,923	12·87
<b>Net revenue</b> .. .. .	£2,567,970	£2,826,580	— £258,610	9·15
<b>Return on average capital invested in open lines, per cent.</b> .. .. .	3·71	4·31	— 0·60	13·92
<b>Interest charges</b> .. .. .	£2,765,724	£2,622,713	+ £143,011	5·45
<b>Surplus of net revenue over interest charges</b>	£197,754*	£203,867	— £401,621	..

\* Deficit.

*Revenue.*—The gross revenue earned again established a new record, exceeding the previous record figure of last year by £1,196,313 (8·47 per cent.). The increased revenue was due to the higher earning-capacity of the community generally, increased industrial and commercial activity, and increased receipts from the movement of Armed Forces personnel and the carriage of military stores and equipment.

*Expenditure.*—The increased expenditure was chiefly due to the cost of handling the larger volume of traffic, the increased cost of stores and materials, increased wages-costs, and the provision of £410,500 for deferred maintenance. The last item was charged to operating expenditure and transferred to the general reserve.

The ratio of operating expenditure to revenue was 84·41, compared with 80·71 for the year 1942-43.

*Net Revenue.*—The net revenue showed a decrease of £258,610 (9·15 per cent.) compared with last year. This was a satisfactory result when allowance is made for the provision for deferred maintenance referred to above. In addition to that provision, the sum of £1,489,175 was set aside from the revenue account for depreciation, renewals, and other reserves, and superannuation subsidy prior to arriving at net revenue.

**INTEREST CHARGES**

Interest charges totalled £2,765,724, an increase of £143,011 compared with the previous year, and the net revenue fell short of the interest charges by £197,754.

**MILEAGE OF LINES OPEN FOR TRAFFIC**

The mileage of lines open for traffic at 31st March, 1944, was 3,504 miles 01 chains, being an increase of 44 miles 18 chains over the figure for the preceding year. The increased mileage is due to the Railways Department taking over the section between Inangahua and Te Kuha on 5th December, 1943, and the section between Clarence and Kaikoura on 13th March, 1944. Details of the additions made during 1943-44 are shown hereunder :—

Mileage of lines open for traffic; 31st March, 1943 .. .. .	M.	ch.	3,459	63
Mileage opened for traffic during 1943-44—	M.	ch.		
Inangahua - Te Kuha .. .. .	21	45		
Clarence - Kaikoura .. .. .	22	53		
			44	18
Mileage of lines open for traffic as at 31st March, 1944 .. .. .			3,504	01

**CAPITAL ACCOUNT**

On the 31st March, 1944, the capital invested in the lines open for traffic and subsidiary services was £70,999,125. This represents an increase of £2,314,062 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 :—

Account.	Credit Balance brought forward from 1943.	Contributions, 1943-44.	Expenditure, 1943-44.	Credit Balance at 31st March, 1944.
	£	£	£	£
Renewals (track) .. .. .	945,087	226,824	209,513	962,398
Depreciation .. .. .	1,966,613	959,362	870,033	2,055,942
Betterments .. .. .	18,632	1,668	300	20,000
Slips, floods, and accidents .. .. .	45,625	21,945	..	67,570
Workers' compensation .. .. .	57,699	77,981	76,960	58,720
Insurance .. .. .	84,722	8,195	31,679	61,238
	3,118,378	1,295,975	1,188,485	3,225,868

### 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, 1944, were as under :—

Section.	Revenue.	Expenditure.	Net Revenue.
	£	£	£
North Island Main Line and Branches ..	8,858,955	7,128,390	1,730,565
South Island Main Line and Branches ..	4,507,164	4,123,354	383,810
Nelson .. .. .	15,044	25,560	—10,516
Picton .. .. .	83,816	88,613	— 4,797
	13,464,979	11,365,917	2,099,062

### 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.	Amount.		Variation 1944 with 1943.		Per Cent. of Operating Revenue.	
	1944.	1943.			1944.	1943.
	£	£	£	Per Cent.		
Passengers, ordinary .. .. .	3,891,146	3,351,832	+ 539,314	16·09	28·90	27·00
Season tickets .. .. .	384,336	358,677	+ 25,659	7·15	2·85	2·89
Parcels, luggage, and mails .. .. .	435,928	397,142	+ 38,786	9·77	3·24	3·20
Goods .. .. .	8,479,387	8,044,563	+ 434,824	5·41	62·98	64·80
Labour, demurrage, &c. .. .. .	274,182	262,866	+ 11,316	4·30	2·03	2·11
Total operating .. .. .	13,464,979	12,415,080	+1,049,899	8·46	100·00	100·00

Passenger traffic was again heavy, the number of passenger journeys (ordinary) being 18,317,323, an increase of 1,146,109 (6·67 per cent.) over last year's record figure. During the year ended 31st March, 1944, civilian travel restrictions operated in the South Island for the last eleven weeks and in the North Island for the last nine weeks of the year, while last year the restrictions were operative throughout both Islands over the Easter period and in the North Island for approximately five and one-half months.

There was also an increase in the movement of Armed Forces personnel, including the furlough travelling of soldiers returning from overseas.

The comparative figures for the revenue from the conveyance of goods and live-stock are set out in the table above. The tonnage hauled, 9,026,626 tons, set a new record and exceeded last year's figure by 139,537 tons (1·56 per cent.). The average haul increased from eighty-eight miles to ninety-two miles, and this increase of 4·55 per cent. was an appreciable factor in the freight revenue return.

The principal increases in freight revenue were in respect of fresh meat, £73,253; frozen meat, £24,860; root crops, £36,085; coal, £44,721; and general merchandise, £264,133.

### 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.	Amount.		Variation 1944 with 1943.		Percentage of Operating Revenue.	
	1944.	1943.				
Maintenance—	£	£	£	Per Cent.	1944.	1943.
Way and Works ..	2,146,448	1,829,311	+ 317,137	17·34	15·94	14·73
Signals ..	326,190	271,499	+ 54,691	20·14	2·42	2·19
Rolling-stock ..	2,868,006	2,380,260	+ 487,746	20·49	21·30	19·17
Examination, lubrication, and lighting of vehicles	128,896	119,213	+ 9,683	8·12	0·96	0·96
Transportation—						
Locomotive ..	2,427,060	2,311,134	+ 115,926	5·02	18·03	18·62
Traffic ..	3,207,782	2,862,653	+ 345,129	12·06	23·82	23·06
General charges ..	261,535	245,589	+ 15,946	6·49	1·94	1·98
Totals ..	11,365,917	10,019,659	+1,346,258	13·44	84·41	80·71

### SUBSIDIARY SERVICES

The following table shows the variations in revenue and expenditure for the year as compared with 1942-43 :—

Subsidiary Services.	Revenue.			Expenditure.		
	Amount, 1944.	Variation, 1944 with 1943.	Per Cent.	Amount, 1944.	Variation, 1944 with 1943.	Per Cent.
Lake Wakatipu steamers ..	£ 9,168	+ £ 276	3·10	£ 15,216	+ £ 1,832	13·69
Refreshment service ..	397,513	+ 34,004	9·35	346,247	+ 27,785	8·72
Bookstall service ..	188,292	+ 3,426	1·85	182,226	+ 3,799	2·13
Advertising service ..	29,883	+ 2,246	8·13	26,991	+ 1,312	5·11
Dwellings ..	155,141	+ 1,531	1·00	212,621	— 201	0·09
Other buildings ..	43,142	— 129	0·30	27,969	+ 914	3·38
Road motor services ..	646,682	+ 91,703	16·52	580,149	+ 73,224	14·44
Miscellaneous revenue (non-operating)	390,506	+ 13,357	3·54	..	..	..
Totals ..	1,860,327	+146,414	8·54	1,391,419	+108,665	8·47

### 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 1944.	Variation, 1944 with 1943.
	£	£
To merchants, manufacturers, and others in New Zealand ..	2,722,755	+1,090,023
Through Supply Liaison Officer in Australia ..	633,374	+ 168,111
Through High Commissioner in London ..	397,203	+ 209,205
Material manufactured in Railways workshops ..	398,321	+ 58,430
Coal and coke ..	916,751	— 62,576
Manufactured and used material received from other branches, &c.	135,346	— 15
Timber from Railways sawmill and stores used ..	47,802	+ 583
Totals ..	5,251,552	+1,463,761*

\* Net increase.

The increases in payments are due to the receipt of heavy shipments of munition materials and to higher prices for railway material.

The total issues to all branches (including coal and munition material) for the year amounted to £5,364,602, as against £3,870,859 for the previous year, an increase of £1,493,743.

### ACCIDENTS

It is with regret that I have to record two serious accidents during the year. In the first case the Cromwell-Dunedin passenger-train left the rails between Hyde and Rock and Pillar on 4th June, 1943, and twenty-one passengers were killed and forty-six injured.

In the second case the Upper Hutt - Wellington passenger-train was derailed between Haywards and Andrews on 8th November, 1943, and three passengers were killed and nineteen injured.

Both accidents were the subject of investigation by Boards of inquiry and the reports published.

Such of the recommendations of the Boards of inquiry as were capable of immediate implementation, and especially that dealing with the strengthening and maintenance of the track between Wellington and Upper Hutt, have been carried out, and the others will be dealt with immediately conditions permit.

### PUBLICITY ACTIVITIES

Although railway publicity has been curtailed by war conditions, every endeavour has been made to keep the public informed as to the Department's services and facilities. Friendly liaison has been maintained with the press generally, and I desire to express my appreciation of the courtesy and consideration extended from that quarter.

### 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):—

	1944.	1943.	Variation, 1944 with 1943.
Total staff as at 31st March—			
Permanent .. .. .	13,598	12,647	+ 951
Casual .. .. .	10,044	9,903	+ 141
Totals .. .. .	23,642	22,550	+1,092
Average staff throughout the year .. .. .	23,422	22,237	+1,185

At the outbreak of war the total staff employed by the railways was 25,765, so that as at 31st March, 1944, the number employed was less than the pre-war staff by 2,123, or 8.24 per cent. The Department has since the outbreak of war lost the services of 3,444 of the permanent staff through deaths, resignations, retirements, and dismissals.

The improved position as at 31st March, 1944, compared with 31st March, 1943, is due mainly to the return to duty with the Department of the majority of the members of the 16th and 17th Railway Operating Companies after a fine record of service abroad. From the Department 5,440 men are still serving with the Armed Forces, and it is regretfully recorded that since the outbreak of war 248 employees have made the supreme sacrifice, while 61 have been posted missing and 187 are known to be prisoners of war.

Railways employees have assisted the National Patriotic Fund by way of voluntary subscriptions deducted from their pay to the extent of £24,940 while deposits in the national savings accounts by way of fortnightly instalments have reached a total sum of £124,859.

A total of £76,960 was paid under the Workers' Compensation Act during the year to employees suffering injury in the course of their employment.

### WAR AND POST-WAR ACTIVITIES

Although the necessity for the continued vigorous prosecution of the war continues to dominate our efforts, some thought is naturally being given to the many problems which will arise in the post-war years.

One cannot lose sight of the fact that revenue from military sources forms a substantial portion of our present receipts. During the year under review, movements of Armed Forces personnel provided 34.09 per cent. of the total passenger revenue, while military freights provided 9.47 per cent. of the total goods revenue. This comprises what may be termed the direct traffic from the war, but there is undoubtedly a considerable amount of indirect traffic which will cease with the cessation of hostilities. A considerable amount of traffic has also been diverted to rail by the curtailment of road services, the immobilization of private cars, and the shortage of coastal shipping. Benefit has also been received in longer haulages from the centralization of shipping.

While there may be an intensification of industrial activity during the immediate post-war years, it does not appear that it will be sufficient to counterbalance the disappearance of those factors mentioned above which have so benefited the railways, and a fairly substantial decline in gross revenue would seem inevitable.

On the other hand, railway tariff rates have not been raised since the outbreak of war, and the increased revenue has been obtained solely by reason of the quantity of traffic handled. Average wage-rates, prices of materials and coal, and other expenditures have increased steadily, and it seems likely that the price-level of wages and materials will remain on a level higher than that of the pre-war years. In fact, despite the high net earnings during the war, an examination of the position over a number of years shows clearly that there is a constant tendency towards a higher ratio between expenditure and revenue—*i.e.*, the return on the annual outlay shows a constant tendency to diminish.

It may also be expected that the community will continue to require a constantly improved standard of service, with an accompanying increase in expenditure. It may here be mentioned that it is recognized that the efforts of the railways have during the past four years been directed almost solely to furthering the war effort, and while, from this point of view, the performance has been most satisfactory, there have of necessity been deficiencies and inconveniences from the viewpoint of a peacetime standard. While the public have been appreciative of the position, there is the danger that the service given may gradually come to be taken as typical of railway service, to the detriment of the railways in the post-war years.

To meet the post-war position which I have outlined it will be necessary to make research into, and take vigorous steps to establish, an improved service and better and more efficient and economical methods of operation.

#### CONCLUSION

I take great pleasure in acknowledging the efficiency and co-operation of all members of the staff. New Zealand has indeed been fortunate in having a railway personnel whose capability and loyalty have been so amply demonstrated under the exceptionally difficult conditions which have obtained during the past few years.



General Manager.



**STATEMENT No. 1**  
**CAPITAL ACCOUNT AS AT 31ST MARCH, 1944**

—	Total to 31st March, 1943.	Year ended 31st March, 1944.	Total to 31st March, 1944.	Year ended 31st March, 1944.	Total to 31st March, 1944.
<i>Expenditure</i>					
Permanent-way—Works, buildings, machinery, plant, and dwellings	£ 60,612,124	£ 2,627,374	£ 63,239,498	£ 2,318,431	£ 72,365,223
Rolling-stock, lake steamers, and road motors	15,705,218	62,022	15,767,240	..	9,033,902
Lines closed for traffic	132,079	Cr. 1,830	130,249	..	81,399,125
Deduct accrued depreciation on existing assets	76,449,421 9,730,971	2,687,566 462,833	79,136,987 10,193,804	..	10,400,000
Add unexpended balances as per Depreciation Account	66,718,450 1,966,613	2,224,733 89,329	68,943,183 2,055,942	2,318,431 Cr. 4,369	70,999,125
	£68,685,063	£2,314,062	£70,999,125	£2,314,062	£70,999,125

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, 1944**

Liabilities	Assets
Sundry creditors—	
General (including unpaid wages)	£ 83,389
Collections for refund	..
Items to be written off on receipt of parliamentary authority	£ 2,024,466
Renewals, Depreciation and Equalization Reserve Accounts as per Statement No. 13	..
Sick Benefit Fund	41,248
	2,065,714
	48,172
	270,895
	14,730
	1,726
	736,605
	2,900,000
	8,598
	997,360
	£6,227,189

F. H. MCAULEY, 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.—CYRIL G. COLLINS, Controller and Auditor-General.

## STATEMENT No. 2

## INCOME AND EXPENDITURE OF THE WHOLE UNDERTAKING FOR THE YEAR ENDED 31ST MARCH, 1944

	Statement No.	Year 1943-44.			Year 1942-43.		
		Gross Revenue.	Expenditure.	Net Revenue.	Gross Revenue.	Expenditure.	Net Revenue.
Railway operation ..	3	£ 13,464,979	£ 11,365,917	£ 2,099,062	£ 12,415,080	£ 10,019,659	£ 2,395,421
Lake Wakatipu steamers ..	9A	9,168	15,216	6,048	8,892	13,384	4,492
Refreshment service ..	9A	397,513	346,247	51,266	363,509	318,462	45,047
Bookstall service ..	9A	188,292	182,226	6,066	184,866	178,427	6,439
Advertising service ..	9A	29,883	26,991	2,892	27,637	25,679	1,958
Dwellings ..	9A	155,141	212,621	57,480	153,610	212,822	59,212
Buildings occupied by refreshment service, book-stall proprietors, &c.	9A	43,142	27,969	15,173	43,271	27,055	16,216
Road motor services ..	9A	646,682	580,149	66,533	554,979	506,925	48,054
Miscellaneous revenue ..	..	390,506	..	399,506	377,149	..	377,149
		15,325,306	12,757,336	..	14,128,993	11,302,413	..
Total net revenue to Net Revenue Account ..	..	..	..	2,567,970	..	..	2,826,580
NET REVENUE ACCOUNT							
		1943-44.	1942-43.	Cr.			
Transfer to General Reserve ..	..	£ 203,867	£ ..	Balance brought down ..			
Interest charges ..	..	2,765,724	2,622,713	Net earnings before charging interest on capital ..			
Balance carried down ..	..	..	203,867	Reduction on account of interest charges, vide section 14, Finance Act, 1930 (No. 2) ..			
		2,969,591	2,826,580	1943-44.			
		..	..	1942-43.			
		..	..	£ 203,867			
		..	..	2,567,970			
		..	..	197,754			
		..	..	2,826,580			

**STATEMENT No. 3**  
**INCOME AND EXPENDITURE IN RESPECT OF RAILWAY OPERATION FOR THE YEAR ENDED 31ST MARCH, 1944**

Expenditure.	1943-44.		1942-43.		Revenue.	See Note 5 of Report	1943-44.		1942-43.		Per Cent. of Operating Revenue.	
	£		£				£		Per Cent.		Per Cent.	
	1943-44.	1942-43.	1943-44.	1942-43.			1943-44.	1942-43.	1943-44.	1942-43.	1943-44.	1942-43.
Maintenance of way and works .. .. .	2,146,448	1,829,377	15.94	14.73	Passengers, ordinary .. .. .	17	3,891,146	3,351,832	28.90	27.00	28.90	27.00
Maintenance of signals and electrical appliances .. .. .	326,190	271,499	2.42	2.19	Passenger, season tickets .. .. .	17	384,336	358,677	2.85	2.89	2.85	2.89
Maintenance of rolling-stock .. .. .	2,868,006	2,380,260	21.30	19.17	Parcels, luggage, and mails .. .. .	17	435,928	397,142	3.24	3.20	3.24	3.20
Examination, lubrication, and lighting of vehicles .. .. .	128,896	119,213	0.96	0.96	Goods .. .. .	17	8,479,387	8,044,563	62.98	64.80	62.98	64.80
Locomotive transportation .. .. .	2,427,060	2,311,134	18.03	18.62	Labour, demurrage, &c. .. .. .	17	274,182	262,866	2.03	2.11	2.03	2.11
Traffic transportation .. .. .	3,207,782	2,862,653	23.82	23.06								
General charges .. .. .	85,465	72,634	0.63	0.59								
Superannuation subsidy .. .. .	193,200											
Less amount allocated to subsidiary services, &c. .. .. .	17,130											
	176,070	172,955	1.31	1.39								
Total operating expenses .. .. .	11,365,917	10,019,659	84.41	80.71								
Net operating revenue .. .. .	2,099,062	2,395,421	15.59	19.29								
	13,464,979	12,415,080	100.00	100.00			13,464,979	12,415,080	100.00	100.00	100.00	100.00

## SUMMARY OF EXPENDITURE

Item.	North Island Main Line and Branches.	South Island Main Line and Branches.	Nelson.	Picton.	Total.
	£	£	£	£	£
Maintenance of way and works .. .. .	1,345,530	764,669	8,730	27,519	2,146,448
Maintenance of signals and electrical appliances .. .. .	210,745	113,317	135	1,993	326,190
Maintenance of rolling-stock .. .. .	1,762,719	1,087,002	4,069	14,216	2,868,006
Examination, lubrication, and lighting of vehicles .. .. .	81,465	46,058	247	1,126	128,896
Locomotive transportation .. .. .	1,667,520	736,574	6,120	16,846	2,427,060
Traffic transportation .. .. .	1,888,109	1,288,352	5,956	25,365	3,207,782
General expenses .. .. .	56,305	28,555	99	506	85,465
Superannuation subsidy .. .. .	115,997	58,827	204	1,042	176,070
<b>Total</b> .. .. .	<b>7,128,390</b>	<b>4,123,354</b>	<b>25,560</b>	<b>88,613</b>	<b>11,365,917</b>
Per cent. of operating revenue .. .. .	80·47	91·48	169·90	105·72	84·41
Per mile of railway .. .. .	£ 4,230·50	£ 2,503·55	£ 426·00	£ 1,150·82	£ 3,276·42
Per total train-mile .. .. .	pence 165·68	pence 194·89	pence 154·54	pence 209·28	pence 175·48

## STATEMENT No. 9A

## INCOME AND EXPENDITURE ACCOUNT IN RESPECT OF SUBSIDIARY SERVICES

Service.	Revenue.	Expenditure.	Payments to Railway Revenue for Interest, Rent, &c.	Total Expenses.	Net Profit.
	£	£	£	£	£
Lake Wakatipu steamers .. .. .	9,168	14,514	702	15,216	Dr. 6,048
Refreshment .. .. .	397,513	327,356	18,891	346,247	51,266
Bookstall .. .. .	188,292	164,239	17,987	182,226	6,066
Advertising .. .. .	29,883	18,630	8,361	26,991	2,892
Departmental dwellings .. .. .	155,141	142,880	69,741	212,621	Dr. 57,480
Buildings occupied by refreshment service, bookstall-proprietors, &c.	43,142	14,513	13,456	27,969	15,173
Road services .. .. .	646,682	559,387	20,762	580,149	66,533
	1,469,821	1,241,519	149,900	1,391,419	78,402

## STATEMENT No. 10

## RAILWAY EMPLOYEES' SICK BENEFIT SOCIETY

## Income and Expenditure

EXPENDITURE.	1943-44.	1942-43.	INCOME.	1943-44.	1942-43.
	£	£		£	£
Sick benefits paid to members .. .. .	51,488	48,905	Contributions .. .. .	30,888	24,445
			Entrance fees .. .. .	111	190
			Interest on investments .. .. .	347	713
			Subsidy as per section 5, subsection (1), of Government Railways Amendment Act, 1928, charged to Working Railways Account	8,000	8,000
			Special subsidy .. .. .	2,000	2,000
			Balance being excess of expenditure over income for the year	10,142	13,557
	51,488	48,905		51,488	48,905
Excess of expenditure over income .. .. .	10,142	13,557	Accumulated funds brought forward on 1st April	18,076	31,633
Balance accumulated funds as at 31st March	7,934	18,076			
	18,076	31,633		18,076	31,633

## Balance-sheet

Liabilities	£	£	Assets	£	£
Accumulated funds .. .. .	7,934	18,076	Investments .. .. .	8,598	13,251
Sick pay due not paid .. .. .	53	8	Contributions outstanding at 31st March, 1944	24	46
Working Railways Account .. .. .	635		Cash in Working Railways Account .. .. .		4,787
	8,622	18,084		8,622	18,084

## STATEMENT No. 12

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

Receipts		£	Payments		£
Balance brought forward .. .. .		1,438,414	Wages and vouchers—		
Revenue receipts .. .. .		15,633,084	Working Railways .. .. .		14,389,947
“Credits-in-aid” (Working Railways) .. .. .		2,626,002	Railways improvements and additions to open lines .. .. .		47,547
“Credits-in-aid” (railway improvements and additions to open lines) .. .. .		28,171	Refunds to Army Department, Harbour Boards, shipping companies, and other carriers .. .. .		1,080,437
National Development Loans Account .. .. .		5,000	Interest on Capital (year 1942–43) .. .. .		122,713
Contributions to Sick Benefit Fund .. .. .		41,376	Interest on capital (year 1943–44) .. .. .		2,567,970
Interest on investments .. .. .		29,274	Investments purchased .. .. .		600,347
Investments realized .. .. .		5,000	Balance as per General Balance-sheet .. .. .		997,360
		<u>£19,806,321</u>			<u>£19,806,321</u>

## Reconciliation Statement

	£	s.	d.
Credit balance in Working Railways Account as per Treasury figures .. .. .	808,020	18	10
Add imprests outstanding .. .. .	189,338	12	1
Credit balance as per above statement .. .. .	<u>£997,359</u>	<u>10</u>	<u>11</u>

## STATEMENT No. 13

## RENEWALS, DEPRECIATION, AND EQUALIZATION RESERVE ACCOUNTS

	Credit Balance at 31st March, 1943.	Contributions Year ending 31st March, 1944.	Expenditure Year ending 31st March, 1944.	Credit Balance at 31st March, 1944.
	£	£	£	£
General Reserve Account .. .. .	1,144,553	614,367	..	1,758,920
Insurance Reserve Account .. .. .	84,722	8,195	31,679	61,238
Workers' Compensation Reserve Account .. .. .	57,699	77,981	76,960	58,720
Slips, Floods, and Accidents Equalization Reserve Account .. .. .	45,625	21,945	..	67,570
Betterments Reserve Account: Refreshment Branch .. .. .	18,632	1,668	300	20,000
Renewals Reserve Accounts .. .. .	945,087	226,824	209,513	962,398
Depreciation Reserve Account .. .. .	1,966,613	959,362	870,033	2,055,942
Totals .. .. .	<u>4,262,931</u>	<u>1,910,342</u>	<u>1,188,485</u>	<u>4,984,788</u>

## STATEMENT No. 14

## EXPENDITURE ON CONSTRUCTION OF RAILWAYS, ROLLING-STOCK, ETC., TO 31ST MARCH, 1944; NET REVENUE AND RATE OF INTEREST EARNED ON CAPITAL EXPENDED ON OPENED LINES FOR YEAR ENDED SAME DATE

Section of Railway.	Opened Lines.			Net Revenue.	Rate of Interest earned.
	Lines and Works.	Rolling-Stock.	Total.		
	£	£	£	£	£ s. d.
North Island Main Line and Branches .. .. .	37,339,932	6,690,030	44,029,962	1,730,565	3 18 7
South Island Main Line and Branches .. .. .	18,268,380	3,581,752	21,850,132	383,810	1 16 2
Nelson .. .. .	496,902	9,383	506,285	—10,516	..
Picton .. .. .	2,075,597	14,799	2,090,396	—4,797	..
	58,180,811	10,295,964	68,476,775	2,099,062	3 2 3
Lake Wakatipu steamer service .. .. .	20,396	..	20,396	—6,048	..
Subsidiary services, &c. .. .. .	2,492,058	..	2,492,058	474,956	..
<i>In suspense—</i>					
Surveys, North Island .. .. .	..	..	..	..	..
Surveys, South Island .. .. .	..	..	..	..	..
General .. .. .	9,896	..	9,896	..	..
P.W.D. stock of permanent-way .. .. .	..	..	..	..	..
	60,703,161	10,295,964	70,999,125	2,567,970	3 14 3
Total cost of opened lines at 31st March, 1944 .. .. .	..	..	£70,999,125	..	..

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, 1944

Way and Works Branch: Particulars of Works.	Depreciation Fund.	Improvements and Additions to Open Lines Vote.	Total.
	£	£	£
Land .. .. .	11,735	Cr. 1,311	10,424
Grading, formation, tunnels, and permanent-way .. .. .	35,866	Cr. 21,693	14,173
Bridges, overbridges, subways, and culverts .. .. .	56,465	Cr. 2,465	54,000
Station buildings, engine-sheds, and other operating buildings .. .. .	81,437	Cr. 799	80,638
Fences, gates, cattlestops, cattle-yards, and loading-banks .. .. .	6,453	562	7,015
Dwellings and huts .. .. .	33,430	..	33,430
Stores and workshops buildings and plant .. .. .	37,442	..	37,442
Refreshment, advertising, and road-service buildings .. .. .	10,484	..	10,484
Cranes, weighbridges, turntables, and water services .. .. .	6,225	Cr. 56	6,169
Miscellaneous (roads, sewerage, drainage, &c.) .. .. .	8,378	Cr. 118	8,260
Signalling, communications, and electrification .. .. .	114,683	..	114,683
	402,598	Cr. 25,880	376,718
Expenditure by Public Works Department: Grade easements and deviations .. .. .	..	41,730	41,730
	402,598	15,850	418,448

*Locomotive Branch: Particulars of Rolling-stock*

Description of Stock ordered.	Number Incomplete on 31st March, 1943.	Number Complete on 31st March, 1944.	Number Incomplete on 31st March, 1944.	Expenditure, Working Railways Depreciation Fund.	Expenditure, Improvements and Additions to Open Lines Vote.	Total.
				£	£	£
Locomotives, Classes KA and KB .. .. .	10	3	7	86,339	..	86,339
Locomotives, Class JA and spares .. .. .	35	..	35	..	..	..
Improvements for locomotives .. .. .	..	..	..	2,194	..	2,194
Boilers .. .. .	..	..	..	8,807	..	8,807
Spares for multiple units .. .. .	..	..	..	7,057	..	7,057
Rail cars and spares .. .. .	..	..	..	..	..	..
Carriages .. .. .	49	8	68	21,772	..	21,772
Improvements for carriages .. .. .	..	..	..	29,560	..	29,560
Brake-vans .. .. .	23	12	11	24,962	..	24,962
Wagons, Class H .. .. .	50	..	50	5,459	..	5,459
Wagons, Class HC .. .. .	100	1	99	1,209	..	1,209
Wagons, Class JC .. .. .	390	1	449	11,393	..	11,393
Wagons, Class LA .. .. .	1,280	1	1,279	34,427	..	34,427
Wagons, Class MC .. .. .	80	..	80	92	..	92
Wagons, Class Q .. .. .	103	23	80	10,917	..	10,917
Wagons, Class RB .. .. .	30	..	40	..	..	..
Wagons, Class S .. .. .	..	..	15	..	..	..
Wagons, Class T .. .. .	22	..	22	..	..	..
Wagons, Class UB .. .. .	69	16	52	25,179	..	25,179
Wagons, Class UC .. .. .	..	1	..	813	..	813
Wagons, Class UG .. .. .	7	..	7	Cr. 10	..	Cr. 10
Wagons, Class VB .. .. .	30	20	30	18,612	..	18,612
Wagons, Class W .. .. .	85	..	85	5	..	5
Wagons, Class XA .. .. .	30	32	..	5,432	..	5,432
Wagons, Class XB .. .. .	..	..	..	..	..	..
Wagons, Class XC .. .. .	193	1	192	6,068	..	6,068
Wagons, Class YB .. .. .	..	..	..	..	..	..
Wagons, Class Z .. .. .	135	..	155	16,252	..	16,252
Miscellaneous improvements for wagons .. .. .	..	..	..	16,347	..	16,347
Tractors .. .. .	..	..	..	874	..	874
Tarpaulins .. .. .	..	..	..	1,374	..	1,374
Cranes .. .. .	..	..	..	88	..	88
Total .. .. .	2,721	119	2,756	335,222	..	335,222
<b>SUMMARY</b>						
Locomotives .. .. .	45	3	42	..	..	..
Rail cars .. .. .	..	..	..	..	..	..
Tractors .. .. .	..	..	..	..	..	..
Carriages .. .. .	49	8	68	..	..	..
Brake-vans .. .. .	23	12	11	..	..	..
Wagons, bogie .. .. .	293	37	321	..	..	..
Wagons, four-wheeled .. .. .	2,311	59	2,314	..	..	..
Totals .. .. .	2,721	119	2,756	..	..	..

*Particulars of Workshop and Depot Machinery, Motor-buses, and Motor-lorries*

	£	£	£
Workshops equipment .. .. .	10,913	..	10,913
Machinery and equipment for locomotive running, and car and wagon depots .. .. .	12,159	..	12,159
Motor-buses and motor-lorries .. .. .	109,141	..	109,141

## RECONCILIATION STATEMENT, RAILWAYS: IMPROVEMENTS AND ADDITIONS TO OPEN LINES VOTE

	£	s.	d.		£	s.	d.
Expenditure charged by Treasury .. .. .	47,546	9	5	Expenditure: Way and Works Branch .. .. .	15,849	10	8
Less Recoveries .. .. .	28,170	10	9				
	19,375	18	8				
Deduct vouchers outstanding at 31st March, 1943 .. .. .	4,368	8	0				
	15,007	10	8				
Public Works Department: Administration charges .. .. .	842	0	0				
	£15,849	10	8		£15,849	10	8

## STATEMENT No. 18

## STATEMENT OF TRAFFIC AND REVENUE FOR EACH STATION FOR THE YEAR ENDED 31ST MARCH, 1944

Stations.	OUTWARD.														INWARD.			
	TRAFFIC.									REVENUE.					TRAFFIC.			
	Number of Passenger Journeys.			Season Tickets.	Cattle and Calves.	Sheep and Pigs.	Timber, Hundreds of Superficial Feet.	Other Goods.	Ordinary Passengers.	Season Tickets.	Parcels, Luggage, and Mails.	Goods.	Miscellaneous.	Total Value forwarded.	Cattle and Calves.	Sheep and Pigs.	Timber, Hundreds of Superficial Feet.	Other Goods.
	First-class.	Second-class.	Total.															
NORTH ISLAND MAIN LINE AND BRANCHES—				No.	No.	No.		Tons.	£	£	£	£	£		No.	No.		Tons.
Auckland	48,296	1,175,789	1,224,085	45,395	..	..	..	..	289,648	17,703	51,291	..	4,068	362,710	..	..	..	..
Goods .. .. .	..	..	..	..	47	55	75,207	421,699	..	..	..	678,269	19,473	697,742	377	2,224	110,644	481,927
Newmarket	995	160,301	161,296	28,044	7	..	6,159	13,610	9,407	5,462	1,052	30,537	163	46,621	442	429	135,558	38,791
Mount Eden	665	46,826	47,491	7,448	75	147	2,067	7,481	4,442	1,273	982	12,520	149	19,366	49	85	80,920	65,777
Avondale	382	77,322	77,704	26,132	181	..	436	7,742	3,975	5,035	716	10,139	45	19,910	156	6	76,038	15,390
Henderson	274	124,173	124,447	18,315	14,049	22,226	1,607	6,928	5,226	4,707	1,789	10,112	73	21,907	1,756	5,147	7,151	14,468
Helensville	562	68,210	68,772	238	23,738	87,194	5,629	39,880	7,210	123	605	33,349	94	41,381	4,597	21,793	2,321	21,515
Wellsford	901	85,186	86,087	14	16,743	46,725	4,778	37,985	12,813	3	402	26,380	57	39,655	2,098	8,633	1,985	18,634
Maungaturoto	687	26,054	26,741	..	14,724	40,881	3	5,816	5,026	..	238	10,450	28	15,742	1,706	6,441	1,124	12,060
Paparoa	282	7,701	7,983	44	3,580	10,667	131	10,093	1,699	14	99	6,059	4	7,875	449	1,231	271	3,518
Waioitira	207	11,894	12,101	42	15,665	47,273	9,410	51,574	1,551	49	773	72,281	537	75,191	2,579	4,119	122	92,848
Dargaville	1,224	33,817	35,041	237	30,444	37,911	3,552	8,180	7,905	167	778	17,008	110	25,968	2,645	11,251	6,065	16,200
Whangarei	3,263	67,122	70,385	1,093	28,043	35,533	3,320	66,669	15,138	529	2,639	53,521	380	72,207	2,716	9,720	3,039	30,132
Hikurangi	449	7,678	8,127	8	4,178	15,522	4,771	59,285	2,107	8	399	21,365	46	23,925	902	6,105	176	7,675
Otira	1,481	19,800	21,281	91	8,650	14,395	4	11,183	7,257	75	515	23,259	15	31,121	604	2,424	413	8,454
Kaitaia	888	2,980	3,868	..	..	..	..	27	3,757	..	940	190	..	4,887	..	..	..	118
Kawakawa	531	11,147	11,678	117	143	..	661	595	2,391	76	258	1,211	8	3,944	63,011	102,233	814	9,393
Opua	1,295	31,352	32,647	62	92	79	..	15,129	4,667	44	282	16,061	37	21,091	24	142	777	2,374
Kaikohu	1,197	10,613	11,810	43	8,083	24,306	10,231	3,859	5,780	54	475	11,875	9	18,193	257	660	266	9,085
Okaihau	255	14,986	15,241	4	5,185	11,655	35,770	5,500	2,210	7	232	25,554	27	28,030	292	320	637	10,951
Ellerslie	155	66,785	66,940	14,232	1,318	..	239	843	2,433	2,681	304	4,482	18	9,918	1,075	148	661	1,505
Penrose	56	54,322	54,378	10,036	928	7,061	3,265	128,423	1,303	1,790	267	98,589	109	102,058	412,353	1,537,046	294,940	104,378
Onehunga	140	12,224	12,364	4,093	..	..	31,739	6,861	1,181	767	203	8,084	231	10,466	198	1,329	66,623	46,763
Otahuhu	531	168,766	169,297	25,100	2,325	13,267	831	131,503	7,402	6,029	502	133,898	574	148,405	83,269	222,247	19,502	137,433
Papatoetoe	266	183,676	183,942	20,184	314	282	1,457	2,092	7,766	5,207	391	1,835	23	15,222	2,317	7,780	20,106	14,357
Papakura	1,127	453,678	454,805	33,627	3,065	4,930	41	2,124	24,171	8,681	830	6,621	81	40,384	4,096	12,815	14,397	21,057
Drury	203	16,517	16,720	183	7,006	16,474	4	6,803	1,206	142	81	7,598	49	9,076	688	6,878	220	5,826
Waiuku	120	9,654	9,774	..	22,432	21,242	..	694	1,470	..	186	2,953	2	4,611	2,033	13,217	4,262	21,520
Pukekohe	4,173	146,349	150,522	279	21,849	24,505	397	18,071	20,409	151	1,387	26,506	76	48,529	3,253	7,954	11,371	22,148
Tuakau	628	36,027	36,655	473	10,308	52,264	70	6,982	4,154	250	573	7,969	64	13,010	1,198	15,116	1,192	12,069
Pokeno	45	19,765	19,810	186	13,268	54,356	26	15,801	1,436	148	79	8,578	4	10,245	2,202	5,293	925	5,788
Mercer	463	29,834	30,297	166	696	20,075	3,808	24,325	2,608	127	89	12,820	43	15,687	226	1,321	237	5,468
Te Kauwhata	232	15,880	16,112	58	28,120	80,075	197	9,708	2,528	33	448	14,120	10	17,139	2,832	12,532	1,732	11,593
Huntly	1,094	121,259	122,353	16,882	8,163	47,682	475	350,719	13,474	3,960	638	270,396	390	288,858	1,922	5,680	7,760	59,277
Glen Afton	76	25,580	25,656	699	1,077	21,382	520	214,525	1,772	274	71	134,064	2	136,183	730	6,756	1,699	18,535
Taupiri	170	12,234	12,404	132	4,608	19,084	213	8,712	1,596	78	152	15,486	23	17,335	1,311	4,080	2,192	13,009
Ngaruawahia	568	37,234	37,802	3,032	3,600	5,488	195	65,058	4,986	615	444	66,377	2,120	74,542	119,895	234,480	6,068	31,237
Frankton Junction	12,496	199,907	212,403	54	27,618	176,288	1,835	38,101	53,487	140	3,117	56,797	620	114,161	9,468	98,357	74,221	64,635
Hamilton	8,492	145,248	153,740	418	14,815	30,198	11,854	38,264	32,859	683	6,307	60,664	635	101,148	948	5,960	66,354	55,350
Cambridge	773	11,389	12,162	75	22,645	126,397	296	3,788	3,768	48	635	14,123	52	18,626	4,220	23,326	9,872	38,048
Morrinsville	1,947	50,144	52,091	281	55,850	210,807	653	18,445	8,773	267	959	41,713	39	51,751	11,340	93,709	7,036	37,303
Matamata	1,642	41,835	43,477	102	40,209	180,416	23,688	9,227	9,296	54	1,047	38,048	72	48,517	4,859	43,432	2,156	36,078
Putaruru	1,319	47,154	48,473	398	12,609	130,486	316,443	4,084	9,838	327	827	92,750	541	104,283	2,914	61,129	1,024	29,471
Mamaku	136	16,508	16,644	34	5,725	35,519	140,400	3,145	1,813	28	261	46,856	80	49,038	86	3,796	383	1,897
Rotorua	5,908	47,602	53,510	70	10,179	62,108	98,344	19,728	23,961	93	2,463	60,914	148	87,579	2,798	22,940	1,380	37,660
Passenger Road Services	718	2,802	3,520	..	..	..	..	..	3,021	..	..	..	..	3,021	..	..	..	..
Waitoa	162	11,565	11,727	142	29,263	22,821	30	8,795	1,490	92	197	14,676	4	16,459	2,404	3,047	555	27,004
Te Aroha	1,248	27,474	28,722	92	5,008	15,261	409	5,752	5,899	53	697	7,783	18	14,450	2,352	10,511	6,847	16,580
Paeroa	1,214	66,007	67,221	243	43,898	26,999	1,334	23,096	8,597	179	964	25,875	55	35,670	4,218	8,000	4,620	20,323
Thames	537	15,814	16,351	193	157	666	58	4,256	4,460	134	805	9,698	20	15,117	2,215	5,042	3,332	14,426
Waihi	1,017	16,536	17,553	58	10,860	7,507	1,913	928	4,240	25	515	4,753	10	9,543	2,218	3,962	4,726	13,320
Katikati	235	11,791	12,026	131	20,087	32,836	18,539	2,417	2,092	113	365	11,895	2	14,467	1,682	11,675	420	5,522
Tauranga	2,069	51,343	53,412	60	5,889	27,689	406	17,929	8,894	38	1,893	22,955	82	33,862	776	8,488	6,341	19,580
Te Puke	816	19,118	19,934	9	30,959	108,060	18,836	5,834	4,350	5	552	29,232	9	34,148	1,544	15,860	452	9,856
Edgecumbe	473	13,795	14,268	4	31,320	41,479	71,991	21,260	3,572	55	244	67,049	831	71,751	2,683	10,272	552	15,286
Taneatua	929	24,388	25,317	..	19,008	74,867	2	1,566	5,702	..	416	10,494	455	17,067	1,620	2,050	305	61,396
Whakatane	322	1,927	2,249	..	..	..	..	218	1,954	..	128	455	..	2,537	..	..	60	686
Opotiki	482	2,529	3,011	3	1	..	7	465	2,511	41	299	1,047	..	3,898	3	..	..	1,332
Ohaupo	54	2,215	2,269	88	6,307	7,999	..	301	383	63	60	1,564	1	2,071	754	7,652	167	7,107
Te Awamutu	2,421	39,739	42,160	105	43,363	251,752	14,460	17,160	12,023	56	1,375	48,722	207	62,383	4,548	66,187	4,291	52,536
Otorohanga	1,025	31,949	32,974	82	23,704	105,120	3,443	39,657	6,305	25	584	33,684	27	40,625	2,714	17,969	3,718	19,397

## STATEMENT NO. 18—continued

## STATEMENT OF TRAFFIC AND REVENUE FOR EACH STATION FOR THE YEAR ENDED 31ST MARCH, 1944—continued

Stations.	OUTWARD.														INWARD.			
	TRAFFIC.			REVENUE.											TRAFFIC.			
	Number of Passenger Journeys.			Season Tickets.	Cattle and Calves.	Sheep and Pigs.	Timber, Hundreds of Superficial Feet.	Other Goods.	Ordinary Passengers.	Season Tickets.	Parcels, Luggage, and Mails.	Goods.	Miscellaneous.	Total Value forwarded.	Cattle and Calves.	Sheep and Pigs.	Timber, Hundreds of Superficial Feet.	Other Goods.
First-class.	Second-class.	Total.	No.															
NORTH ISLAND MAIN LINE AND BRANCHES—continued																		
Hunterville .. .. .	762	18,395	19,157	25	8,515	138,221	12,982	4,998	3,298	34	370	17,662	5	21,369	3,498	18,924	2,576	11,040
Marton .. .. .	4,928	47,671	52,599	43	6,255	243,279	3,607	11,420	14,683	44	1,379	23,497	282	39,885	1,862	41,824	17,478	16,180
New Plymouth .. .. .	9,197	123,422	132,619	186	1,611	5,496	13,657	131,415	46,154	394	2,823	87,542	12,750	149,663	2,177	9,986	33,232	108,761
"    Breakwater .. .. .	..	..	..	..	..	..	283	23,470	..	..	..	6,619	..	6,619	2	..	1,585	32,781
Waitara .. .. .	385	33,394	33,779	375	1,273	16,409	488	21,864	4,313	313	367	37,751	63	42,810	57,678	327,746	2,343	18,131
Inglewood .. .. .	543	26,009	26,552	261	18,452	48,448	7,661	42,503	4,828	186	331	28,050	11	33,406	1,067	13,750	3,288	37,838
Tariki .. .. .	45	5,816	5,861	183	3,526	4,904	..	1,291	539	127	35	892	2	1,595	39	3,288	177	3,207
Midhurst .. .. .	50	7,829	7,879	373	5,616	11,381	..	2,586	694	124	23	3,973	1	3,915	111	3,720	26	6,180
Stratford .. .. .	3,317	73,800	77,117	323	23,583	72,407	1,535	10,057	17,833	230	1,425	14,652	89	34,229	3,312	22,541	9,210	22,640
Te Wera .. .. .	12	1,454	1,466	..	730	9,224	122	1,471	167	..	23	1,063	55	1,308	1,195	7,233	93	3,455
Whangamomona .. .. .	78	2,524	2,599	16	2,955	48,930	8,854	10,419	642	15	61	13,525	2	14,245	1,104	7,167	731	4,317
Ohura .. .. .	246	11,418	11,664	16	3,635	50,337	22,531	5,032	2,853	12	212	14,925	6	18,008	944	11,264	723	4,990
Eltham .. .. .	1,233	40,927	42,160	470	18,879	75,133	972	14,975	6,865	307	487	26,097	25	33,781	2,236	27,836	9,620	18,420
Opunake .. .. .	241	2,542	2,783	..	9,088	20,577	1,907	1,871	1,379	..	43	4,343	13	5,778	2,773	29,091	2,226	28,994
Normanby .. .. .	62	7,697	7,759	64	42,129	51,742	..	11,261	769	53	77	13,337	4	14,240	788	5,388	76	4,721
Hawera .. .. .	4,493	62,380	66,873	136	19,405	82,740	1,557	20,646	19,452	112	1,580	29,390	79	50,613	5,596	85,367	11,624	40,878
Patea .. .. .	952	23,240	24,192	83	2,594	29,302	1,199	23,950	5,482	106	432	44,723	198	50,941	91,709	235,978	5,138	38,969
Waverley .. .. .	709	21,736	22,445	29	11,007	121,259	163	16,152	3,831	24	364	15,345	55	19,619	6,633	53,920	2,135	9,321
Aramoho .. .. .	1,835	31,845	33,680	41	7,009	61,242	102	46,506	6,486	31	1,167	30,186	44	37,914	1,549	10,465	2,802	40,943
Wanganui .. .. .	7,188	101,536	108,724	215	4,096	42,811	6,517	44,655	28,770	386	2,746	73,800	1,469	107,171	10,772	361,460	44,854	56,507
"    (Wharf) .. .. .	..	..	..	..	..	..	50	9,560	..	..	..	8,773	4,950	13,723	..	..	..	4,628
Fordell .. .. .	152	7,856	8,008	30	3,928	47,055	..	456	828	27	99	3,299	3	4,256	900	15,312	1,588	3,011
Turakina .. .. .	132	10,448	10,580	73	2,454	79,765	66	1,412	1,334	61	243	4,808	9	6,455	928	22,208	842	6,140
Greatford .. .. .	578	11,867	12,445	..	2,774	92,149	1,769	17,279	1,857	..	325	17,549	170	19,901	732	10,307	1,065	11,560
Halcombe .. .. .	144	9,563	9,707	76	1,234	36,752	..	4,651	1,037	64	83	5,116	1	6,301	411	11,393	340	5,338
Feilding .. .. .	3,445	32,574	35,989	8	22,337	331,595	643	25,150	11,503	8	1,188	60,709	54	73,462	23,004	156,201	5,326	49,321
Palmerston North .. .. .	30,720	415,084	445,804	240	11,607	59,790	13,774	65,738	98,900	734	7,259	125,496	1,333	233,722	9,554	211,040	99,843	122,086
Ashhurst .. .. .	276	13,514	13,790	3	4,152	46,396	85	2,020	1,311	2	105	6,560	24	8,002	3,119	15,957	133	3,692
Longburn .. .. .	146	20,383	20,529	105	10,051	80,445	2,416	24,129	1,228	26	140	49,090	87	50,571	16,970	213,937	1,585	11,937
Foxton .. .. .	..	..	..	..	1,185	5,960	150	2,717	..	..	125	5,276	285	5,686	1,455	15,194	7,694	15,089
Shannon .. .. .	439	47,623	48,062	101	14,227	84,676	36	5,452	5,444	76	1,409	11,100	18	18,047	2,204	33,828	2,639	10,566
Levin .. .. .	4,303	123,029	127,332	228	14,440	89,204	107	6,274	19,820	166	3,489	14,682	62	38,219	9,530	86,617	6,415	17,223
Otaki .. .. .	1,537	68,509	70,046	126	6,416	36,700	137	3,627	10,400	80	11,448	5,259	37	27,224	1,180	9,481	1,880	6,834
Paekakariki .. .. .	4,597	497,500	502,097	34,409	1,092	32,675	665	4,172	38,225	10,638	1,094	7,370	113	57,440	715	5,433	8,152	26,650
Johnsonville .. .. .	94	135,757	135,851	49,177	884	11,069	..	92	4,077	9,807	104	707	22	14,717	25,459	167,188	594	1,252
Wellington—																		
Passenger and Parcels .. .. .	81,284	1,978,963	2,060,247	413,347	..	..	..	..	343,532	88,910	40,760	..	3,025	476,227	..	..	..	..
Goods .. .. .	..	..	..	..	211	1,817	112,327	325,934	..	..	..	561,983	7,513	569,496	737	1,741	162,123	277,983
Wharf .. .. .	..	..	..	..	..	..	869	5,484	..	..	..	968	..	968	1	..	257	41,126
Courtenay Place .. .. .	4,378	32,101	36,479	857	..	..	..	..	22,807	631	2,654	..	7	26,099	..	..	..	..
Ngahauranga .. .. .	26	12,276	12,302	4,373	..	..	..	12,500	461	551	6	5,519	1	6,538	7,589	590,736	61	6,106
Petone .. .. .	1,579	645,267	646,846	216,898	56	1,337	9,861	79,828	26,551	39,025	1,198	199,749	854	267,377	14,228	435,302	110,855	71,048
Lower Hutt .. .. .	1,549	132,457	134,006	55,036	97	1,362	1,326	5,466	9,598	11,012	721	11,660	104	33,095	109	3,503	64,131	7,734
Trentham .. .. .	460	358,297	358,757	14,834	412	338	67	12,274	12,945	3,944	940	39,158	218	57,205	476	1,909	4,293	12,239
Upper Hutt .. .. .	512	116,188	116,700	38,631	1,017	6,310	452	1,474	5,823	10,423	322	5,109	235	21,912	1,296	4,250	397	8,931
Featherston .. .. .	1,359	36,659	38,018	193	10,711	158,831	12,987	11,962	7,472	137	714	23,736	94	32,153	821	9,098	5,662	21,988
Carterton .. .. .	666	15,223	15,889	138	3,457	63,532	4,107	23,437	4,552	134	510	39,263	13	44,472	13,296	134,217	6,685	16,045
Masterton .. .. .	4,071	55,174	59,245	49	6,590	124,232	15,541	14,522	16,956	63	1,512	29,393	128	48,052	2,384	20,730	10,682	35,107
"    Road Services .. .. .	169	1,699	1,868	..	..	..	..	..	938	..	..	..	..	938	..	..	..	..
Mauriceville .. .. .	39	2,875	2,914	19	601	9,383	..	19,815	489	16	30	10,362	22	10,919	116	407	114	1,800
Eketahuna .. .. .	309	8,655	8,964	17	7,344	65,152	675	2,568	2,294	16	178	7,616	7	10,111	437	2,057	831	6,166
Hukanui .. .. .	38	2,763	2,801	2	3,312	30,231	..	1,166	516	..	102	3,466	1	4,085	521	2,596	104	3,011
Pahiatua .. .. .	738	14,516	15,254	16	7,951	105,732	161	8,596	4,244	5	336	14,982	32	18,982	637	5,727	4,133	16,807
Mangatainoka .. .. .	47	2,339	2,386	6	6,336	52,042	5	12,214	667	6	73	14,268	2	15,016	708	4,897	188	4,026
Woodville .. .. .	1,217	39,225	40,442	21	16,500	212,630	431	28,149	6,198	16	332	33,676	321	40,543	2,329	10,922	915	10,254
Dannevirke .. .. .	3,206	42,227	45,433	94	12,276	132,145	623	5,498	12,008	88	1,376	16,819	77	30,368	1,083	9,880	3,066	24,350
Ormondville .. .. .	294	13,921	14,215	43	4,792	84,200	4	2,155	1,787	41	178	7,597	4	9,607	720	5,386	150	6,091
Takapau .. .. .	415	6,578	6,993	43	4,144	111,665	12	14,457	1,588	42	181	12,696	4	14				



STATEMENT No. 18—continued

STATEMENT OF TRAFFIC AND REVENUE FOR EACH STATION FOR THE YEAR ENDED 31ST MARCH, 1944—continued

Stations.	OUTWARD.											INWARD.						
	TRAFFIC.						REVENUE.					TRAFFIC.						
	Number of Passenger Journeys.			Season Tickets.	Cattle and Calves.	Sheep and Pigs.	Timber, Hundreds of Superficial Feet.	Other Goods.	Ordinary Passengers.	Season Tickets.	Parcels, Luggage, and Mails.	Goods.	Miscellaneous.	Total Value forwarded.	Cattle and Calves.	Sheep and Pigs.	Timber, Hundreds of Superficial Feet.	Other Goods.
	First-class.	Second-class.	Total.															
			No.	No.	No.	Tons.	£	£	£	£	£	£	No.	No.	Tons.	Tons.		
SOUTH ISLAND MAIN LINE AND BRANCHES—																		
Lyttelton	30,319	147,488	177,807	53,520	346	19,458	17,727	290,992	8,832	8,990	4,310	150,477	55,786	228,395	853	5,869	79,941	334,172
"    Wharf								15,684				3,748		3,748				46,272
Heathcote	822	36,794	37,616	10,416				9,136	648	1,597	141	5,661	4	8,051			80	16,136
Woolston	677	39,596	40,273	20,012	9			7,449	919	3,041	122	5,105	3	9,190	59	15	681	25,474
Christchurch—																		
Passenger and parcels	43,899	811,070	854,969	70,574					119,799	12,945	22,011		668	155,423				
Goods					243		13,678	141,598				141,540	4,415	145,955	272		113,174	325,500
Central Booking-office	23,477	82,414	105,891	97					64,705	981			10	66,374				
Bus Office																		
Addington	303	36,017	36,320	2,103	5,333	267,933	33,674	57,041	2,511	416	535	44,681	643	48,786	26,211	509,570	120,339	99,996
Riccarton	60	3,568	3,628	524			3,127	4,735	319	113	112	2,106	1	2,651	2		62,345	19,500
Papanui	421	10,867	11,288	1,690	31		8,385	10,636	1,215	524	350	8,041	8	10,138	43		47,379	11,194
Belfast	57	6,093	6,150	545	104	3,946	4,125	29,336	412	185	150	20,199	33	20,979	13,464	564,778	6,659	15,257
Kaiapoi	123	20,021	20,144	2,182	1,891	12,270	1,951	18,565	1,630	633	220	10,785	29	13,297	555	165,712	13,659	19,165
Rangiora	422	25,826	26,248	13,159	1,145	31,881	1,598	13,818	2,563	3,619	1,609	9,799	81	17,671	838	12,067	7,687	16,013
East Oxford	12	1,125	1,137		445	45,996	250	2,858	145		26	3,795		3,966	142	18,168	930	12,134
Sefton	6	7,213	7,219	282	315	5,503	1,260	5,446	532	151	338	3,046	1	4,068	91	3,696	93	4,788
Amberley	113	4,831	4,944	80	485	67,932	544	10,160	701	88	132	6,466	4	7,391	157	23,649	663	2,793
Waipara	183	14,156	14,339	22	2,006	126,615	14,423	7,713	2,144	20	393	12,948	5	15,510	301	5,811	353	1,741
Mina	100	3,880	3,980		972	57,659	6,747	5,885	1,036		183	7,052	2	8,273	480	11,053	1,067	6,807
Parnassus	195	1,484	1,679		1,016	26,102	3,819	675	409		84	2,643	7	3,143	96	2,277	72	2,825
Hundalee	102	1,951	2,053		2,655	46,553	227	2,663	601		90	7,585	532	8,808	132	1,531	1,823	7,352
Oaro	82	1,944	2,026		66	20,863		146	740		78	1,420		2,238	2	208	1,342	1,168
Kaikoura	273	1,572	1,845						974		199			1,173				
Waikari	25	268	293		194	26,615		36,754	67		62	15,348		15,477	48	2,216	676	4,109
Hawarden		50	50		1,016	80,021	8,281	10,453	24		128	9,990	1	10,095	207	4,518	479	2,499
Culverden	28	1,334	1,362		1,732	73,769	18,534	5,129	330		139	10,819	7	11,295	325	4,663	1,475	8,926
Waiau	14	120	134		574	40,072	1	2,144	63		64	4,472	2	4,601	389	5,220	605	4,023
Hornby	31	15,015	15,046	671	1,257	1,354	819	59,482	1,364	155	92	26,421	14	28,046	1,401	4,350	9,920	58,688
Lincoln	24	12,696	12,720	137	1,595	61,705	27	14,528	887	105	63	6,985	2	8,042	163	5,291	547	6,017
Leeston	34	10,730	10,764	50	2,585	23,556		6,470	1,221	51	448	3,972	3	5,695	365	27,177	383	8,384
Southbridge	28	9,443	9,471	23	441	27,896		9,531	1,109	19	468	5,629	6	7,231	108	12,834	333	3,388
Little River	31	16,824	16,855	124	7,468	138,324	817	2,090	2,303	137	254	7,610	18	10,322	1,305	25,034	2,096	7,622
Islington	21	5,707	5,728	584	203	3,692	65	17,553	525	129	73	10,872	38	11,637	4,577	217,156	7,154	17,247
Rolleston	36	9,551	9,587	28	167	12,616		3,039	593	21	32	1,657	2	2,305	172	6,895	96	1,192
Kirwee	4	3,235	3,239	31	127	16,108		4,039	307	25	63	2,413	1	2,809	59	19,478	229	4,446
Darfield	103	5,892	5,995	80	322	45,440	2	8,077	688	68	93	5,345	3	6,197	282	9,770	661	2,453
Coalgate	10	231	241		438	50,888	12,921	26,682	101		32	19,740	4	19,877	162	11,942	1,028	7,584
Sheffield	44	2,237	2,281	137	394	28,412		6,581	370	125	207	4,805	1	5,508	45	8,742	417	2,570
Springfield	228	6,983	7,211	83	366	13,235	40	1,181	788	70	150	1,920	17	2,945	153	4,521	200	2,346
Arthur's Pass	95	2,322	2,417		17	10		114	294		31	121	2	448	36	1,167	132	829
Otira	179	16,514	16,693	3	1,061	7,340	69,878	844	1,752	2	164	22,074	30	24,022	141	146	296	2,351
Moana	51	4,664	4,715	59	639	2,068	51,438	822	757	53	443	13,590	1	14,844	129	2,134	49	1,834
Stillwater	219	13,571	13,790	101	175	1,875	29,635	102,668	2,099	44	110	39,511	36	41,800	267	760	668	1,598
Ngahere	18	6,697	6,715	117	1,599	9,503	97,178	73,316	1,291	98	139	73,128	10	74,666	647	3,544	217	3,435
Ikamatua	27	8,725	8,752	72	1,034	9,046	26,343	6,822	1,872	66	148	12,176	7	14,269	498	2,688	196	4,158
Reefton	129	15,186	15,315	170	1,287	8,642	8,686	95,131	3,530	165	218	79,958	901	84,772	509	1,828	1,228	4,432
Inangahua Junction	14	4,920	4,934		760	7,895	6,657	20,578	1,166		110	25,316	599	27,191	134	726	24,834	5,205
Westport	474	50,559	51,033	212	2,941	2,666	3,175	6,366	11,478	198	710	10,292	10,356	33,034	932	6,339	5,074	419,675
Waimangaroa	2	21,354	21,356	196	6		530	161,995	1,149	154	49	34,106	23	35,481	19		2,094	3,296
Granity	40	37,116	37,156	392	164	146	2,865	266,312	3,597	318	127	112,512	6	116,560	77		540	3,410
Greymouth	3,025	166,785	169,810	4,473	943	2,034	32,227	18,255	28,496	1,356	2,050	27,455	7,701	67,058	2,813	5,344	5,291	32,112
"    Wharf							42	1,363				1,149		1,149			157,028	281,854
Runanga	24	49,033	49,057	2,663	14		14	159,627	1,857	782	70	81,031	17	83,757	98	686	2,598	6,903
Rewanui	9	2,117	2,126	12,203	14		13	128,580	103	2,655	3	64,415	187	67,363	14	66	3,325	3,069
Kumara	42	10,947	10,989	114	1,254	3,256	95,746	3,131	1,108	68	84	22,912	4	24,176	416	908	32	2,733
Hokitika	636	51,673	52,309	554	1,896	7,594	101,152	4,243	9,188	312	1,129	32,500	206	43,335	196	2,446	4,971	13,923
Ross	36	17,468	17,504	76	4,355	22,287	106,906	5,446	1,607	64	64	34,660	8	36,403	135	532	460	5,317
Burnham	231	327,106	327,337	62	60	14,740	49	5,668	11,555	104	236	8,491	42	20,428	2	2,001	1,468	11,890
Dunsandel	40	14,078	14,118	63	308	39,215	87	7,924	1,440	70	288	6,719	56	8,573	163	19,079	420	4,130
Rakaia	301	25,651	25,952	130	881	101,384	1,895	21,266	3,272	118	222	16,607	97	20,316	221	33,890	865	8,120
Methven	48	11,911	11,959	9	432	69,599	10,773	14,196	2,369	10	108	18,338	30	20,855	328	55,684	4,072	21,225
Chertsey	13	8,847	8,860	63	865	34,401												

STATEMENT NO. 18—continued

STATEMENT OF TRAFFIC AND REVENUE FOR EACH STATION FOR THE YEAR ENDED 31ST MARCH, 1944—continued

Stations.	OUTWARD.														INWARD.			
	TRAFFIC.			REVENUE.											TRAFFIC.			
	Number of Passenger Journeys.			Season Tickets.	Cattle and Calves.	Sheep and Pigs.	Timber, Hundreds of Superficial Feet.	Other Goods.	Ordinary Passengers.	Season Tickets.	Parcels, Luggage, and Mails.	Goods.	Miscellaneous.	Total Value forwarded.	Cattle and Calves.	Sheep and Pigs.	Timber, Hundreds of Superficial Feet.	Other Goods.
First-class.	Second-class.	Total.	No.															
SOUTH ISLAND MAIN LINE AND BRANCHES continued.																		
Mabeau ..	66	10,781	10,847	96	521	29,060	4	6,434	801	60	653	5,184	10	6,708	246	10,499	147	4,249
Hampton ..	133	7,498	7,631	64	427	23,338	..	1,358	852	59	191	1,960	2	3,067	174	6,745	284	3,088
Palmerston ..	510	26,462	26,972	154	678	65,797	32	2,785	3,802	129	521	5,071	52	9,578	935	8,369	618	6,799
Makareao ..	..	..	..	..	..	..	..	48,407	..	..	..	19,117	..	19,117	75	..	11	505
Waikouaiti ..	78	9,725	9,803	214	1,000	27,616	24	1,490	1,180	143	109	2,293	5	3,730	1,043	5,429	521	4,100
Seacliff ..	112	14,371	14,483	374	141	3,513	..	793	1,452	142	72	723	7	2,396	282	1,371	311	6,061
Waitati ..	8	8,419	8,427	2,284	203	2,891	253	327	522	765	70	434	5	1,736	189	1,551	21	2,302
Port Chalmers Upper	17	4,314	4,331	737	158	4,042	..	44	453	114	124	148	2	841	3	359	..	280
Sawyer's Bay ..	20	17,923	17,943	8,344	124	361	45	114	437	1,437	25	200	1	2,123	66	59	1,028	1,284
Port Chalmers Wharf ..	..	..	..	..	..	..	..	275	..	..	..	23	..	23	..	..	..	53
Port Chalmers ..	139	35,976	36,115	23,179	2	5	440	15,632	2,044	1,570	177	6,213	1,715	17,719	3	21	3,725	49,812
St. Leonard's ..	19	5,505	5,521	6,738	9	..	..	..	211	1,134	9	7	1	1,362	32	..	45	52
Ravenbourne ..	1	27,465	27,469	9,555	..	..	..	40,668	491	1,463	19	20,514	73	22,560	..	..	208	11,720
Dunedin ..	26,562	517,423	543,985	71,359	..	..	..	..	120,853	13,231	11,479	..	567	145,830	..	..	..	..
Goods ..	..	..	..	378	2,432	7,016	142,257	..	..	..	..	223,906	2,493	226,399	473	2,240	167,418	239,227
Caversham ..	284	24,275	24,559	3,572	..	..	161	808	1,494	484	153	831	5	2,964	..	..	8,139	9,065
Burnside ..	24	15,913	15,937	7,839	2,634	19,770	5	67,704	431	976	136	75,430	52	77,025	19,927	607,489	1,492	102,000
Green Island ..	89	31,419	31,508	24,714	..	..	25	8,966	1,190	3,700	76	11,714	8	16,688	..	..	617	22,206
Wingatui ..	178	107,087	107,265	4,112	1,040	21,230	7	5,235	3,635	838	133	6,464	12	11,084	690	1,952	310	3,249
Middlemarch ..	269	3,376	3,645	20	728	66,273	5,472	3,496	889	12	380	7,799	12	9,092	259	7,101	492	3,988
Waipiata ..	428	3,369	3,788	2	598	44,629	..	1,577	1,323	1	136	1,730	12	6,202	245	8,137	462	5,299
Rauhirangi ..	737	5,073	5,810	20	245	49,182	2	1,432	1,989	13	249	5,567	13	7,804	181	7,360	578	3,667
Otarua ..	175	1,317	1,492	2	556	57,546	..	1,858	580	2	192	6,831	1	7,606	17	3,764	230	2,008
Omakau ..	661	2,809	3,470	..	628	78,293	1	1,455	1,720	..	386	7,863	7	9,976	399	9,845	322	3,998
Alexandra ..	589	4,127	4,716	..	218	15,422	246	3,712	2,582	..	455	8,117	6	11,160	235	5,248	1,522	8,111
Clyde ..	141	2,112	2,253	106	45	4,351	9	1,808	807	58	268	3,695	1	4,829	15	778	619	1,370
Cromwell ..	774	5,712	6,516	..	908	62,107	96	6,726	3,124	..	481	11,609	20	18,234	85	3,190	2,421	7,424
Mosgiel ..	581	66,044	66,628	24,672	604	7,558	45	3,795	4,324	5,271	401	3,124	14	13,134	828	9,890	1,444	6,919
Outram ..	20	4,089	4,109	149	187	3,572	241	1,515	322	111	63	963	3	1,462	56	528	293	5,731
Allanton ..	8	11,548	11,556	702	1,123	29,857	750	9,000	803	205	259	4,606	3	5,876	1,586	18,488	670	3,168
Milburn ..	9	2,640	2,649	4	276	7,917	158	89,643	283	3	35	32,223	392	32,936	135	2,003	490	13,167
Milton ..	2,783	32,315	35,098	24	1,240	44,127	23	5,516	7,075	31	843	6,206	96	11,251	502	10,226	1,900	16,565
Lawrence ..	48	940	988	..	360	30,004	1	2,345	379	..	177	4,435	3	4,694	203	3,500	449	10,283
Miller's Flat ..	1	365	369	..	268	24,205	..	2,062	72	..	72	4,814	1	4,959	182	739	660	3,391
Roxburgh ..	66	1,433	1,499	..	32	12,638	..	3,995	400	..	165	7,919	3	8,427	39	500	1,695	2,546
Lovell's Flat ..	13	2,770	2,783	8	164	20,520	..	2,211	258	8	27	2,218	2	2,543	45	2,177	455	6,116
Stirling ..	304	13,977	14,278	213	5,635	3,831	..	144,606	2,389	103	688	85,231	1,992	90,406	2,035	1,221	852	6,639
Balclutha ..	3,829	48,467	52,296	148	1,675	61,397	2,470	17,851	11,615	216	1,438	25,561	48	38,881	2,370	185,556	2,410	17,515
Owaka ..	84	6,475	6,559	4	2,083	49,032	12,016	3,755	1,437	1	253	15,758	6	17,458	529	8,745	550	9,150
Tahakopa ..	62	8,380	8,442	2	357	2,973	9,044	180	1,183	2	73	2,484	..	3,742	263	3,062	2	2,758
Waivera ..	156	7,219	7,375	20	227	9,609	4,739	2,609	947	16	361	5,257	2	6,556	209	1,933	291	13,050
Clinton ..	807	16,866	17,673	79	896	19,081	9,521	1,306	2,724	92	138	5,996	21	8,971	205	1,602	69	8,818
Waipahi ..	386	9,400	9,786	2	2,565	62,505	2,274	3,416	1,984	2	211	6,869	2	9,071	1,422	1,072	124	13,077
Tapanui ..	31	147	148	..	376	48,935	6,566	3,457	103	..	35	8,418	3	8,259	242	3,287	718	7,874
Heriot ..	33	385	418	..	585	85,859	22	2,418	229	..	70	8,252	2	8,552	550	3,041	1,022	13,588
Gore ..	3,241	71,345	74,556	526	3,057	177,376	2,929	26,320	18,397	442	1,670	32,878	145	53,432	2,543	16,210	8,426	58,627
Riversdale ..	52	7,125	7,177	47	1,875	162,462	1	17,335	889	42	217	18,264	41	19,450	567	7,814	1,326	26,239
Mataura ..	373	11,794	12,167	902	1,084	45,972	..	22,356	5,041	129	250	32,457	111	38,318	874	132,805	907	27,651
Edendale ..	453	28,876	29,329	222	3,020	57,250	321	6,720	1,664	172	286	10,257	81	15,457	1,051	30,015	981	21,217
Wyndham ..	41	364	405	..	1,092	15,786	..	3,108	388	..	27	1,064	1	4,480	122	4,902	513	16,686
Woodlands ..	168	12,215	12,383	104	1,393	78,484	176	4,258	1,358	88	123	6,027	15	7,611	642	23,379	4,401	18,555
Invercargill ..	9,301	259,561	268,862	14,480	..	..	..	..	64,722	4,449	4,568	..	479	73,888	1,337	36,420	60,031	153,612
Goods ..	..	..	..	6,256	99,421	3,671	91,220	..	..	..	..	91,925	364	92,289	1,337	36,420	60,031	153,612
Waimahaka ..	2	13,946	13,948	77	3,534	69,994	47,512	4,268	1,026	68	192	11,584	1	15,871	1,454	15,597	354	28,306
Bluff ..	123	62,033	62,156	3,880	9	720	1,381	73,984	3,852	1,185	383	10,102	12,972	58,494	186	576,090	10,900	136,626
Makarewa ..	3	6,938	6,941	784	2,342	114,089	1	23,619	489	250	92	23,846	19	24,696	6,902	337,749	4,813	22,060
Thorndy ..	14	2,453	2,467	96	1,035	92,439	605	2,274	241	83	29	1,551	13	4,947	444	12,792	63	16,092
Riverton ..	127	8,439	8,566	122	1,484	41,985	24,247	4,122	1,536	103	266	14,363	9	13,277	419	1,292	81	8,350
Tuatapere ..	26	19,842	19,868	45	1,316	28,600	88,249	33,662	2,262	45	261	41,350	2	43,920	628	9,776	264	7,707
Otautau ..	50	3,552	3,602	181	920	110,988	6,457	4,366	700	160	101	8,213	9	9,233	455	5,879	41	16,236
Wairoa ..	81	5,399	5,480	1	553	25,636	..	204,967	1,051	1</								

**STATEMENT No. 19**  
**CLASSIFICATION OF GOODS AND LIVE-STOCK TRAFFIC AND EARNINGS BY COMMODITIES**

Commodity.	Year ended 31st March, 1944.							
	Tonnage carried.	Per Cent. of Gross.	Tons One Mile (000 omitted).	Average Haul.	Revenue.			
					Total.	Per Cent. of Gross.	Per Ton.	Per Ton Mile.
							£ s. d.	d.
<i>Products of Agriculture</i>					Miles.			
Grain .. .. .	280,450	3·11	15,091	54	157,850	1·82	0 11 3	2·51
Meals .. .. .	133,807	1·48	8,856	66	88,612	1·02	0 13 3	2·40
Fruit and vegetables .. .. .	96,534	1·07	17,164	178	146,762	1·70	1 10 5	2·05
Root crops and fodder .. .. .	200,370	2·22	19,607	98	155,413	1·80	0 15 6	1·90
Flax, green and pressed .. .. .	14,078	0·16	1,531	109	15,172	0·18	1 1 7	2·38
Seeds .. .. .	31,922	0·35	2,546	80	30,173	0·35	0 18 11	2·84
	757,161	8·39	64,795	86	593,992	6·87	0 15 8	2·20
<i>Animals and other Products</i>								
Cattle, calves, horses .. .. .	271,785	3·01	23,616	87	317,133	3·66	1 3 4	3·22
Sheep and pigs .. .. .	521,352	5·78	39,016	75	556,948	6·43	1 1 4	3·43
Meat, fresh .. .. .	94,510	1·05	13,532	143	181,300	2·09	1 18 5	3·22
Meat, chilled .. .. .								
Meat, frozen .. .. .	235,408	2·60	14,015	60	267,123	3·09	1 2 8	4·57
Butter .. .. .	118,497	1·31	13,074	110	161,615	1·87	1 7 3	2·97
Cheese .. .. .	101,620	1·13	6,459	64	100,588	1·16	0 19 10	3·74
Wool .. .. .	218,781	2·42	14,273	65	269,167	3·11	1 4 7	4·53
Dairy by-products .. .. .	31,409	0·35	3,233	103	45,116	0·52	1 8 9	3·35
Fat, hides, and skins .. .. .	60,549	0·67	4,677	77	84,635	0·98	1 7 11	4·34
Fish .. .. .	12,277	0·14	2,082	170	20,736	0·24	1 13 10	2·39
	1,666,188	18·46	133,977	80	2,004,361	23·15	1 4 0	3·59
<i>Products of Mines</i>								
Agricultural lime .. .. .	651,871	7·22	40,555	62	249,217	2·88	0 7 8	1·47
Coal, imported .. .. .	1,575	0·02	239	152	2,010	0·02	1 5 6	2·02
Coal, New Zealand hard .. .. .	953,572	10·56	55,687	58	408,119	4·71	0 8 7	1·76
Coal, New Zealand brown .. .. .	1,128,898	12·51	137,878	122	791,673	9·14	0 14 0	1·38
Road-metal .. .. .	43,125	0·48	2,027	47	18,039	0·21	0 8 5	2·14
Lime and coke .. .. .	42,694	0·47	2,903	68	26,426	0·31	0 12 4	2·18
	2,821,735	31·26	239,289	85	1,495,484	17·27	0 10 7	1·50
<i>Products of Forests</i>								
Timber, imported .. .. .	7,636	0·08	784	103	9,780	0·11	1 5 7	2·99
Timber, New Zealand .. .. .	659,821	7·31	87,773	133	712,781	8·23	1 1 7	1·95
Firewood, posts, &c. .. .. .	89,305	0·99	7,747	87	46,424	0·54	0 10 5	1·44
	756,762	8·38	96,304	127	763,985	8·88	1 0 4	1·92
<i>Manufactures, &amp;c.</i>								
Benzine, gasoline, kerosene .. .. .	201,722	2·23	15,430	76	315,520	3·64	1 11 3	4·91
Cement .. .. .	110,842	1·23	14,639	132	145,039	1·68	1 6 2	2·38
Manure .. .. .	588,037	6·52	53,065	90	381,972	4·41	0 12 11	1·73
	900,601	9·98	83,134	92	842,531	9·73	0 18 9	2·43
Miscellaneous .. .. .	2,124,179	23·53	215,095	101	2,952,379	34·10	1 7 10	3·29
Totals .. .. .	9,026,626	100·00	832,594	92	8,657,782	100·00	0 19 2	2·50

**STATEMENT No. 20**

STATEMENT SHOWING MILEAGE, CAPITAL COST, TRAFFIC, OPERATING REVENUE, AND OPERATING EXPENDITURE OF  
NEW ZEALAND GOVERNMENT RAILWAYS FROM 1ST APRIL, 1943, TO 31ST MARCH, 1944

MILEAGE, CAPITAL COST, TRAFFIC, AND REVENUE

Year.	Average Miles open.	Capital Cost.	Train-mileage. (Revenue.)	Passenger Journeys.	Passenger Revenue.	Other Coaching Revenue.	Cattle and Calves.	Sheep and Pigs.	Timber.
	No.	£	No.	No.	£	£	No.	No.	Tons.
1942-1943 ..	3,403	66,189,962	15,139,882	36,133,268	3,710,509	397,142	1,389,876	14,101,744	687,158
1943-1944 ..	3,469	68,476,775	15,328,987	36,611,267	4,275,482	435,928	1,384,600	12,891,891	667,457

  

Year.	Goods.	Total.	Goods Revenue.	Miscellaneous Revenue, Labour, Demurrage, &c.	Total Revenue.	Revenue per Revenue Train-mile.
	Tons.	Tons.	£	£	£	d.
1942-1943 ..	7,347,888	8,035,046	8,044,563	262,866	12,415,080	196·81
1943-1944 ..	7,566,032	8,233,489	8,479,387	274,182	13,464,979	210·82

EXPENDITURE

Year.	Maintenance of Way and Works.			Maintenance of Signals and Electrical Appliances.			Maintenance of Locomotives, Carriages, and Wagons.		
	Amount.	Per Cent. of Revenue.	Per Mile of Railway.	Amount.	Per Cent. of Revenue.	Per Mile of Railway.	Amount.	Per Cent. of Revenue.	Per Train-mile.
1942-1943 ..	£ 1,829,311	14·73	£ 537·56	£ 271,499	2·19	£ 79·78	£ 2,380,260	19·17	d. 37·73
1943-1944 ..	2,146,448	15·94	618·75	326,190	2·42	94·03	2,868,006	21·30	44·90

  

Year.	Locomotive Transportation.			Traffic Transportation.			General Charges.			Total Expenditure.	Expenditure per Revenue Train-mile.	Expenditure per Cent. of Revenue.
	Amount.	Per Cent. of Revenue.	Per Train-mile.	Amount.	Per Cent. of Revenue.	Per Train-mile.	Amount.	Per Cent. of Revenue.	Per Train-mile.			
1942-1943 ..	£ 2,430,347	19·58	d. 38·53	£ 2,862,653	23·06	d. 45·38	£ 245,589	1·98	d. 3·89	£ 10,019,659	d. 158·83	80·71
1943-1944 ..	2,555,956	18·99	40·02	3,207,782	23·82	50·22	261,535	1·94	4·09	11,365,917	177·95	84·41

**STATEMENT NO. 21**  
**COMPARATIVE STATEMENT OF THE AVERAGE NUMBER OF EMPLOYEES FOR YEARS**  
**1943-44 AND 1942-43**

Branch.	North Island Main Line and Branches.		South Island Main Line and Branches.		Nelson.	Picton.	Stores Branch.	Refreshment Branch.	Advertising and Publicity Branch.	Road Services Branch.	Total.
	Employees	Accidents	Employees	Accidents							
1943-44	777	204	4	4			501	647	36	618	2,791
General Traffic	4,408	3,042	14	61							7,525
Maintenance	2,683	1,585	18	54							4,340
Locomotive running (including depot staff)	2,189	1,175	10	31							3,405
Workshops	3,130	2,231									5,361
Totals	12,187	8,237	46	150			501	647	36	618	23,422
1942-43	747	202	5	5			485	613	40	554	2,651
General Traffic	4,026	2,905	12	44							6,987
Maintenance	2,647	1,518	20	49							4,234
Locomotive running (including depot staff)	2,037	1,119	9	23							3,188
Workshops	3,096	2,081									5,177
Totals	12,553	7,825	46	121			485	613	40	554	22,237

**STATEMENT NO. 22**  
**STATEMENT OF ACCIDENTS FOR THE YEAR ENDED 31ST MARCH, 1944**

Section.	Train Accidents.			Accidents on Line (other than Train Accidents).			Shunting Accidents.			Employees proceeding to or from Duty within the Railway Boundary.		Persons killed or injured at Railway Crossings.		Total.	
	Passengers.		Employees.	Passengers.		Employees.	Passengers.		Employees.	Killed.		Injured.		Total.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Total.
North Island Main Line and Branches	1	7	2	34	5	4	8	6	7	1	1	12	16	34	180
South Island Main Line and Branches	22	45	2	4	5	5	4	4				8	20	34	139
Nelson															
Picton															
Totals	23	52	4	38	5	9	8	10	7	1	1	20	36	68	319

NOTE.—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 31ST MARCH, 1944

Description.	Class.	North Island Main Line and Branches.	South Island Main Line and Branches.	Nelson.	Picton.	Total.
<b>CARRIAGES—</b>						
First class .. .. .	..	97	68	..	2	167
Second class .. .. .	..	632	458	3	18	1,111
Composite .. .. .	..	118	61	7	..	186
Sleeping .. .. .	..	16	1	..	..	17
Combination day-sleeping .. .. .	..	6	4	..	..	10
Ambulance .. .. .	..	12	3	..	..	15
Totals .. .. .	..	881	595	10	20	1,506
<b>RAIL CARS .. .. .</b>						
	..	13	9	..	..	22
<b>MULTIPLE UNITS—</b>						
Power units .. .. .	..	6	..	..	..	6
Trailers .. .. .	..	6	..	..	..	6
Totals .. .. .	..	12	..	..	..	12
<b>VANS—</b>						
Postal vans .. .. .	..	4	4	..	..	8
Brake vans .. .. .	..	277	211	3	5	496
Totals .. .. .	..	281	215	3	5	504
<b>WAGONS—</b>						
Special-purpose wagons .. .. .	E	943	423	1	21	1,388
Horse-boxes .. .. .	G	64	74	1	4	143
Cattle .. .. .	H	582	225	3	8	818
Cattle .. .. .	Hc	..	1	..	..	1
Sheep .. .. .	J	1,823	1,452	11	53	3,339
Sheep .. .. .	Jc	..	1	..	..	1
Covered goods .. .. .	K	258	155	6	3	422
High sides .. .. .	L	3,225	3,515	88	147	6,975
High sides .. .. .	La	5,351	4,052	..	..	9,403
High sides .. .. .	Lb	15	410	14	47	486
Low sides .. .. .	M	480	855	14	37	1,386
Low sides, steel .. .. .	Ma	127	..	..	..	127
Low sides .. .. .	Mb	6	14	..	1	21
Low sides .. .. .	Mc	70	20	..	..	90
Timber .. .. .	N	90	141	8	12	251
Platform, coal .. .. .	P	204	..	..	..	204
Petrol inspection .. .. .	Pw	1	1	..	..	2
Movable hopper .. .. .	Q	..	1,205	..	..	1,205
Frozen meat .. .. .	W	302	77	..	..	379
Frozen meat .. .. .	Wa	233	29	18	..	280
Covered goods .. .. .	X	130	16	..	..	146
Cool, ventilated .. .. .	Xa	498	562	..	7	1,067
Cool, ventilated .. .. .	Xb	2	30	..	..	32
Cool, ventilated .. .. .	Xc	..	1	..	..	1
Work-train .. .. .	Y	58	16	..	9	83
Work-train .. .. .	Yb	308	177	..	10	495
Special-purpose wagons, bogie .. .. .	E	91	66	..	1	158
High sides, bogie .. .. .	R	190	76	..	3	269
High sides, bogie .. .. .	Ra	9	..	..	..	9
High sides, bogie .. .. .	Rb	69	24	..	..	93
Sheep, bogie .. .. .	S	27	37	..	..	64
Cattle, bogie .. .. .	T	38	17	..	..	55
Platform, bogie .. .. .	U	245	111	4	10	370
Gas storeholder, bogie .. .. .	Ua	10	4	..	..	14
Platform, bogie .. .. .	Ub	243	297	..	..	540
Fuel oil, bogie .. .. .	Uc	..	2	..	..	2
Platform, bogie .. .. .	Ud	1	..	..	..	1
Horse-boxes, bogie .. .. .	Ug	57	68	..	..	125
Frozen meat, bogie .. .. .	V	49	64	..	..	113
Chilled beef, bogie .. .. .	V	6	..	..	..	6
Frozen meat, bogie .. .. .	Vb	157	85	..	..	242
Chilled beef, bogie .. .. .	Vb	99	..	..	..	99
Covered goods, bogie .. .. .	Z	77	58	..	..	135
Covered goods, bogie .. .. .	Zp	70	72	..	2	144
Totals .. .. .	..	16,208	14,433	168	375	31,184
<b>TARPAULINS .. .. .</b>						
	..	12,308	11,354	195	380	24,237

STATEMENT No. 24  
LOCOMOTIVE STOCK FOR YEAR ENDED 31ST MARCH, 1944

Class.	Type.	North Island Main Line and Branches.	South Island Main Line and Branches.	Nelson.	Picton.	Total.
A ..	Tender (4-cylinder balanced compound)	8	20	..	..	28
A ..	Tender (2-cylinder simple)	6	22	..	2	30
AA ..	Tender	10	..	..	..	10
AB ..	Tender	87	54	..	..	141
B ..	Tender	..	7	..	..	7
BA ..	Tender	..	10	..	..	10
BB ..	Tender	30	..	..	..	30
C ..	Tender	12	12	..	..	24
Eo ..	Electric	..	6	..	..	6
Ed ..	Electric	10	..	..	..	10
Eo ..	Electric	..	5	..	..	5
F ..	Tank	2	18	..	..	20
G ..	Tender	..	6	..	..	6
H ..	Tank	6	..	..	..	6
J ..	Tender	30	10	..	..	40
K ..	Tender	30	..	..	..	30
KA ..	Tender	28	..	..	..	28
KB ..	Tender	..	6	..	..	6
Q ..	Tender	..	10	..	..	10
U ..	Tender	..	9	..	..	9
UB ..	Tender	..	7	..	..	7
UC ..	Tender	..	7	..	..	7
W ..	Tank	..	2	..	..	2
WA ..	Tank	3	3	..	..	6
WAB ..	Tank	22	8	..	..	30
WB ..	Tank	..	4	..	..	4
WE ..	Tank	..	3	..	..	3
WF ..	Tank	7	16	4	6	33
WG ..	Tank	10	..	..	..	10
WW ..	Tank	57	3	..	..	60
X ..	Tender (4 cylinder balanced compound)	17	..	..	..	17
Totals .. .. .		375	248	4	8	635

**STATEMENT No. 25**  
ALL SECTIONS  
LOCOMOTIVE RUNNING COSTS, YEAR ENDED 31ST MARCH, 1944

Section.	Cost per Locomotive-mile.							Depreciation.	Water.	Conversions and Alterations.	General Charges.	Cost per Locomotive-mile.				Total Cost.	Total Cost per Locomotive-mile.	Days in Steam.	Average Number of Days in Steam per Locomotive.	Section.		
	Repairs.		Running.			Stores.	Fuel.					Wages.	Total.	Depreciation.	Water.						Conversions and Alterations.	General Charges.
	d.	£	d.	£	d.																	
N.I.M.L. and branches	9.59	0.80	14.16	11.23	35.78	161,205	23,481	245,001	3.14	0.46	..	4.77	2,266,017	44.15	96,662	264	N.I.M.L. and branches.					
S.I.M.L. and branches	12.46	0.75	9.03	11.52	33.76	82,576	11,753	124,972	3.07	0.44	..	4.65	1,125,872	41.92	56,534	238	S.I.M.L. and branches.					
Nelson	9.35	0.68	14.95	11.20	36.18	55	67	436	0.26	0.32	..	2.07	8,187	38.83	507	127	Nelson.					
Picton	10.49	0.66	12.37	11.49	35.01	324	227	2,529	0.56	0.39	..	4.38	23,274	40.34	1,353	150	Picton.					
Total, steam	10.57	0.78	12.40	11.33	35.08	244,160	35,528	372,938	3.09	0.45	..	4.72	3,423,350	43.34	155,056	251	Total, steam.					
Electric Locos., Eo 2-6	15.87	0.09	13.96	4.20	34.12	1,216	..	1,455	2.16	..	..	2.58	21,905	38.86	1,066	213	Electric Locos., Eo 2-6.					
Electric Locos., Ec 7-12	12.37	0.29	8.61	5.55	26.82	2,349	..	1,748	3.83	..	..	2.85	20,557	33.50	1,437	240	Electric Locos., Ec 7-12.					
Electric Locos., Ed 101-110.	12.95	0.26	7.65	5.16	26.02	8,553	..	7,171	3.79	..	..	3.18	74,394	32.99	2,894	289	Electric Locos., Ed 101-110.					
Multiple units, D.M. 1-6	10.27	0.16	4.12	4.84	19.39	4,921	..	2,251	4.02	..	..	1.84	30,898	25.25	1,880	313	Multiple units, D.M. 1-6.					
Diesel rail cars	7.46	0.68	1.82	2.72	12.68	40,146	..	4,998	10.93	..	..	1.36	91,715	24.97	4,712	214	Diesel rail cars.					
Tractors	8.96	1.11	7.55	6.27	23.89	6,821	..	..	11.51	..	..	..	20,983	35.40	7,201	225	Tractors.					

STATEMENT No. 25—continued  
PERFORMANCES OF LOCOMOTIVES FOR THE YEAR ENDED 31ST MARCH, 1944

Type.	Number of Locomotives.	Locomotive-mileage.			Average Mileage per Locomotive.	Quantity of Stores.			Cost.			Cost per Locomotive-mile.			Days in Steam.	Average Number of Days in Steam per Locomotive.	Type.
		Details.		Total.		Running.		Oil.	Repairs.		Total.	Running.		Total.			
		Train.	Shunting, Assisting, Light, and Miscellaneous.			Coal.	Running.		Stores.	Wages, Material, and Overhead.		Stores.	Fuel.				
A	14	326,742	90,588	417,330	29,809	262,918	20,623	26,090	1,484	21,875	19,092	68,541	0.85	12.58	10.98	39.41	A.
AA	10	230,355	55,549	285,904	28,590	201,127	15,173	10,324	1,056	16,740	14,555	42,675	0.89	14.06	12.22	26.37	AA.
AB	87	2,902,557	692,540	3,595,097	41,323	2,322,758	142,622	117,136	10,932	193,373	149,066	471,407	0.73	12.91	10.01	31.47	AB.
BB	30	244,600	465,176	709,776	23,659	531,980	37,148	38,401	2,811	44,221	51,307	136,540	0.88	14.95	17.35	46.16	BB.
C	12	782	270,350	271,132	22,594	193,939	11,088	22,955	851	16,135	22,955	51,972	0.75	10.32	20.32	46.00	C.
F	2	17,002	17,002	17,002	8,501	8,501	580	115	45	730	550	1,440	0.64	10.30	7.76	20.32	F.
H	6	11,632	27,760	39,392	6,565	51,880	6,160	11,794	377	4,325	5,679	22,175	2.30	26.35	34.59	135.10	H.
J	30	1,437,167	151,624	1,588,791	52,960	1,212,625	36,971	25,402	4,250	100,982	58,070	188,704	0.64	15.25	8.78	28.51	J.
K	30	1,323,652	115,493	1,439,145	47,972	1,217,440	45,059	71,940	4,640	101,455	55,003	233,038	0.77	16.92	9.17	38.86	K.
KA	28	1,183,271	88,634	1,271,905	45,425	930,046	38,284	49,698	4,455	77,530	46,379	174,050	0.84	14.63	8.75	32.84	KA.
WA	3	512	13,672	14,184	4,728	1,132	3,813	592	91	1,219	5,715	114,837	1.54	10.02	20.63	96.71	WA.
WAR	22	694,102	114,280	808,382	36,745	526,773	33,934	34,172	2,522	43,864	34,279	114,837	0.75	13.02	10.18	34.10	WAR.
WF	7	18,455	83,571	102,026	14,575	33,423	4,379	2,873	334	5,281	15,849	7,361	0.79	12.42	17.32	37.29	WF.
WG	10	13,826	176,539	190,365	19,037	132,108	9,369	7,093	665	10,979	15,473	34,210	0.84	13.84	11.50	43.13	WG.
WW	57	396,408	668,533	1,064,941	18,683	694,965	54,383	57,373	3,836	57,782	71,728	190,719	0.86	13.02	16.16	42.97	WW.
X	17	440,470	59,324	499,794	29,399	367,657	41,637	28,187	2,674	30,617	22,674	84,152	1.28	14.70	10.89	40.41	X.
Hunslett	1	..	4,815	4,815	4,815	2,635	159	18	12	224	52	306	0.90	11.17	2.60	15.27	Hunslett.
Total, steam	366	9,224,531	3,095,450	12,319,981	33,661	8,728,840	498,893	492,460	40,835	726,705	576,330	1,836,330	0.80	14.16	11.23	35.78	Total, steam.

  

NORTH ISLAND MAIN LINE AND BRANCHES																	
Type.	Number of Locomotives.	Locomotive-mileage.			Average Mileage per Locomotive.	Quantity of Stores.			Cost.			Cost per Locomotive-mile.			Days in Steam.	Average Number of Days in Steam per Locomotive.	Type.
		Details.		Total.		Running.		Oil.	Repairs.		Total.	Running.		Total.			
		Train.	Shunting, Assisting, Light, and Miscellaneous.			Coal.	Running.		Stores.	Wages, Material, and Overhead.		Stores.	Fuel.				
A	42	928,994	190,667	1,119,661	26,659	662,949	54,498	82,777	3,605	41,609	49,921	177,912	0.77	8.92	10.70	38.13	A.
AB	54	1,778,696	365,090	2,143,786	39,700	1,188,132	90,010	98,792	6,082	74,532	90,837	260,343	0.68	8.34	9.06	29.14	AB.
B	7	52,802	88,419	141,221	20,174	77,231	5,564	8,565	377	4,854	9,879	23,675	0.64	8.25	16.79	40.24	B.
BA	10	78,177	152,640	230,817	23,082	162,228	13,371	12,788	855	10,200	16,264	40,107	0.89	10.61	16.91	41.71	BA.
C	12	23,802	238,803	262,605	21,884	162,751	9,123	16,048	766	10,214	22,452	49,480	0.70	9.33	20.52	45.22	C.
F	18	1,719	199,411	201,130	11,173	68,215	6,578	6,172	475	4,284	17,120	28,051	0.57	5.11	20.48	33.47	F.
EA	1	1,059	8,898	9,957	9,957	4,553	402	137	26	285	783	1,231	0.63	6.87	18.87	30.67	EA.
G	6	147,918	20,464	168,382	28,064	104,263	8,054	6,458	608	6,556	7,473	21,095	0.87	9.34	10.65	30.06	G.
J	10	432,166	25,310	457,476	45,748	349,242	11,272	16,159	1,539	21,920	14,765	54,383	0.81	11.50	7.75	28.54	J.
KB	6	227,946	17,463	245,409	40,902	195,042	8,109	4,889	997	10,373	9,333	25,592	0.98	10.14	9.13	25.03	KB.
Q	10	140,744	71,060	211,804	21,180	154,252	11,858	12,143	739	9,690	11,812	34,384	0.84	10.98	13.38	38.96	Q.
U	9	119,512	43,579	163,091	18,121	111,258	9,582	13,390	629	6,990	8,388	29,397	0.93	10.29	12.34	43.26	U.
UB	7	62,553	50,204	112,757	16,965	67,413	4,673	3,115	321	4,237	7,316	14,989	0.65	8.56	14.79	30.30	UB.
UC	7	152,881	32,961	185,841	26,549	91,134	6,219	9,792	437	5,713	8,146	24,088	0.56	7.38	10.52	31.11	UC.
W	2	16,096	14,460	30,556	15,278	17,015	1,413	2,579	91	1,069	3,452	5,971	0.71	8.40	17.53	46.90	W.
WA	3	24,764	23,188	47,952	15,984	27,001	1,950	2,552	129	1,731	3,454	7,866	0.65	8.66	17.29	39.37	WA.
WAR	8	247,299	73,288	320,587	40,074	213,226	17,935	12,139	1,116	13,406	11,959	38,620	0.84	10.04	8.95	28.92	WAR.
WB	4	22,739	32,930	55,669	13,917	27,889	2,415	1,556	163	1,750	3,653	7,122	0.70	7.54	15.75	30.70	WB.
WE	3	21,747	10,397	32,144	10,715	17,978	1,822	3,682	111	1,125	2,099	7,017	0.83	8.40	15.67	52.39	WE.
WF	16	39,398	200,147	239,545	14,972	161,021	13,223	19,140	859	10,100	18,892	48,991	0.86	10.12	18.93	49.09	WF.
WW	3	49,030	10,157	59,187	19,726	29,664	2,257	1,645	160	1,860	2,592	6,257	0.65	7.54	10.51	25.37	WW.
Total, steam	238	4,576,031	1,869,536	6,445,567	27,082	3,864,080	280,328	334,518	29,085	242,498	309,470	906,571	0.75	9.03	11.52	33.76	Total, steam.

  

SOUTH ISLAND MAIN LINE AND BRANCHES																	
Type.	Number of Locomotives.	Locomotive-mileage.			Average Mileage per Locomotive.	Quantity of Stores.			Cost.			Cost per Locomotive-mile.			Days in Steam.	Average Number of Days in Steam per Locomotive.	Type.
		Details.		Total.		Running.		Oil.	Repairs.		Total.	Running.		Total.			
		Train.	Shunting, Assisting, Light, and Miscellaneous.			Coal.	Running.		Stores.	Wages, Material, and Overhead.		Stores.	Fuel.				
A	226	9,506	38.13	9,506	226	9,506	38.13	9,506	226	9,506	38.13	9,506	0.77	8.92	10.70	38.13	A.
AB	263	14,226	29.14	14,226	263	14,226	29.14	14,226	263	14,226	29.14	14,226	0.68	8.34	9.06	29.14	AB.
B	262	2,547	41.71	2,547	262	2,547	41.71	2,547	262	2,547	41.71	2,547	0.64	8.25	16.79	40.24	B.
BA	255	2,547	41.71	2,547	255	2,547	41.71	2,547	255	2,547	41.71	2,547	0.89	10.61	16.91	41.71	BA.
C	273	3,275	45.22	3,275	273	3,275	45.22	3,275	273	3,275	45.22	3,275	0.70	9.33	20.52	45.22	C.
F	191	3,438	33.47	3,438	191	3,438	33.47	3,438	191	3,438	33.47	3,438	0.57	5.11	20.48	33.47	F.
EA	211	30.67	211	30.67	211	30.67	211	30.67	211	30.67	211	30.67	0.63	6.87	18.87	30.67	EA.
G	187	30.06	187	30.06	187	30.06	187	30.06	187	30.06	187	30.06	0.87	9.34	10.65	30.06	G.
J	253	28.54	253	28.54	253	28.54	253	28.54	253	28.54	253	28.54	0.81	11.50	7.75	28.54	J.
KB	243	25.03	243	25.03	243	25.03	243	25.03	243	25.03	243	25.03	0.98	10.14	9.13	25.03	KB.
Q	223	38.96	223	38.96	223	38.96	223	38.96	223	38.96	223	38.96	0.84	10.98	13.38	38.96	Q.
U	200	43.26	200	43.26	200	43.26	200	43.26	200	43.26	200	43.26	0.93	10.29	12.34	43.26	U.
UB	239	30.30	239	30.30	239	30.30	239	30.30	239	30.30	239	30.30	0.65	8.56	14.79	30.30	UB.
UC	232	31.11	232	31.11	232	31.11	232	31.11	232	31.11	232	31.11	0.56	7.38	10.52	31.11	UC.
W	235	46.90	235	46.90	235	46.90	235	46.90	235	46.90	235	46.90	0.71	8.40	17.53	46.90	W.
WA	247	39.37	247	39.37	247	39.37	247	39.37	247	39.37	247	39.37	0.65	8.66	17.29	39.37	WA.
WAR	294	28.92	294	28.92	294	28.9											