

1950  
NEW ZEALAND

# RAILWAYS STATEMENT

(BY THE MINISTER OF RAILWAYS, HON. W. S. GOOSMAN)

MR. SPEAKER,—

In accordance with section 40 of the Government Railways Act, 1949, I have the honour to present the Railways Statement for the year ended 31st March, 1950.

## FINANCIAL

The gross revenue for the year was £19,541,184, the highest ever recorded and exceeding by £943,456 (or 5·07 per cent.) the record figure of last year.

Passenger revenue exceeded that of the previous year by £88,447, mainly as a result of increases in first-class and sleeping-berth travel, which, in turn, were due to the restoration of the daily running of the Auckland-Wellington "Limited" expresses and the Christchurch-Invercargill expresses coupled with the running of the Auckland-Wellington "Daylight Limited" in January, 1950, and the running of special trains for the Empire Games.

The greater part of the increased gross revenue, however, came from the substantial increase in goods traffic which was particularly heavy in the North Island.

Goods tonnage increased by 282,131 tons (or 2·92 per cent.) to a new record figure of 9,948,261 tons. This increased tonnage coupled with an increase in the average length of haul resulted in a new record for goods revenue, the total receipts being £12,434,487, an increase of £687,358 (or 5·85 per cent.) over last year.

Revenue from subsidiary services totalled £2,973,014 and this represents an increase of £178,128 (or 6·37 per cent.), derived mainly from increased road-service and refreshment-service receipts.

Gross expenditure totalled £20,596,740, a rise of 896,146 (or 4·55 per cent.) compared with last year. Although this was the first year since 1943 for which the total expenditure increase was less than the revenue increase, the upward trend in expenditure still continued.

At the commencement of the financial year under review a working-loss of £2,000,000 had been estimated, but principally as a result of the substantial increase in goods traffic already referred to, the actual loss finally worked out at £1,055,556.

## GOVERNMENT POLICY REGARDING LOSSES

When I assumed office I caused the financial position of the railways to be investigated, and the findings have already been published. In short, the investigation showed that in recent years heavy costs had been added to the working-expenses without commensurate increases in tariff charges and that the resultant losses had been met out of taxation. The Government considers it proper that those who avail themselves of the services provided by the railways should pay for them, and, accordingly, it is the policy that, as soon as practicable, the railways should be made to pay the cost of operation

and also make a reasonable contribution towards interest on railway capital. It was to this end that goods charges were increased as from 15th May last. In the case of passenger traffic no increases were made in the ordinary fare rates. An increase of 15 per cent. in these had already been made on 14th September, 1947, but suburban season and trip tickets were exempted from that increase. That exemption has now been lifted.

### GROWTH OF TRAFFIC AND FUTURE OF THE RAILWAYS

There can be no doubt that the railways are the backbone of the Dominion's transport industry. For many years now there has been a continued, steady increase in tonnage and as the average length of haul per ton has also extended over the years the pressure on the railways has become such that measures must now be taken to ensure that they will possess the physical capacity to enable them to cope with the traffic of the future.

In the eleven years that have followed the financial year preceding the late war—viz., 1938-39—the net tonnage of revenue goods has increased from 7,539,012 to 9,948,261 tons (increase 2,409,249 tons), average length of haul per ton from 76 to 103 miles (increase 27 miles), and revenue from £5,694,936 to £12,434,487 (increase £6,739,551). Departmental traffic, principally coal, increases the net tonnage considerably, that for 1950 being 1,050,130 tons. These figures will give some idea of the expansion that has taken place and the transport effort that has accompanied it.

By reason of the view which I hold of the importance of the railways I am of the opinion that their stability and progress must not be impaired by unnecessary and wasteful competition. The Dominion is dependent upon the railways for services which cannot, or would not, for various reasons, be performed by any other form of transport, but the ability of the railways to perform the over-all services that are required in the public interest depends upon the retention by the railways of the more lucrative lines of traffic which are those generally sought by competitors. This statement involves the principle that where the railways are able to provide such service as may reasonably be required then they should not, in the public interest, be subjected to uneconomic competition.

The time has arrived to take stock of the future. It is the departmental view that in ten years' time the gross ton-mileage (which, being a measure of tonnage and distance hauled, is a good transport yardstick) will have increased by approximately 50 per cent., and, accordingly, I am giving careful consideration to plans for meeting the needs of the additional traffic as it occurs. There are certain lines on which the density of traffic to-day is causing operating difficulties and delays to goods traffic and, accordingly, impending traffic-saturation of these lines has to be guarded against.

An important step has already been taken towards the correction of wagon shortages which have been the cause of grave concern during the past few years. Due to the unprecedented volume of traffic, the shortage was particularly severe during the peak months of the year. In consequence, 393,000 tons of fertilizers, bulk phosphates, sulphur, and timber had to be diverted to road transport at a cost of £157,000 in subsidies to road-transport operators in respect of fertilizers and timber. Tenders are now being called in Britain for the construction of 3,805 wagons at an estimated cost of £3,952,000. These, together with 1,075 wagons of an earlier order which are commencing to arrive from England and the construction of 900 wagons in our own workshops, will make good the present deficiencies and provide a reasonable margin for expected expansion in goods traffic during the next three years.

New rail cars, electric multiple-unit passenger stock, electric locomotives, Diesel shunting engines (some of which are to hand) are also on order from England. To meet the requirements of the coming years in an adequate manner, substantial sums must be expended on the railways each year during the next decade.

## ELECTRIFICATION

The electrification of the Wellington—Hutt suburban lines is being pushed ahead as quickly as possible having regard for the number of staff available. The electric multiple-unit rolling-stock so far received from the English manufacturers has been used to improve suburban services on the Paekakariki line.

Sir William Halcrow and Mr. J. P. Thomas who made an investigation into transport generally in the Auckland City and suburban areas late last year submitted an interim report upon the completion of their local study of the subject. Their final report had not come to hand at the end of the financial year, but it has since been received and is under consideration.

The General Manager, Mr. F. W. Aickin, has submitted a report on the electrification of the North Island Main Trunk line and the utilization of Diesel traction in shunting yards and to a limited extent on main lines following upon his investigations overseas and those of the technical railway mission which preceded him. Earlier in this report I mentioned the necessity for taking stock of the future. Recently, the Government was faced with the duty of raising railway goods rates and suburban fares to meet the increased working-costs. Part of the planning for the future involves the substitution of new forms of traction for the purpose not only of securing greater efficiency but also of enabling the Department to avoid costs which must continue to rise under outmoded systems. The General Manager in his report has stated that electrification of the Main Trunk and the application of Diesel traction to a certain degree will increase the transport capacity of the railways, provide more efficient services, and effect very substantial economies. The utilization of modern traction on the North Island Main Trunk and elsewhere will overcome, to some extent, the shortage in operating staff generally. The General Manager's report, which is comprehensive, is receiving the attention of the Government.

## GENERAL

The foregoing is, of necessity, a review in the widest possible terms of the railway position as it exists to-day. This Government has been in office only a short time—too short for the completion of a detailed examination of the many problems facing the Department. The necessary investigations are, however, under way. Matters such as staff shortages, mechanization, electrification, the use of main-line Diesel-electric locomotives, Diesel-mechanical shunting engines, economic investigation of the operation of branch lines—these and other matters are receiving the closest consideration and will be the subject of comment as conclusions and decisions are reached in respect of them.

## CONCLUSION

In concluding this statement I should like to thank Mr. F. W. Aickin, the General Manager, and the officers associated with him in the management of the railways for the valuable assistance extended to me.

I am satisfied that with the continued assistance and co-operation of the railway staff we will be able to maintain the railways in that high state of efficiency so necessary to the progress of New Zealand.

## RESULTS OF WORKING

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

Particulars.	Year ended 31st March,				
	1950.	1949.	1948.	1947.	1946.
Total miles open for traffic ..	3,526	3,526	3,526	3,528	3,528
Average miles open for year ..	3,526	3,526	3,529	3,528	3,511
Capital cost of opened and un-opened lines .. ..	£83,290,485	£80,168,239	£78,658,928	£76,941,888	£76,012,797
Capital cost of open lines .. ..	£81,551,763	£78,796,320	£77,089,031	£75,354,243	£74,466,731
Capital cost per mile of open lines	£23,129	£22,347	£21,863	£21,359	£21,107
Gross earnings .. ..	£19,541,184	£18,597,728	£17,070,872	£15,680,057	£15,444,847
Working-expenses .. ..	£20,596,740	£19,700,594	£17,710,897	£15,944,270	£14,384,844
<b>NET EARNINGS .. ..</b>	<b>£1,055,556*</b>	<b>£1,102,866*</b>	<b>£640,025*</b>	<b>£264,213*</b>	<b>£1,060,003</b>
Interest charges .. ..	£2,768,152	£2,710,318	£3,030,033	£2,992,900	£2,889,195
<b>PERCENTAGE OF TOTAL WORKING-EXPENSES TO GROSS EARNINGS ..</b>	<b>105·40</b>	<b>105·93</b>	<b>103·75</b>	<b>101·69</b>	<b>93·14</b>
<b>PERCENTAGE OF NET EARNINGS TO AVERAGE CAPITAL INVESTED IN OPEN LINES .. ..</b>	<b>..</b>	<b>..</b>	<b>..</b>	<b>..</b>	<b>1·47</b>
Railway operating earnings ..	£16,062,066	£15,338,882	£13,964,280	£12,823,784	£13,104,587
Railway operating expenses ..	£17,360,913	£16,788,256	£15,090,091	£13,644,779	£12,549,724
<b>NET RAILWAY OPERATING EARNINGS .. ..</b>	<b>£1,298,847*</b>	<b>£1,449,374*</b>	<b>£1,125,811*</b>	<b>£820,995*</b>	<b>£554,863</b>
<b>PERCENTAGE OF RAILWAY OPERATING EXPENSES TO EARNINGS .. ..</b>	<b>108·09</b>	<b>109·44</b>	<b>108·06</b>	<b>106·40</b>	<b>95·77</b>
Operating earnings per average mile open .. ..	£4,555	£4,350	£3,957	£3,635	£3,732
Operating expenses per average mile open .. ..	£4,924	£4,761	£4,276	£3,868	£3,574
<b>NET OPERATING EARNINGS PER AVERAGE MILE OPEN .. ..</b>	<b>£369*</b>	<b>£411*</b>	<b>£319*</b>	<b>£233*</b>	<b>£158</b>
Operating earnings per revenue train-mile .. ..	d. 267·31	d. 264·93	d. 244·41	d. 233·70	d. 233·76
Operating expenses per revenue train-mile .. ..	288·93	289·96	264·12	248·67	223·86
<b>NET OPERATING EARNINGS PER TRAIN-MILE .. ..</b>	<b>21·62*</b>	<b>25·03*</b>	<b>19·71*</b>	<b>14·97*</b>	<b>9·90</b>
Passengers, ordinary .. ..	7,881,255	7,708,049	8,111,417	10,222,325	13,553,083
Season tickets .. ..	1,402,789	1,387,961	1,347,671	1,358,453	1,369,572
Total passenger journeys ..	25,895,253	26,167,845	25,887,189	28,869,135	32,417,675
Goods tonnage .. ..	9,237,119	8,941,290	8,766,293	8,548,471	8,388,191
Live-stock tonnage .. ..	711,142	724,840	757,750	780,862	822,275
Train-mileage (revenue) .. ..	14,420,852	13,895,488	13,712,103	13,169,233	13,454,508
Engine-mileage .. ..	19,948,306	19,452,353	19,354,353	18,705,901	18,855,174

\* Loss recovered from vote, "Economic Stabilization."

For the current year it is anticipated that the revenue will reach £22,325,000 and the expenditure £22,151,835.

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

New Zealand Government Railways Department,  
General Manager's Office,  
Wellington, 7th August, 1950.

The Hon. the MINISTER OF RAILWAYS.

SIR,—

I have the honour to submit my report on the working of the New Zealand Government Railways for the financial year which ended on 31st March, 1950.

**WORKING RESULTS (WHOLE UNDERTAKING)**

Item.	Year.		Variations.	
	1950.	1949.		
	£	£	£	Per Cent.
Revenue .. ..	19,541,184	18,597,728	+943,456	5·07
Expenditure .. ..	20,596,740	19,700,594	+896,146	4·55
Working loss* .. ..	1,055,556	1,102,866	— 47,310	..
Interest deficiency ..	2,768,152	2,710,318	+ 57,834	2·13

\* Recovered from vote, "Economic Stabilization." This subsidy is not treated as revenue.

**RAILWAY OPERATION (ONLY)**

The revenue and the expenditure of the North and the South Islands respectively were the highest on record but the North Island expenditure in relation to revenue showed up to advantage. The relative figures are given in the table following:—

**1950 FINANCIAL YEAR**

Section of Railway.	Revenue.	Expenditure.	Net Loss.	Ratio of Expenditure to Revenue.
	£	£	£	Per Cent.
North Island main line and branches ..	10,408,442	10,912,158	503,716	104·84
South Island main line and branches ..	5,633,682	6,405,699	772,017	113,70
Nelson section .. ..	19,942	43,056	23,114	215·91
Total railway operation ..	16,062,066	17,360,913	1,298,847	108·09

## FINANCIAL YEARS, 1945-50

The next table shows the revenue and expenditure trends in railway operation over recent years :—

Year.	Section of Railway.	Revenue.	Expenditure.	Net Revenue or Loss.	Ratio of Expenditure to Revenue.
		£	£	£	Per Cent.
1945	North Island .. .. .	8,128,503	7,227,811	+ 900,692	88·92
	South Island .. .. .	4,214,321	4,335,563	-- 121,242	102·88
	Nelson section .. .. .	16,164	35,219	-- 19,055	217·89
	Pictou section .. .. .	89,319	98,302	-- 8,983	110·06
	Total .. .. .	12,448,307	11,696,895	+ 751,412	93·96
1946	North Island .. .. .	8,492,966	7,665,752	+ 827,214	90·26
	South Island .. .. .	4,596,252	4,847,874	-- 251,622	105·48
	Nelson section .. .. .	15,369	36,098	-- 20,729	234·88
	Total .. .. .	13,104,587	12,549,724	+ 554,863	95·77
1947	North Island .. .. .	8,105,731	8,337,641	-- 231,910	102·86
	South Island .. .. .	4,703,090	5,269,713	-- 566,623	112·05
	Nelson section .. .. .	14,963	37,425	-- 22,462	250·12
	Total .. .. .	12,823,784	13,644,779	-- 820,995	106·40
1948	North Island .. .. .	8,822,251	9,385,439	-- 563,188	106·38
	South Island .. .. .	5,126,614	5,662,215	-- 535,601	110·45
	Nelson section .. .. .	15,415	42,437	-- 27,022	275·30
	Total .. .. .	13,964,280	15,090,091	-- 1,125,811	108·06
1949	North Island .. .. .	9,795,633	10,578,076	-- 782,443	107·99
	South Island .. .. .	5,527,313	6,171,555	-- 644,242	111·66
	Nelson section .. .. .	15,936	38,625	-- 22,689	242·37
	Total .. .. .	15,338,882	16,788,256	-- 1,449,374	109·44
1950	North Island .. .. .	10,408,442	10,912,158	-- 503,716	104·84
	South Island .. .. .	5,633,682	6,495,699	-- 772,017	113·70
	Nelson section .. .. .	19,942	43,056	-- 23,114	215·91
	Total .. .. .	16,062,066	17,360,913	-- 1,298,847	108·09

## REVENUE

In Statement No. 2 at the end of this report particulars are given of the gross revenue of the whole undertaking, classified as to source—*i.e.*, purely railway operation, miscellaneous accounts, and the various subsidiary services carried on by the Department—while in Statement No. 3 the purely railway operating revenue is shown under the respective working classifications—*i.e.*, passenger, parcels, goods, &c. In each case comparisons are provided with last year's results. For convenience in enabling my report to be followed I set out below the contributions from the various sources of revenue, viz. :—

	1950.	1949.	Increase.
	£	£	£
Railway operation .. .. .	16,062,066	15,338,882	723,184
Subsidiary services .. .. .	2,973,014	2,794,886	178,128
Miscellaneous revenue .. .. .	506,104	463,960	42,144
Total .. .. .	19,541,184	18,597,728	943,456

## PASSENGER REVENUE

Rail-passenger revenue increased by £88,447 or 3·21 per cent. despite a decrease of £41,616 in the amount received from the Armed Forces and £3,507 from season tickets. Most of the increased revenue came from a substantial rise in the number of first-class and sleeping-berth journeys and can be attributed to the restoration of the full timetable of the Auckland-Wellington "Limited" expresses, the running of the North Island "Daylight Limited" express during January, 1950, the augmented services provided for the Empire Games, the restoration of the Christchurch-Invercargill expresses to a daily (except Sundays) service, and the provision of sleeping-cars on the ordinary Auckland-Wellington expresses. A portion of the increase in revenue from passengers was due to the circumstance that, as from 1st February, 1950, seat reservations, and therefore bookings, were accepted two months in advance of the date of travel as against one month at the end of the previous year; also to the fact that an Easter period occurred in this year whereas there was none in the last financial year.

Passenger journeys at ordinary fares—viz., 7,881,255—increased by 173,206 (2·25 per cent.), while journeys on season and trip tickets (mostly suburban)—viz., 18,013,998—declined by 445,798 (2·41 per cent.). Ordinary-fare revenue produced £2,501,650, an increase of £91,954 over last year or 3·82 per cent., while season and trip sales at £346,275 represented a decrease of £3,507 or 1 per cent. Passenger-train mileage increased by 7·50 per cent.

The following items of "passenger" information will be of general interest:—

Item.	Number Reserved.		Revenue.		Variations.	
	1950.	1949.	1950.	1949.		
	Number.	Number.	£	£	£	Per Cent.
Reserved seats ..	1,416,180	1,384,408	88,511	86,794	1,717	1·98
Sleeping-berths ..	47,833	26,496	60,988	33,782	27,206	80·53
Platform tickets ..	..	..	3,191	2,846	345	12·12
Pillows ..	..	..	19,456	18,652	804	4·31

From November, 1949, in fulfilment of an obvious need, bassinettes were made available for hire to sleeping-car passengers on the Auckland-Wellington expresses at a charge of 2s. 6d. each. In the four and a half months since the inauguration of the service the hirings have numbered 189.

Train-hostess service was introduced on the South Island "Limited" express in August, 1949, and later extended, in a limited way, to some of the North Island expresses. The system is under trial, and the duties of the hostesses include assistance to sick and aged passengers, mothers with children, and other passengers who may require help. The cost of the service to date, including structural alterations to three cars to provide kitchenettes, equipment, and uniforms (£3,100) is not considered high in relation to the results obtained.

The increases in the sales of platform tickets and the hire of pillows were due principally to the running of the additional expresses on the North Island Main Trunk railway, and particularly in connection with the Empire Games.

Passenger revenue is affected by road competition, the principal routes affected being:—

- Auckland-Waikato-Rotorua.
- Auckland-Helensville.
- Auckland-Wellington.
- Auckland-New Plymouth.
- Wellington-Napier.
- Wellington-Feilding.
- Blenheim-Christchurch.

### PARCELS, LUGGAGE, AND MAILS REVENUE

The revenue from parcels, luggage, and mails was £480,869 compared with £560,593 last year, a decrease of £79,724 or 14·22 per cent. This is accounted for by the technicality that from 1st April, 1949, for reasons of proper accounting, the revenue from the carriage of mails in goods-wagons has been included in the goods revenue whereas, formerly, it was included with the parcels, luggage, and mails revenue. The relative figures under the above headings are given below, viz. :—

Service.	1950.	1949.	Variations.	
	£	£	£	Per Cent.
Parcels .. .. .	257,739	261,342	—3,603	1·38
Excess luggage .. .. .	11,212	11,414	—202	1·77
Left luggage, luggage checks, bicycles, dogs, newspapers, &c. .. .. .	78,931	75,815	+3,116	4·11
Mails .. .. .	132,987	212,022	—79,035	37·28
Total .. .. .	480,869	560,593	—79,724	14·22

The decrease of £3,603 in parcels traffic can be accounted for by the loss of the Otaki-Wellington milk traffic which the Wellington City Council now conveys by road tanker. Parcels traffic in the North Island has for many years returned more than twice the revenue secured from that traffic in the South Island.

The total revenue from newspaper traffic was £22,609, an increase of £1,698 over last year.

The following table is of somewhat unusual interest as showing the extent to which the luggage-checking facilities relieve passengers of their luggage worries. It shows that, in all, 677,759 pieces of luggage were checked this year as compared with 636,819 last year, an increase of 40,940 :—

Checked.	1950.	1949.	Increase.
	Number.	Number.	Number.
In either Island .. .. .	494,577	469,219	25,358
Inter-Island .. .. .	165,570	157,714	7,856
To overseas steamers .. .. .	9,766	6,366	3,400
From overseas steamers .. .. .	6,745	2,912	3,833
From Stewart Island .. .. .	1,101	608	493
	677,759	636,819	40,940

### GOODS AND LIVE-STOCK REVENUE

Goods traffic was again of record proportions, new records being set up in revenue, tons, and ton-miles. The revenue totalled £12,434,487, an increase of £687,385 or 5·85 per cent., and the tonnage was 9,948,261, an increase of 282,131 tons or 2·92 per cent. over last year. As the result of the increase in tonnage and an increase in the average haul by 3 miles the net ton-mileage increased by 5·19 per cent. Goods revenue this year comprised 77·42 per cent. of the operating revenue compared with 76·59 per cent. last year. These results may be regarded as very satisfactory as the traffic has been handled under difficult operating conditions, caused by shortage of staff and rolling-stock and deterioration in engine-power.

As already stated, there was an Easter period in this year and none last year. This fact affects the comparison of this and last year's goods revenue. So, also, does the circumstance that Anzac Day this year fell on a Monday, whereas last year it was on a Sunday. These variations affected the goods traffic to the disadvantage of this year's showing by approximately £120,000.



Details of goods traffic and comparisons with last year's figures follow :—

	1950.		1949.		Variations.	
	£	Tons.	£	Tons.	£	Per Cent.
Revenue .. .. .	12,434,487		11,747,129		+687,358	5·85
Total tonnage .. ..	9,948,261	Number.	9,666,130	Number.	+282,131	2·92
Net ton-miles .. .. .	1,021,137,543	Miles.	970,756,819	Miles.	+50,380,724	5·19
Average haul .. .. .	103		100		+3	3·00
Freight revenue per net ton-mile .. .. .	s. d.		s. d.		s. d.	
	0 2·92		0 2·90		+0 0·02	0·69
Freight revenue per freight-train mile .. .. .	26 7·96		25 7·88		+1 0·08	3·92
Freight revenue per thousand gross ton-miles (freight) ..	92 4·45		91 0·80		+1 3·65	1·43

The traffic was divided over the system as under :—

Section.	Tons.		Variation With 1949.		Revenue.		Variation With 1949.	
	Number.	Number.	Per Cent.	£	£	Per Cent.		
North Island main line and branches .. .. .	5,335,396	+314,516	6·26	7,980,502	+572,977	7·74		
South Island main line and branches .. .. .	4,583,154	-37,208	0·81	4,435,201	+110,015	2·54		
Nelson Section .. .. .	29,711	+4,823	19·38	18,784	+4,366	30·28		

The increase in tonnage on the Nelson section was due largely to cement traffic.

The following table of group commodities, broadly classified, shows the percentage of each to the total tonnage handled, viz. :—

	Per Cent.
Products of agriculture .. .. .	6·93
Animals and products .. .. .	16·60
Products of mines .. .. .	29·42
Products of forests .. .. .	8·87
Benzine and oils .. .. .	3·32
Cement .. .. .	1·49
Manures .. .. .	9·88
All other commodities .. .. .	23·49
Total .. .. .	100·00

The principal variations in goods traffic were as follows :—

Increase.		Decrease.	
Commodity—	Tons.	Commodity—	Tons.
Timber .. .. .	11,503	Fodder .. .. .	10,665
Coal .. .. .	46,867	Fruit .. .. .	9,249
Benzine in tankers .. .. .	24,669	Grain .. .. .	21,391
Butter .. .. .	6,528	Lime, agriculture .. .. .	56,689
Cement .. .. .	27,938	Meat, fresh .. .. .	10,609
Cheese .. .. .	4,093	Meat, frozen for export .. .. .	4,444
Firewood and posts .. .. .	10,606	Road-metal .. .. .	3,230
Manures and phosphates .. .. .	158,154		
Milk by-products .. .. .	6,800		
Wool .. .. .	5,713		
General merchandise .. .. .	80,697		

(Horses, cattle, calves, and pigs increased by 83,970 head, but there was a decrease in sheep of 484,424 head, resulting in a decrease of 13,698 tons in live-stock traffic as a whole.)

Approximately 75 per cent. of the decrease in sheep took place in the Otago and Southland areas where road competition has been considerably extended. The Transport Licensing Authority has increased the number of lorry licences for services in competition with the railways and has also extended their areas of operation. It is an interesting commentary that in the Invercargill district the number of sheep and pigs carried in the year ended 31st March, 1946, was almost twice the number carried this year. The live-stock figures showed an increase of 28,191 head in the North Island and a decrease of 428,476 in the South Island.

The effects of road competition will show up markedly in the investigation now being made into the economics of the continued operation of branch lines.

Lime traffic decreased by 56,689 tons, from 710,422 tons last year to 653,733 tons this year, but on the other hand the traffic in artificial manures rose steeply in the North Island. Lime tonnage decreased in the South Island by reason of road competition in Southland. The total increase of artificial manures and their raw materials for both Islands was 158,154 tons or 19.18 per cent.—*i.e.*, from 824,675 tons in 1949 to 982,829 tons in 1950. During the war years supplies of fertilizer were rationed, but with the restoration of the Nauru Island installations the situation has returned to normal.

Coal tonnages and revenue and comparisons with last year are given in the following table:—

Section.	1950.	1949.	Variations.	
	Tons.	Tons.	Tons.	Per Cent.
North Island main line and branches ..	857,551	793,545	+64,006	8.07
South Island main line and branches .. ..	1,269,688	1,287,092	—17,404	1.35
Nelson and intersection .. ..	3,866	3,601	+ 265	7.36
Total .. ..	2,131,105	2,084,238	+46,867	2.25
Revenue .. ..	£ 1,627,695	£ 1,572,517	£ +55,178	3.51

The goods revenue is materially affected by the operation of road services in competition with the railways. There appears to exist a general impression that the railways are fully protected against competition by what is known as the "30-mile restriction." It must be pointed out, however, that the provision that goods cannot be carried for more than thirty miles alongside the railway is one from which the Licensing Authority has full power to grant exemption; he also has power to grant route licences for distances of over 30 miles, and both these powers are unfettered except for the right of appeal.

At the present time large numbers of exemptions from the 30-mile restriction are in force and a substantial amount of competition with rail is carried on by route licensees, the main competitive routes being:—

- Auckland—Helensville.
- Auckland—Pukekohe—Waiuku.
- Auckland—Paeroa—Te Aroha.
- Auckland—Tauranga.
- New Plymouth—Hawera.
- Wellington—Levin and all intermediate points.
- Invercargill—Queenstown.

#### DEPARTMENTAL GOODS TRAFFIC

In concluding the goods section of my report, I should mention that a great deal of purely railway or departmental train-mileage is involved in the production of revenue train-mileage and that a large tonnage of departmental goods is conveyed on revenue

goods-trains. The movement of coal, oil-fuel, and firewood, for example, requires the constant use of a considerable number of wagons, while, apart from the conveyance of railway stores and equipment, work trains engaged in construction and maintenance tasks make considerable use of track, wagons, locomotives, and staff. Further departmental train-mileage is involved at times of floods, landslips, and accidents. This departmental traffic is an important item in the railway transportation effort, but I do not think the fact has been brought to notice previously in the annual railway statement. To show its extent I would mention that in this financial year the departmental net tonnage was just over 1,000,000 tons. The traffic in railway coal alone was a major item, 433,385 tons being hauled in the North Island for an average distance of 72 miles and in the South Island 243,693 tons for an average haul of 166 miles. That these are substantial figures will be realized if it is remembered that the revenue-earning net tonnage was just under 10,000,000 tons. In addition to the conveyance of departmental traffic, maintenance and construction work trains were on the road for 25,224 hours this year.

#### SUBSIDIARY SERVICES

It is more convenient to deal with income and expenditure together when reviewing subsidiary services and, accordingly, my report thereon follows "expenditure," which is the next subject in this report.

#### EXPENDITURE (WHOLE UNDERTAKING)

The gross expenditure for the year, £20,596,740, was the highest ever recorded. It exceeded that of last year, which was also a record, by £896,146. Of the increase, railway operation accounted for £572,657 and subsidiary services £323,489.

Complete details are given in Statements Nos. 2, 3, and 3A, but for convenience of reference the following table supplies a broad classification of the expenditure and provides a comparison with last year :—

—	1950.	1949.	Variation.	
	£	£	£	Per Cent.
Wages .. .. .	12,241,334	11,497,192	+744,142	6·47
Coal and oil (loco.) .. .. .	1,791,064	1,891,393	—100,329	5·30
Stores and material .. .. .	3,246,020	2,974,208	+271,812	9·14
Depreciation and renewals .. .. .	1,668,559	1,593,057	+ 75,502	4·74
Miscellaneous .. .. .	1,649,763	1,744,744	— 94,981	5·44
Totals .. .. .	20,596,740	19,700,594	+896,146	4·55

Each of the above items of expense, calculated as a percentage of the total expenditure and also of revenue, is shown again immediately hereunder :—

—	Expenditure.	Revenue.
	Per Cent.	Per Cent.
Wages .. .. .	59·43	62·64
Coal and oil (loco) .. .. .	8·70	9·16
Stores and material .. .. .	15·76	16·62
Depreciation and renewals .. .. .	8·10	8·54
Miscellaneous .. .. .	8·01	8·44
	100·00	105·40

## WAGES

A general wage increase of £13 per annum applied to this year's expenditure from 1st June, 1949, and an increase of £22 per annum awarded on 1st July, 1948, applied fully to this year, whereas last year was affected by it only to the extent of nine months. Other improvements in conditions and a new award for motor-lorry drivers also contributed to the increased expenditure on wages. These increased rates of wages applied to the additional man-hours involved in coping with the increased traffic and accounted largely for the increase of £744,142. As a matter of interest, I may mention that a general increase of 3d. per hour in basic pay costs over £800,000 a year when overtime and other penal rates are taken into account.

## COAL AND OIL FUEL

## COAL

The following table shows the consumption and cost of coal this year compared with last year :—

	Consumption.		Cost.	
	1950.	1949.	1950.	1949.
Native—	Tons.	Tons.	£	£
Soft .. ..	287,946	294,513	467,771	426,573
Hard .. ..	174,484	186,509	347,345	367,175
Total .. ..	462,430	481,022	815,116	793,748
Imported .. ..	65,452	64,793	396,328	581,170
Total .. ..	527,882	545,815	1,211,444	1,374,918

It will be seen that there was a decrease in the total consumption of New Zealand coal but an increase in the total cost. The decrease in consumption was due to the greater use of oil-burning locomotives in the North Island which more than offset an increase in coal consumption in the South Island. The increase in total cost was due to an increase in the cost per ton; the average cost of soft coal increased by 3s. 6d. per ton and the cost of hard coal by 5d. per ton.

On the other hand, the quantity of imported coal increased by 659 tons, while the cost decreased. As a result mainly of the alteration in the exchange-rate, the average cost per ton was only £6 1s. as against £8 19s. 5d. last year; the resultant saving was £184,842.

The following table shows the consumption and cost of locomotive coal from the point of view of efficiency and economy and enables a comparison to be made between the 1939 figures and those for the past five years :—

Year Ended 31st March,	Consumption.		Cost.	
	Per Train-mile.	Per 1,000 Gross Ton-miles.	Per Train-mile.	Per 1,000 Gross Ton-miles.
	lb.	lb.	d.	d.
1939 .. ..	86	392	14	64
1946 .. ..	112	416	19	69
1947 .. ..	113	410	24	89
1948 .. ..	109	409	34	127
1949 .. ..	113	420	30	113
1950 .. ..	115	435	28	107

With an increase in the size of locomotives and the load of trains, one would expect some increase in the consumption per train-mile. The consumption per 1,000 gross ton-miles, however, represents the consumption in relation to the total work done and should tend to decrease or at least remain constant.

The falling off in this efficiency figure is attributable to three factors. In the first place, the staff shortage in the workshops (to which reference will be made later) has had the result that locomotives are not being maintained up to the standard of mechanical efficiency previously possible; secondly, it is the later-type locomotives that have been converted to oil burning, and by far the greater proportion of the locomotives included in the table are of the older types where the lack of first-class maintenance has the greater effect; thirdly, the proportion of soft coal used has increased slightly and the quality of this soft coal in many cases leaves a good deal to be desired.

On the cost side it will be seen that unit costs have increased since 1939 in much greater proportion than unit consumption. The reason for this is, of course, the heavy cost of the coal imported during recent years compared with the cost of New Zealand coal.

#### OIL FUEL

The number of oil-burning locomotives as at 31st March, 1950, was 73, as against 51 at the end of last year. The oil-burning locomotives comprise: Class J, 10; Class K, 28; Class KA, 35. During the year oil-burning locomotives ran 31.91 per cent. of the North Island steam-train mileage as against 20.55 per cent. last year.

The consumption of fuel oil rose from 12,216,520 gallons to 19,091,722 gallons (*i.e.*, an increase of 6,875,202 gallons) and the total cost rose from £516,475 to £579,620 (*i.e.*, an increase of £63,145). Due to various causes, the average cost per ton of oil fuel decreased from £10 1s. 3d. to £7 4s. 6d., a saving of £2 16s. 9d. per ton.

The original programme provided for the use of 77 oil-burning locomotives, all for service in the North Island, and when the engines are shopped for major overhaul it is intended to convert 2 "K" class and 2 "J" class locomotives to complete the programme.

#### STORES AND MATERIALS

These rank as a heavy item of expenditure comprising 15.76 per cent of the total. The heavy increase of £272,812 was due to the greater quantity of stores and materials used and to further rises in the prices of some items. The debit for stores used by the road services including fuel, lubricants, tires, and tubes rose by £69,667—mainly due to the higher mileage run. Way and works expenditure on stores rose by £48,520, while the total estimated debit for materials used on working-expense jobs carried out in the workshops was £119,880 greater than last year.

#### DEPRECIATION AND RENEWALS

The increase of £75,502 in depreciation charges was due to the increase in the total value of assets. The largest increases were £24,549 in respect of new road-service vehicles, £23,574 in respect of new wagons, and £9,100 in respect of operating buildings.

#### MISCELLANEOUS

A great number of items are included in this total, but the principal variations with last year's figures making up the total decrease of £94,981 were a decrease of £194,940 in the provision for deferred maintenance and an increase of £50,000 in the provision for annual leave in arrears.

### SUBSIDIARY SERVICES

Particulars of revenue, expenditure, and net revenue for the various subsidiary services are set out in the statements at the end of this report, and the following table shows the variations in revenue and expenditure with that of the previous year :—

	Revenue.			Expenditure.		
	Amount, 1950.	Variation, 1950 With 1949.	Per Cent.	Amount, 1950.	Variation, 1950 With 1949.	Per Cent.
	£	£	Per Cent.	£	£	Per Cent.
Lake Wakatipu steamers	14,798	+ 1,168	8·57	20,038	+ 1,445	7·77
Refreshment service ..	367,917	+ 32,677	9·75	386,083	+ 30,548	8·59
Bookstall service ..	247,707	+ 399	0·16	244,171	+ 1,254	0·52
Advertising service ..	62,945	+ 3,272	5·48	47,073	+ 1,311	2·86
Dwellings ..	181,260	+ 9,176	5·33	380,454	+ 61,105	19·13
Other buildings ..	64,496	+ 7,796	13·76	54,463	+ 7,196	15·22
Road motor services ..	2,033,891	+123,640	6·47	2,103,545	+220,630	11·72
Totals ..	2,973,014	+178,128	6·37	3,235,827	+323,489	11·11

Those factors which have governed the financial results of purely railway operation have also, in general, governed the results of the subsidiary undertakings: that is to say increased costs of labour and materials have not been accompanied by corresponding increases in charges.

The loss on the operation of the Lake Wakatipu steamer services increased slightly, and charges on these services were increased at the same time as rail charges generally *i.e.*, 15th May, 1950.

In the refreshment service the loss was £18,166, mainly due to losses on dining-room service. Charges have also been increased on these services in an endeavour to rectify the position.

The bookstall and advertising services continue to show profits—in the former case reduced by £855 compared with last year and in the latter case increased by £1,961.

The provision of dwellings for the staff cost the Department £199,194 over and above the rentals received. This was £51,929 more than last year. Here again, rentals have not been increased for many years, while labour and material costs have risen steeply. The increased loss during the past year was due mainly to additional staff being employed on maintenance and renovations and to the increased wage-rates.

The principal item in this table, however, is the Road Services Branch. Its revenue amounted to £2,033,891, an increase of £123,640 over last year, while the expenditure rose to £2,103,545, an increase of £220,630. Considerable improvement is now being made in the type of vehicles used in the service, 50 new vehicles having been added to the fleet. These include 15 Mack 37-passenger omnibus vehicles, 14 Leyland 33-passenger, 10 Mack 30-passenger, 3 Bedford 16-passenger, and 1 Ford coach specially constructed for the Milford Sound traffic. By the use of road passenger vehicles it has been possible over the years to improve transport by eliminating passenger accommodation on a number of mixed trains. So far nineteen rail routes have been affected. The result has been to enable the Department to operate the trains according to the requirements of the goods with consequential benefits to both the passenger and the goods operations. At the same time a saving of approximately 214,300 train-miles per annum has been achieved.

The loss in operating the road services was due to losses in the suburban areas, which, in turn, were due to the low suburban fares having regard for the higher costs of operating applicable to all branches of the railways. The losses in the suburban areas were as follows: Wellington, £69,953; Napier, £7,804; Dunedin, £4,094.

With the exception of minor adjustments, no increases in fares have been made since 1927 in the Wellington - Hutt Valley services, since 1926 in the Napier area, and since 1930 in the Dunedin area. In each case the effect of factors such as increased vehicle capacity, heavier traffic density, and the wartime relaxation of the number of standees allowed, all of which tended to offset the rising costs, has been exhausted. In each case applications for increases in fares to put the services on a proper basis have now been approved.

### TRANSPORTATION

A very substantial increase in traffic is anticipated during the next ten years, but the present and potential deficiencies in staff and locomotive power, and the limited capacity of the North Island Main Trunk line, with its steep gradients, are going to render the task of handling the traffic one of the greatest difficulty and it will be impossible to avoid delays to goods.

The requirements of goods wagons to cope with additional traffic over the next few years are to be met largely by importations from abroad, but means will require to be adopted for overcoming staff shortages and insufficiency of locomotive power. Perhaps it is not within my sphere to speak of the prospects of war, but it is my duty to say that war would greatly and rapidly increase railway traffic. However, if the railways could be made sufficiently efficient and adequate for our growing peacetime requirements, then by reason of inherent railway characteristics they would be able to meet a much higher demand. The railway problems of the future could largely be solved by the electrification of the North Island Main Trunk which is the transport life-line of the Dominion. Its traffic constitutes 60 per cent. of the North Island total; 40 per cent. of that of both Islands; and it is 13 per cent. greater than that of the whole of the South Island. My view is that with electrification of the Main Trunk, a certain degree of Diesel-electric operation, and the use of Diesel mechanical shunting-engines in the principal stations instead of steam locomotives the railways will be revitalized and that their cost of operation will be reduced by a very large sum annually. At the same time passenger schedules will be improved, the conveyance of goods traffic speeded up, and a smaller operating staff required.

A pleasing feature of operations over the past year has been the time-keeping of passenger and express trains. Of 6,314 regular long-distance express trains, 46 per cent. arrived at main centres on time and 61 per cent. were less than five minutes late, compared with 34 per cent. and 49 per cent. respectively in the previous year. The average load of goods-trains was 319 tons, a figure slightly higher than in 1949, and an all-time record.

### ANCILLARY LORRIES OPERATED BY RAILWAYS DEPARTMENT

The ancillary lorry services are road motor goods services operating parallel with the principal rail routes (including branches). The consignments handled are railway freight, moving on railway waybills at the usual railway tariff-rates. In the absence of the ancillary services, the freight would be conveyed by train. The goods handled are lifted and put off at railway premises and sidings only, and comprise the smaller consignments to and from stations all along a route rather than point to point bulk loads.

All goods are consigned as for transport by rail, but are despatched by the Railways Department by rail or road as is best in the light of the operating conditions obtaining at the time. One of the results of the operation of the ancillary lorries has been the release of railway wagons for the conveyance of bulk loads.

Prior to the introduction of the ancillary services, the smaller consignments (1 or 2 cwt. up to 10 cwt. or so) were despatched either in a lightly-loaded direct wagon or in a "tranship" wagon. In the former case, a wagon was engaged in transporting a few hundredweight when 10 or 12 tons of coal or fertilizer were offering for it, while a tranship wagon for one or more stations was often lost to other traffic for a week, sometimes more.

The Department's records show that during the year, by the use of ancillary lorries, 74,259 wagons, equivalent to 185,646 wagon-days, were released from small consignment and tranship work and made available for bulk traffic.

I desire to emphasize, however, that the saving of wagons for bulk loading is not the only or even the most important result of the ancillary lorry operations. In times of acute wagon shortage this aspect is naturally regarded as paramount but even were wagons available or procurable in sufficient quantity to handle all traffic, the operation of the ancillary lorries would be both a desirable and an economic project. Their operation would, in any case, mean that traffic needs could be met with less wagon stock than would otherwise be required, but the fact remains that it is not an economic proposition to use a railway wagon with a tare weight of upwards of 5 tons and a capacity of 12 tons to handle a total quantity of goods for one destination of a few hundredweight.

And it is neither economic nor good service to combine a number of consignments for different destinations in a tranship wagon to make a reasonable wagon load and then to work that wagon from station to station over a period of a week or more.

The use of ancillary lorries to meet these cases has two objects :—

(1) *To Effect Railway Operating Economies.*—These arise in various ways, including :—

(a) The elimination of train shunts at wayside stations, resulting in improved timekeeping of trains ;

(b) The elimination of train delays caused through working guards' vans and " road-side " goods-vans ; and

(c) The reduction of congestion in goods-sheds.

(2) *To give a Faster Service for Small Consignments.*—The daily lorry services provide a regular delivery which is clearly much faster than the outmoded railway " tranship wagon " service used extensively in the past.

Further, the lorry schedules are arranged so as to intercept " bulked " consignments at selected points and distribute them rapidly to destination station.

*Example (a).*—The smaller consignment traffic ex Auckland for Wairarapa Stations is conveyed to Palmerston North Station by the Auckland-Wellington express goods-train, intercepted at Palmerston North on the morning following despatch from Auckland and distributed to destination straight away. This innovation and that referred to in the next paragraph constituted a really major step forward in co-ordinated transport.

*Example (b).*—The smaller consignment traffic ex Wellington for Taranaki Stations is railed overnight in bulk to Wanganui and Hawera, intercepted by the ancillary lorries and distributed to destination next morning.

The ancillary lorries also provide through road transport for special fragile and urgent commodities when necessary. Normally, all goods are conveyed from railway premises to railway premises only so that the collection and delivery services of the numerous local carriers are not interfered with. However, the railway ancillary lorries can provide " door to door " transport in special circumstances, thus preventing to some extent the regrowth of uneconomic competition. In the main, one lorry each way daily suffices for the appropriate traffic of a section of approximately 80 miles of railway. That the lorries are engaged mainly in intermediate station work is indicated by the fact that a 5-ton lorry handles from 7 to 15 tons of traffic per trip.

The New Zealand Railways ancillary lorry services are almost identical in nature with supplementary road services operated by practically all the main railway companies in the United States of America and to some extent in England.

That the services are in keeping with a general trend is also indicated by the facts that the French Railways recently inaugurated very similar services, and that during 1949 the International Railway Congress Association conducted an investigation into the manner of operation of such services.



## TRANSPORT OF ARTIFICIAL MANURES, PHOSPHATES, SULPHUR, AND TIMBER BY ROAD AND SEA

Arising from the shortage of railway wagons which has been more particularly acute in the Auckland Province in the busy season, it has been necessary for several years to divert to road transport quantities of artificial manure, raw phosphates, sulphur, and timber which would normally have been carried by rail.

The quantities so diverted during the past three years are as follows :—

Commodity.	Year Ended 31st March.		
	1948.	1949.	1950.
	Tons.	Tons.	Tons.
Artificial manures .. .. .	158,806	119,721	99,552
Bulk phosphates and sulphur .. .. .	176,620	173,878	283,772
Timber .. .. .	4,740	6,570	9,461
Totals .. .. .	340,166	300,169	392,785

In the case of artificial manures, the costs of transport by road and by sea are considerably higher than those by rail. The Railways Department, therefore, organizes the utilization of road or sea transport in accordance with the availability of railway wagons. In this way the maximum possible use is made of the cheaper rail transport and the subsidy is kept down to a minimum. The Railways Department pays the road and sea operators in full, recovering from the farmer the amount he would have paid for rail freight and local delivery and the balance or subsidy through the Department of Agriculture.

Of the total tonnage of artificial manures diverted from rail, all but 2,957 tons (ex Smart Road) was produced at the three Auckland works.

In the case of bulk phosphate and sulphur, the tonnage represents raw materials carried from ship's side at Auckland to the three manure works which are all within a radius of 10 miles of the wharves. Prior to 13th September, 1947, the conveyance by road of the raw materials was arranged on the same basis as the conveyance of artificial manures, but since that date the British Phosphates Commission has engaged and paid its own carriers.

Timber diverted to road has been carried under different schemes. All the timber concerned is produced in the Mangapehi, Putaruru, and Rotorua areas, and in some cases the parties concerned arranged the transport and paid their own carriers: in others the scheme was the same in principle as that operated for artificial manures except that the subsidy was recovered from the New Zealand Forest Service; in the case of timber from the New Zealand Forest Service mills that Service itself arranges all payments.

In all, the subsidies on the road cartage of manure and timber amounted to £157,000.

This sum represents the extra costs involved in road transport and, to that extent, represents a national waste. This waste can be eliminated only by an increase in the supply of wagons, and measures to effect this are dealt with elsewhere in this report.

### EMPLOYMENT

The shortage of staff is a source of great difficulty in rendering efficient service and is causing considerable concern. Every branch of the railways is seriously depleted and this has necessitated the working of long hours over a period of years, with a consequent strain on the older members of the service. Various measures have been adopted and are being explored in an endeavour to provide some degree of relief, among which may be mentioned extensive advertising campaigns, immigration, and endeavours to augment housing and accommodation facilities for railway staff.

The following figures disclose the staff shortages in the larger branches of the Department at 31st March, 1950, but the disquieting fact is that in almost every case the position has further deteriorated since that date:—

Branch.	Shortage as at 31st March, 1950.			
Traffic (Salaried Division) .. .. .	..	..	..	227
Traffic (General Division) .. .. .	..	..	..	712
Locomotive running .. .. .	..	..	..	356
Locomotive and car and wagon depots .. .. .	..	..	..	158
Maintenance (permanent way) .. .. .	..	..	..	497
Maintenance (works) .. .. .	..	..	..	416
Workshops .. .. .	..	..	..	925
Signal and electrical .. .. .	..	..	..	196
Other branches .. .. .	..	..	..	161
Total .. .. .	..	..	..	3,648

The shrinkage of traffic-operating staff, where the shortage is 227 in the Salaried Division and 712 in the General Division, assumes even more serious proportions when it is realized that new appointees engaged to replace experienced operating staff require years of training before being proficient in such positions as, for example, shift clerks, guards, shunters, signalmen, and station agents.

In the Locomotive Running Branch there is a shortage of 356 engine-drivers, firemen, and cleaners, but due to housing difficulties the staff is unbalanced as between depots and, accordingly, the effective shortage is greater than the numerical deficiency. Moreover, there are approximately 60 men who cannot, for one reason or another, perform main-line-running work. If a reasonable programme of engine-cleaning were to be carried out, an additional 200 cleaners would be required.

Some idea of the effect of the shortage in the categories of staff directly involved in the running of trains and the handling of traffic can be gauged by an examination of the following table which shows the average hours worked by engine crews, guards, and shunters last year:—

AVERAGE HOURS WORKED PER WEEK, YEAR ENDED 31ST MARCH, 1950

Average Hours per Week.	Number of Men.		
	Engine-drivers, Firemen, and Cleaners.	Guards.	Shunters.
Up to 48 hours .. .. .	1,029	240	243
Over 48 to 54 hours .. .. .	724	174	150
Over 54 to 60 hours .. .. .	275	94	38
Over 60 hours .. .. .	88	40	12

(NOTE.—Except in the case of engine-drivers, firemen, and cleaners, time worked on Sundays is excluded.)

It will be obvious that the handling of to-day's and to-morrow's increased traffic presents a serious and, in fact, a major problem, and, also, that having to pay overtime rates for work which should really be performed during normal shifts adds to the cost of transport.

In the Maintenance Branch, which deals with the construction and maintenance of tracks, buildings, and structures, the shortages (497 in the permanent-way staff, and 416 in the works staff) are also causing serious embarrassment, particularly in the permanent-way gangs in some areas. As an example, in the Wellington - Upper Hutt, Wellington-Johnsonville, and Wellington-Paekakariki areas it has become necessary to divert 25 trained employees from the Hutt Valley electrification construction teams to permanent-way gangs on the routes mentioned in order to avoid the imposition of speed restrictions which would have involved a recasting of suburban-train schedules and much inconvenience to the public. Numerous speed restrictions involving delays to trains are already in operation between Wellington and Palmerston North and elsewhere, and some time will necessarily have to elapse before these restrictions can all be removed and the normal speed of trains resumed.

In the workshops the position has worsened rapidly in recent months. At the beginning of January, 1950, the total shortage of workshops personnel was 758, but by 31st March, 1950, the shortage was 925, and in the following eight weeks a further decrease of 52 occurred. These shortages represent only the minimum staff requirements in the workshops. It is estimated that a total of 2,161 additional employees would be required to carry out the normal pre-war functions of the workshops, including the new rolling-stock programme.

The effects of the staff deficiencies in the workshops are that, whereas in order to maintain locomotive stock in reasonably good order 258 locomotives should have received a thorough overhaul during the year, only 162 were so dealt with in the railway workshops and 6 in the workshops of Messrs. A. and G. Price, Ltd., Thames. Out of a total locomotive stock of 652 approximately 14 per cent. are overdue for major overhaul. In a number of cases, locomotives which, because of the mileage run, were due for a major overhaul have been given what is technically termed a "C" class overhaul - i.e., an overhaul of only the bare essentials.

The position in regard to locomotive repairs can be summarized by stating that the locomotive stock is not as mechanically efficient as it should be, and this fact is abundantly clear from the following table of steam locomotive "failures and casualties." These "failures and casualties" represent delays due to mechanical defects and bad driving, but they do not include cases arising from the use of coal of inferior quality. The mileage per engine "failure and casualty" is a fair index of the efficiency of the locomotive stock.

Year Ended 31st March,	Number of Engine Failures and Casualties.	Average Engine-Miles per Failure and Casualty.
1939 .. .. .	506	33,553
1940 .. .. .	606	28,167
1941 .. .. .	600	28,452
1942 .. .. .	575	30,205
1943 .. .. .	604	31,191
1944 .. .. .	680	27,874
1945 .. .. .	531	30,296
1946 .. .. .	639	26,297
1947 .. .. .	877	18,740
1948 .. .. .	1,006	17,025
1949 .. .. .	1,043	16,415
1950 .. .. .	1,204	14,520

The progressive deterioration after 1945 is outstanding.

The same position obtains in the case of wagons and cars, and the following table shows the decreasing number of each that can be given heavy repairs in relation to the total stock :—

Year Ended 31st March,	Wagons Receiving Heavy Repairs.	Per Cent. of Wagon Stock.	Cars Receiving Heavy Repairs.	Per Cent. of Car Stock.
1939 .. .. .	15,158	53·3	1,120	75·2
1940 .. .. .	14,342	47·9	1,163	76·0
1941 .. .. .	12,244	39·4	1,101	71·6
1942 .. .. .	12,529	40·0	986	64·7
1943 .. .. .	13,925	44·5	966	63·6
1944 .. .. .	12,445	39·9	1,026	68·1
1945 .. .. .	11,850	38·2	858	57·2
1946 .. .. .	11,402	36·7	808	54·0
1947 .. .. .	11,131	35·3	736	49·3
1948 .. .. .	10,898	33·1	769	51·5
1949 .. .. .	10,285	29·9	680	45·8
1950 .. .. .	10,597	30·9	596	40·3

The small increase in the number of wagons receiving heavy repairs for last year was achieved only at the expense of capital work.

The following summary shows the over-all staffing position as at 31st March, 1950, with the corresponding figures for the previous year. It should be explained that the average number of staff employed throughout the year is swollen by the numbers of persons employed only temporarily. The shortages which have already been outlined in the various branches of the Department apply only to the occupational groups of employees performing duties customarily allocated to permanent members of the Department, but even in respect of temporary employees the number available for employment in the goods-sheds at the main centres, particularly Wellington, is far from adequate.

—	1950.	1949.	Variation, 1950 with 1949.
Total staff as at 31st March—			
Permanent .. .. .	17,820	17,509	+311
Temporary .. .. .	8,650	8,975	-325
Totals .. .. .	26,470	26,484	- 14
Average staff throughout the year .. .. .	26,780	26,324	+456

During the year appointments to the permanent staff totalled 802 (excluding temporary staff given permanent status), while 210 members of the permanent staff retired, 1,051 resigned, 54 died, and 63 were paid off or dismissed.

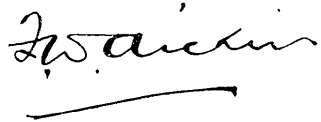
A total of £118,640 was paid under the Workers' Compensation Act during the year in respect of employees who suffered injury in the course of their employment.

Sittings of the Government Railways Industrial Tribunal have again taken place during the year to hear claims lodged by the four railway service organizations for improvements in the rates of remuneration and the conditions of employment of railway employees. These claims have resulted in the Tribunal's having made some 38 orders providing for increased rates of salaries and wages and improved conditions of service. Reference to this subject has already been made under the heading of expenditure.

Representatives of the service organizations have, as in previous years, made frequent contacts with the management during the year for the purpose of discussing a wide range of matters affecting the welfare of the staff whom they represent. These discussions continue to take place in a spirit of co-operation and it is pleasing to report that the harmonious relationships between the staff and the management which existed previously are being maintained.

### CONCLUSION

In concluding my report, I have no hesitation in saying that whatever the difficulties may be the general body of railwaymen can be relied upon to continue to give that loyal co-operation which has enabled the railways to meet the difficulties of the past year. On the outstanding success attending their efforts this year, I offer them my thanks and congratulations.

A handwritten signature in cursive script, appearing to read "J. W. Aikin". The signature is written in dark ink and is positioned above a horizontal line that serves as a separator.

General Manager.

**STATEMENT No. I**  
**CAPITAL ACCOUNT AS AT 31ST MARCH, 1950**

	Total to 31st March, 1949.	Year ended 31st March, 1950.	Total to 31st March, 1950.	—	Total to 31st March, 1949.	Year ended 31st March, 1950.	Total to 31st March, 1950.
	£	£	£		£	£	£
<i>Expenditure</i>				<i>Receipts</i>			
Permanent-way—Works, buildings, machinery, plant, and dwellings	68,982,569	952,135	69,934,704	Capital moneys provided from Go- vernment loans and Consolidated Fund	78,796,320	2,755,443	81,551,763
Rolling-stock, lake steamers, and road motors	19,961,219	1,108,346	21,069,565				
Lines closed for traffic .. .. .	241,823	..	241,823				
	89,185,611	2,060,481	91,246,092				
Deduct accrued depreciation on existing assets	12,847,131	529,818	13,376,949				
	76,338,480	1,530,663	77,869,143				
Add unexpended balances as per Depreciation Account	2,457,840	1,224,780	3,682,620				
	78,796,320	2,755,443	81,551,763				

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

STATEMENT No. 1—continued

GENERAL BALANCE-SHEET AS AT 31ST MARCH, 1950

<i>Liabilities</i>	£	<i>Assets</i>	£
Sundry creditors : General (including unpaid wages)	1,244,323	Sawmills, bush areas, and stocks of timber	.. .. 16,814
Collections for refund	.. .. 39,993	Stores and materials on hand—	
Unexpended balance of amounts transferred from National Development Loans Account	.. .. 152,591	Stores Branch	.. .. 5,100,892
Items to be written off on receipt of parliamentary authority	.. .. 6,092	Subsidiary services	.. .. 46,671
Renewals, Depreciation and Equalization Reserve Accounts	.. .. 6,858,191	Sundry assets : Subsidiary services	.. .. 5,147,563
Sick Benefit Fund	.. .. 362	Work in progress, sundry debtors, and debit balances	.. .. 216,847
		Accrued interest on investments	.. .. 2,825
		Outstanding at stations	.. .. 887,268
		Working Railways investments	.. .. 550,000
		Cash in Working Railways Account	.. .. 1,418,889
			<hr/>
			£8,301,552

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.—J. P. RUTHERFORD, Controller and Auditor-General.

**STATEMENT No. 2**  
**INCOME AND EXPENDITURE OF THE WHOLE UNDERTAKING FOR THE YEAR ENDED 31ST MARCH, 1950**

	Statement No.	Year 1949-50.				Year 1948-49.			
		Gross Revenue.	Expenditure.	Net Revenue.	Gross Revenue.	Expenditure.	Net Revenue.	Net Revenue.	
Railway operation ..	3	£ 16,062,066	£ 17,360,913	Dr. 1,298,847	£ 15,338,882	£ 16,788,256	Dr. 1,449,374	£	
Lake Wakatipu steamers ..	4	14,798	20,038	Dr. 5,240	13,630	18,593	Dr. 4,963		
Refreshment service ..	5	367,917	386,083	Dr. 18,166	335,240	355,535	Dr. 20,295		
Bookstall service ..	5A	247,707	244,171	3,536	247,308	242,917	4,391		
Advertising service ..	6	62,945	47,073	15,872	59,673	45,762	13,911		
Dwellings ..	7	181,260	380,454	Dr. 199,194	172,084	319,349	Dr. 147,265		
Buildings occupied by subsidiary services ..	8	64,496	54,463	10,033	56,700	47,267	9,433		
Road motor services ..	9	2,033,891	2,103,545	Dr. 69,654	1,910,251	1,882,915	27,336		
Miscellaneous revenue ..	..	506,104	..	506,104	463,960	..	463,960		
		19,541,184	20,596,740	..	18,597,728	19,700,594	..		
Total net loss to Net Revenue Account ..	..	..	..	1,055,556	..	..	..	1,102,866	

**NET REVENUE ACCOUNT**

	Dr.	1949-50.		1948-49.	
		£	Cr.	£	Cr.
Net loss before charging interest on capital ..	..	1,055,556	..	1,102,866	..
Interest charges ..	..	2,768,152	..	2,710,318	..
		3,823,708	..	3,813,184	..
		..	Cr.	..	1948-49.
		..	..	..	1,102,866
		..	..	..	2,710,318
		..	..	..	3,813,184

Receipt from vote "Stabilization" ..  
Reduction on account of interest charges, *vide*  
subsection (2) of section 33 of the Government  
Railways Act, 1949



STATEMENT No. 3

INCOME AND EXPENDITURE IN RESPECT OF RAILWAY OPERATION FOR THE YEAR ENDED 31ST MARCH, 1950

Expenditure.	1949-50.	1948-49.	Per Cent. of Operating Revenue.		Revenue.	1949-50.	1948-49.	Per Cent. of Operating Revenue.	
	£	£	1949-50.	1948-49.		£	£	1949-50.	1948-49.
Maintenance of—									
Way and works .. .. .	2,966,062	2,904,028	18.47	18.93	Passengers, ordinary ..	2,501,650	2,409,696	15.57	15.71
Signals and electrical appliances .. .. .	540,074	482,492	3.36	3.14	Passengers, season tickets ..	346,275	349,732	2.16	2.28
Rolling-stock .. .. .	3,889,152	3,885,493	24.21	25.33	Parcels, luggage and mails ..	480,869	560,593	2.99	3.65
Locomotive transportation .. .. .	3,857,113	3,837,917	24.02	25.02	Goods .. .. .	12,434,487	11,747,129	77.42	76.59
Examination, lubrication and lighting of vehicles .. .. .	207,788	194,947	1.29	1.27	Labour, demurrage, &c. ..	298,785	271,682	1.88	1.77
Traffic transportation .. .. .	5,355,345	4,956,482	33.34	32.31					
General charges .. .. .	173,101	154,322	1.08	1.01					
Superannuation subsidy 410,666									
Less amount allocated to subsidiary services, &c. .. .. .	372,278	372,575	2.32	2.43	Total operating revenue ..	16,062,066	15,338,882	100.00	100.00
					Net operating loss ..	1,298,847	1,449,374	8.09	9.44
Total operating expenses ..	17,360,913	16,788,256	108.09	109.44		17,360,913	16,788,256	108.09	109.44

STATEMENT No. 3A  
SUMMARY OF EXPENDITURE

Item.	North Island Main Line and Branches.	South Island Main Line and Branches.	Nelson.	Total.
	£	£	£	£
Maintenance of way and works .. ..	1,786,687	1,161,688	17,687	2,966,062
Maintenance of signals and electrical appliances .. ..	323,631	216,113	330	540,074
Maintenance of rolling-stock .. ..	2,431,404	1,452,662	5,085	3,889,152
Locomotive transportation .. ..	2,739,064	1,110,607	7,442	3,857,113
Examination, lubrication, and lighting of vehicles .. ..	131,279	76,246	263	207,788
Traffic transportation .. ..	3,147,011	2,196,714	11,620	5,355,345
General expenses .. ..	112,067	60,835	199	173,101
Superannuation subsidy .. ..	241,015	130,834	429	372,278
Total .. ..	10,912,158	6,405,699	43,056	17,360,913
Per cent. of operating revenue .. ..	104·84	113·70	215·91	108·09
Per average mile of railway .. .. £	6,487·61	3,590·64	717·60	4,923·68
Per total train-mile .. .. pence	275·98	301·21	354·76	284·94

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

Expenditure.	1949-50.	Per Cent. of Revenue.		1948-49.	Revenue.		1949-50.	Per Cent. of Revenue.	
		1949-50.	1948-49.		1948-49.	1949-50.			
Salaries and wages, shore staff	£ 3,621	24.47	26.31	£ 7,083	Ordinary passengers ..	47.86	47.08		
Salaries and wages, steamer staff	8,820	59.60	59.36	29	Season tickets ..	0.20	0.22		
Coal and stores ..	2,914	19.69	19.07	504	Parcels, luggage, and mails	3.41	3.64		
Repairs, steamers ..	2,253	15.22	13.27	7,098	Goods ..	47.97	48.52		
Repairs, wharves, &c. ..	544	3.68	4.84	84	Miscellaneous ..	0.56	0.54		
Insurance, depreciation, &c.	1,470	9.94	10.20	14,798	Operating loss ..	100.00	100.00		
Motor-lorry expenses ..	12	0.09	0.09	4,824		32.60	33.14		
	19,622	132.60	133.14	18,148		132.60	133.14		
Operating loss ..	4,824	32.60	33.14						
Payments to railway revenue—	416	2.81	3.26	5,240	Net loss ..	35.41	36.40		
Interest on capital ..	5,240	35.41	36.40	4,963		35.41	36.40		

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

Expenditure.	1949-50.		1948-49.		Per Cent. of Revenue.		Revenue.		1948-49.		
	£		£		1949-50.	1948-49.	£		£		
Salaries and wages .. .. .	138,026		125,707		37.52	37.50					
Provisions used .. .. .	190,068		173,126		51.66	51.64					
Light, fuel, and water .. .. .	7,700		6,965		2.09	2.08					
Renewals and depreciation .. .. .	14,536		15,145		3.95	4.52					
Insurance and miscellaneous .. .. .	13,908		12,687		3.78	3.78					
Operating profit .. .. .	364,238		333,630		99.00	99.52					
	3,679		1,610		1.00	0.48					
	367,917		335,240		100.00	100.00			367,917	335,240	
Payments to railway revenue—									Operating profit .. .. .	3,679	1,610
Interest on capital .. .. .	2,526		2,929		0.69	0.87					
Rent .. .. .	14,814		14,376		4.03	4.29					
Freights and fares .. .. .	4,505		4,600		1.22	1.37			Net loss .. .. .	18,166	20,295
	21,845		21,905		5.94	6.53			21,845	21,905	

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

Expenditure.	1949-50.	Per Cent. of Revenue.		1948-49.	Revenue.		1949-50.	1948-49.
		1949-50.	1948-49.		Receipts	Operating profit		
Salaries and wages	£ 22,074	8.91	8.24	£ 20,376	..	£ 247,707	£ 247,308	
Stores ..	200,066	80.77	81.23	200,881	..			
Miscellaneous ..	3,450	1.39	1.24	3,076	..			
Operating profit	225,590	91.07	90.71	224,333	..			
	22,117	8.93	9.29	22,975	..			
	247,707	100.00	100.00	247,308	..	247,707	247,308	
Payments to railway revenue—								
Rents ..	17,529	7.08	7.07	17,482	..	22,117	22,975	
Rail freights ..	1,052	0.42	0.44	1,102	..			
Net profit ..	3,536	1.43	1.78	4,391	..			
	22,117	8.93	9.29	22,975	..	22,117	22,975	

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

Expenditure.	1949-50.	1948-49.	Per Cent. of Revenue.		Revenue.	
	£	£	1949-50.	1948-49.	1949-50.	1948-49.
Salaries, wages and allowances	13,320	12,473	21.16	20.90	£ 62,945	£ 59,673
Stores and materials ..	4,617	4,340	7.33	7.27	..	..
Insurance and depreciation	8,466	9,133	13.46	15.31	..	..
Office and general expenses	5,224	4,705	8.30	7.88	..	..
Operating profit ..	31,627	30,651	50.25	51.36	..	..
	31,318	29,022	49.75	48.64	..	..
Operating profit	62,945	59,673	100.00	100.00	£ 62,945	£ 59,673
Payments to railway revenue—						
Rent of premises and sites	13,391	13,657	21.27	21.88	..	..
Commission ..	1,573	1,492	2.50	2.50	..	..
Freights ..	482	562	0.76	0.94	..	..
Net profit ..	15,872	13,911	25.22	23.32	..	..
Operating profit	31,318	29,022	49.75	48.64	£ 31,318	£ 29,022

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

Expenditure.	1949-50.	1948-49.	Per Cent. of Revenue.		Revenue.	1949-50.	1948-49.
			1949-50.	1948-49.			
	£	£				£	£
Wages and charges .. .. .	183,288	144,493	106.64	83.96	..	181,260	172,084
Materials .. .. .	61,829	55,098	34.11	32.02	..	181,260	172,084
Insurance .. .. .	557	376	0.31	0.22	..	136,572	87,491
Depreciation .. .. .	62,158	59,618	34.29	34.64	..	317,832	259,575
Operating loss .. .. .	317,832	259,575	175.35	150.84			
Payments to railway revenue—	136,572	87,491	75.35	50.84			
Interest .. .. .	62,622	59,774	34.55	34.73	Net loss .. .. .	199,194	147,265
	199,194	147,265	109.90	85.57		199,194	147,265

## STATEMENT No. 8

## INCOME AND EXPENDITURE IN RESPECT OF BUILDINGS OCCUPIED BY SUBSIDIARY SERVICES

Expenditure.	1949-50.	1948-49.	Per Cent. of Revenue.		Revenue.	1949-50.	1948-49.
			1949-50.	1948-49.			
Wages and charges ..	£ 16,844	£ 15,946	26.11	28.12	..	£ 64,496	£ 56,700
Materials ..	4,551	4,292	7.06	7.57	..		
Insurance and depreciation ..	12,026	9,321	19.58	16.44	..		
Operating profit ..	34,021	29,559	52.75	52.13	Rentals ..		
	30,475	27,141	47.25	47.87			
	64,496	56,700	100.00	100.00		64,496	56,700
Payments to railway revenue—							
Interest ..	20,442	17,708	31.69	31.23	Operating profit ..	30,475	27,141
Net profit ..	10,033	9,433	15.56	16.64			
	30,475	27,141	47.25	47.87		30,475	27,141



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

Expenditure.	1949-50.		1948-49.		Per Cent. of Revenue.		Per Cent. of Revenue.
	£		£		1949-50.		
	1949-50.	1948-49.	1949-50.	1948-49.	1949-50.	1948-49.	
Superintendence — Salaries and office expenses	201,758	171,238	8.96	8.96	1,615,482	1,528,954	79.44
Maintenance charges	393,381	334,492	19.34	17.52	98,119	84,014	4.82
Running expenses	1,158,132	1,065,129	56.95	55.76	15,328	14,812	0.75
Licence fees	44,413	40,546	2.18	2.12	116,619	115,029	5.73
Insurance and depreciation	248,568	220,478	12.22	11.54	186,620	162,638	9.18
					1,723	1,804	0.08
Operating profit..	2,046,252	1,831,883	100.61	95.90	2,033,891	..	100.00
		78,368	..	4.10	12,361	..	0.61
	2,046,252	1,910,251	100.61	100.00	2,046,252	1,910,251	100.61
Operating loss ..	12,361	..	0.61	..	..	..	..
Payment to railway revenue—							
Rents	22,897	21,007	1.12	1.10	..	78,368	..
Fares	6,178	4,875	0.30	0.26	..	..	..
Interest on capital	28,218	25,150	1.39	1.32	..	..	..
Net profit	..	27,336	..	1.42	69,654	..	3.42
	69,654	78,368	3.42	4.10	69,654	78,368	3.42
							4.10

## STATEMENT No. 10

## RAILWAY EMPLOYEES' SICK BENEFIT SOCIETY

*Income and Expenditure*

EXPENDITURE.	1949-50.	1948-49.	INCOME.	1949-50.	1948-49.
Sick benefits paid to members .. .. .	£ 37,379	£ 40,208	Contributions .. .. .	£ 27,203	£ 26,028
Balance, being excess of income over expenditure for the year	274		Entrance fees .. .. .	230	314
			Subsidy as per section 44 of Government Railways Act, 1948, charged to Working Railways Account	10,200	13,400
			Balance, being excess of expenditure over income for the year	..	466
Excess of expenditure over income	37,653	40,208		37,653	40,208
Balance accumulated funds as at 31st March	..	466	Accumulated funds brought forward on 1st April	89	555
	363	89	Excess of income over expenditure .. .. .	274	
	363	555		363	555

*Balance-sheet*

	£	£	Assets	£	£
Accumulated funds .. .. .	363	89	Entrance Fees outstanding at 31st March	20	24
Sick pay due not paid .. .. .	50	8	Contributions outstanding at 31st March	45	58
Contributions in advance .. .. .	14	7	Cash in Working Railways Account .. .. .	362	22
	427	104		427	104

## STATEMENT No. 11

## MAMAKU SAWMILL OPERATING ACCOUNT FOR THE YEAR ENDED 31ST MARCH, 1950

	£		£
Stock of sawn timber and logs on hand,		Issues of timber and sundry receipts	67,622
1st April, 1949 .. .. .	5,776	Housing and hostel receipts .. .. .	1,966
Production expenses .. .. .	57,006	Stock of sawn timber and logs on hand,	
Housing and hostel expenses .. .. .	2,166	31st March, 1950 .. .. .	4,788
Operating profit, carried down .. .. .	9,428		
	£74,376		£74,376
	£		£
Interest on capital .. .. .	5,322	Operating profit, brought down .. .. .	9,428
Net profit, carried forward .. .. .	4,106		
	£9,428		£9,428

## STATEMENT No. 12

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

<i>Receipts</i>	£	<i>Payments</i>	£
Balance brought forward ..	1,027,226	Wages and vouchers—	
Revenue receipts .. ..	20,236,273	Working Railways .. ..	23,130,790
Miscellaneous receipts—		Railways improvements and additions to open lines .. ..	2,763,400
Working Railways .. ..	4,237,914	Refunds to Harbour Boards, shipping companies, and other carriers .. ..	1,149,184
Railways improvements and additions to open lines .. ..	9,811	Balance as per General Balance-sheet .. ..	1,418,889
National Development Loans Account .. ..	2,900,000		
Contributions to Sick Benefit Fund .. ..	37,289		
Interest on investments .. ..	13,750		
	£28,462,263		£28,462,263

*Reconciliation Statement*

	£
Credit balance in Working Railways Account as per Treasury figures .. ..	1,098,021
Add imprests outstanding .. ..	320,868
Credit balance as per above statement .. ..	£1,418,889

## STATEMENT No. 13

## RENEWALS, DEPRECIATION, AND EQUALIZATION RESERVE ACCOUNTS

	Credit Balance at 31st March, 1949.	Contributions Year ending 31st March, 1950.	Expenditure Year ending 31st March, 1950.	Credit Balance at 31st March, 1950.
	£	£	£	£
General Reserve Account .. ..	2,255,493	..	68,940	2,186,553
Insurance Reserve Account .. ..	53,489	89,690	15,055	128,124
Workers' Compensation Reserve Account .. ..	90,258	123,314	118,639	94,933
Slips, Floods, and Accidents Equalization Reserve Account .. ..	115,209	21,671	..	136,880
Betterments Reserve Account: Refreshment Branch .. ..	16,137	..	3,356	12,781
Renewals Reserve Accounts .. ..	962,517	472,685	818,902	616,300
Depreciation Reserve Account .. ..	2,457,840	1,224,780	..	3,682,620
Totals .. ..	5,950,943	1,932,140	1,024,892	6,858,191

## STATEMENT No. 14

EXPENDITURE ON CONSTRUCTION OF RAILWAYS, ROLLING-STOCK, ETC., TO 31ST MARCH, 1950, AND NET REVENUE FOR YEAR 1949-50

Section of Railway.	Opened Lines.			Net Revenue.
	Lines and Works.	Rolling-stock.	Total.	
	£	£	£	£
North Island Main Line and Branches	39,309,754	9,194,265	48,504,019	—503,716
South Island Main Line and Branches	23,551,959	5,068,565	28,620,524	—772,017
Nelson .. .. .	490,119	9,641	499,760	—23,114
	63,351,832	14,272,471	77,624,303	—1,298,847
Lake Wakatipu steamer service .. .. .	21,878	..	21,878	—5,240
Subsidiary services, &c. .. .. .	3,895,686	..	3,895,686	248,531
<i>In suspense—</i>				
General .. .. .	9,896	..	9,896	..
	67,279,292	14,272,471	81,551,763	—1,055,556
Total cost of opened lines at 31st March, 1950	..	..	81,551,763	..

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 Railway Authorization Act, 1885, the information regarding the last-mentioned being furnished by the respective Boards.

## STATEMENT No. 15

CAPITAL EXPENDITURE OUT OF WORKING RAILWAYS ACCOUNT FOR THE YEAR ENDED 31ST MARCH, 1950

Way and Works Branch: Particulars of Works.	Improvements and Additions to Open Lines.
	£
Land .. .. .	9,878
Grading, formation, tunnels, and permanent-way .. .. .	110,911
Bridges, overbridges, subways, and culverts .. .. .	35,656
Station buildings, engine-sheds, and other operating buildings	199,127
Fences, gates, cattlestops, cattle-yards, and loading-banks .. .. .	11,169
Dwellings and huts .. .. .	208,427
Stores and workshops buildings and plant .. .. .	45,482
Refreshment, advertising, and road-service buildings .. .. .	110,874
Cranes, weighbridges, turntables and water services .. .. .	9,291
Miscellaneous (roads, sewerage, drainage, &c.) .. .. .	70,804
Signalling, communications, and electrification .. .. .	251,950
Sawmills .. .. .	912
	1,064,481
Expenditure by Ministry of Works Department: Grade easements and deviations	26,752
	1,091,233

## STATEMENT No. 15—continued

## Locomotive Branch: Particulars of Rolling-stock

Description of Stock ordered.	Number Incomplete on 31st March, 1949.	Number Complete on 31st March, 1950.	Number Incomplete on 31st March, 1950.	Expenditure, Improvements and Additions to Open Lines.
Locomotives, Classes K, KA, and KB	2	2	..	£ 23,658
Locomotives, Class JA and spares ..	25	6	19	138,481
Locomotives, electric ..	9	..	9	..
Locomotives, Diesel electric, shunting ..	15	..	15	..
Improvements for locomotives ..	..	..	..	37,079
Boilers ..	..	..	..	5,493
Multiple units and spares ..	110	29	81	830,900
Articulated units, Diesel mechanical ..	25	..	35	..
Carriages ..	62	..	62	..
Improvements for carriages ..	..	..	..	32,260
Wagons, Class HC ..	99	..	99	927
Wagons, Class J ..	54	..	54	1
Wagons, Class JC ..	340	..	340	..
Wagons, Class KA ..	..	..	18	469
Wagons, Class KC ..	150	..	150	..
Wagons, Class LA ..	510	10	500	99,981
Wagons, Class LC ..	500	..	500	8
Wagons, Class MC ..	120	..	120	..
Wagons, Class Q ..	149	49	100	10,495
Wagons, Class RB ..	40	..	40	..
Wagons, Class S ..	25	..	25	..
Wagons, Class T ..	22	..	22	..
Wagons, Class UB ..	200	..	200	16,860
Wagons, Class UC ..	9	9	..	13,608
Wagons, Class UD ..	2	..	2	2,871
Wagons, Class VB ..	63	..	63	1,435
Wagons, Class VA ..	18	..	18	..
Wagons, Class XC ..	129	..	129	..
Wagons, Class YD ..	35	2	33	15,214
Wagons, Class Z ..	56	1	55	1,728
Miscellaneous improvements for wagons ..	..	..	..	12,145
Shunting units, petrol and Diesel ..	9	4	5	76,165
Cranes ..	..	..	..	..
Tarpaulins ..	..	..	..	Cr. 1,252
<b>Total ..</b>	<b>2,778</b>	<b>112</b>	<b>2,694</b>	<b>1,318,526</b>
<b>SUMMARY</b>				
Locomotives ..	51	8	43	..
Multiple units ..	110	29	81	..
Articulated units, Diesel mechanical ..	25	..	35	..
Shunting units, petrol and Diesel ..	9	4	9	..
Carriages ..	62	..	62	..
Wagons, bogie ..	452	12	440	..
Wagons, four-wheeled ..	2,069	59	2,028	..
Cranes ..	..	..	..	..
<b>Total ..</b>	<b>2,778</b>	<b>112</b>	<b>2,694</b>	<b>..</b>

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

Workshop equipment ..	£ 87,779
Machinery and equipment for locomotive running, car and wagon depots ..	2,963
Motor-buses and motor-lorries ..	255,875

RECONCILIATION STATEMENT, RAILWAYS: IMPROVEMENTS AND ADDITIONS TO OPEN LINES			
	£	s.	d.
Expenditure charged by Treasury ..	2,763,400	0	6
Less recoveries ..	9,949	3	2
Less refunds ..	138	9	10
	9,810	13	4
Add voucher outstanding at 31st March, 1950 ..	718	12	2
Consolidated Fund administration charges ..	2,068	0	0
	2,786	12	2
	£2,756,375	19	4
Expenditure—			
Way and Works Branch ..	1,091,233	0	5
Locomotive Branch rolling-stock ..	1,318,525	13	1
Workshops equipment ..	87,779	0	11
Machinery and equipment for locomotive running, car and wagon depots ..	2,963	2	1
Motor-buses and motor-lorries ..	255,875	2	10
	£2,756,375	19	4









STATEMENT No. 18—continued

STATEMENT OF TRAFFIC AND REVENUE FOR EACH STATION FOR THE YEAR ENDED 31ST MARCH, 1950—continued

Table with columns for Stations, Traffic (Passenger Journeys, Season Tickets, Cattle and Calves, Sheep and Pigs, Timber, Other Goods), Revenue (Ordinary Passengers, Season Tickets, Parcels, Goods, Miscellaneours, Total Value forwarded), and Inward Traffic (Cattle and Calves, Sheep and Pigs, Timber, Other Goods). Rows include South Island Main Line and Branches, Nelson Section, and Lake Wakatipu Steamers.

## STATEMENT No. 19

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

Commodity.	Year ended 31st March, 1950.							
	Tonnage carried.	Per Cent. of Gross.	Tons One Mile (000 omitted).	Average Haul.	Revenue.			
					Total.	Per Cent. of Gross.	Per Ton.	Per Ton Mile.
<i>Products of Agriculture</i>				Miles.	£	£ s. d.	d.	
Grain .. .. .	300,740	3·02	19,887	66	224,583	1·80	0 14 11	2·71
Meals .. .. .	110,391	1·11	7,658	69	91,962	0·74	0 16 8	2·88
Fruit and vegetables .. .. .	78,108	0·79	15,498	198	156,420	1·25	2 0 1	2·42
Root crops and fodder .. .. .	155,177	1·56	19,070	123	169,816	1·36	1 1 11	2·14
Flax, green and pressed .. .. .	4,635	0·05	620	134	8,758	0·07	1 17 9	3·39
Seeds .. .. .	40,135	0·40	3,242	81	48,902	0·39	1 4 4	3·62
	689,186	6·93	65,975	96	700,441	5·61	1 0 4	2·55
<i>Animals and other Products</i>								
Cattle, calves, horses .. .. .	298,632	3·00	27,673	93	424,375	3·40	1 8 5	3·68
Sheep and pigs .. .. .	412,510	4·15	39,990	97	646,109	5·17	1 11 4	3·88
Meat, fresh .. .. .	21,850	0·22	2,619	120	56,581	0·45	2 11 10	5·18
Meat, frozen .. .. .	322,274	3·24	13,166	41	420,506	3·37	1 6 1	7·67
Butter .. .. .	134,152	1·35	13,556	101	229,008	1·83	1 14 2	4·05
Cheese .. .. .	98,723	0·99	5,852	59	121,277	0·97	1 4 7	4·97
Wool .. .. .	225,626	2·27	17,234	76	379,639	3·04	1 13 8	5·29
Dairy by-products .. .. .	61,480	0·62	3,842	95	103,673	0·83	1 13 9	4·26
Fat, hides, and skins .. .. .	62,062	0·62	3,286	85	110,706	0·89	1 15 9	5·03
Fish .. .. .	14,172	0·14	2,792	197	31,985	0·26	2 5 3	2·75
	1,651,481	16·60	134,010	81	2,523,859	20·21	1 10 7	4·52
<i>Products of Mines</i>								
Agricultural lime .. .. .	653,733	6·57	49,058	75	340,598	2·73	0 10 5	1·67
Coal, imported .. .. .	898,959	8·42	63,016	75	505,471	4·05	0 12 1	1·93
Coal, New Zealand hard .. .. .	1,292,146	12·99	165,816	128	1,122,224	8·99	0 17 4	1·62
Coal, New Zealand brown .. .. .	92,247	0·93	6,444	70	61,005	0·49	0 13 3	2·27
Road-metal .. .. .	35,546	0·36	3,319	93	26,571	0·21	0 14 11	1·92
Lime, other .. .. .	14,511	0·15	1,791	123	19,938	0·16	1 7 6	2·68
	2,927,142	29·42	289,444	99	2,075,857	16·63	0 14 2	1·72
<i>Products of Forests</i>								
Timber, imported .. .. .	29,097	0·29	2,943	101	44,793	0·36	1 10 9	3·65
Timber, New Zealand .. .. .	730,267	7·34	115,186	158	1,063,139	8·51	1 9 1	2·22
Firewood, posts, &c. .. .. .	122,634	1·24	14,519	118	96,501	0·77	0 15 9	1·60
	881,998	8·87	132,648	150	1,204,433	9·64	1 7 4	2·18
<i>Manufactures, &amp;c.</i>								
Benzine, gasoline, kerosene .. .. .	330,396	3·32	29,975	91	696,994	5·57	2 2 2	5·58
Cement .. .. .	148,038	1·49	22,409	151	251,765	2·02	1 14 0	2·70
Manure .. .. .	982,829	9·88	93,865	96	811,042	6·50	0 16 6	2·07
	1,461,263	14·69	146,249	100	1,759,801	14·09	1 4 1	2·89
Miscellaneous .. .. .	2,337,191	23·49	252,812	108	4,222,793	33·82	1 16 1	4·01
Totals .. .. .	9,948,261	100·00	1,021,138	103	12,487,184	100·00	1 5 1	2·93

## STATEMENT No. 20

STATEMENT SHOWING MILEAGE, CAPITAL COST, TRAFFIC, OPERATING REVENUE, AND OPERATING EXPENDITURE OF NEW ZEALAND GOVERNMENT RAILWAYS FROM 1ST APRIL, 1949, TO 31ST MARCH, 1950  
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.	Live-stock Tonnage.	Timber.
		£	No.								
1948-1949	3,526	75,364,182	13,895,488	26,167,845	2,759,478	560,593	1,509,818	10,628,642	724,840	747,861	
1949-1950	3,526	77,624,303	14,420,852	25,895,253	2,847,925	480,869	1,551,591	10,186,415	711,142	759,364	
Year.	Other Goods.	Total.	Goods Revenue.	Miscellaneous Revenue, Labour, Demurrage, &c.	Total Revenue.	Revenue per Train-mile.					
1948-1949	Tons. 8,193,429	Tons. 9,666,130	£ 11,747,129	£ 271,682	£ 15,338,882	d. 264.93					
1949-1950	8,477,755	9,948,261	12,434,487	298,785	16,062,066	267.31					

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.
1948-1949	£ 2,904,028	18.93	£ 823.60	£ 482,492	3.14	£ 136.84	£ 3,885,493	25.33	d. 67.10
1949-1950	2,966,062	18.47	841.20	540,074	3.36	153.17	3,889,152	24.21	64.72

Year.	Locomotive Transportation.			Traffic Transportation.			General Charges.		
	Amount.	Per Cent. of Revenue.	Per Train-mile.	Amount.	Per Cent. of Revenue.	Per Train-mile.	Amount.	Per Cent. of Revenue.	Per Train-mile.
1948-1949	£ 4,032,864	26.29	d. 69.66	£ 4,956,482	32.31	d. 85.61	£ 526,897	3.44	d. 9.10
1949-1950	4,064,901	25.31	67.65	5,355,345	33.34	89.13	545,379	3.40	9.08
							Total Expenditure.		
							£ 16,788,256		d. 289.96
							17,360,913		108.09

**STATEMENT No. 21**  
**COMPARATIVE STATEMENT OF THE AVERAGE NUMBERS OF EMPLOYEES FOR YEARS**  
**1949-50 and 1948-49**

Branch.	1949-50.	1948-49.
Traffic .. .. .	8,347	8,311
Locomotive Running (including depot staff) .. .. .	3,644	3,590
Workshops .. .. .	5,928	5,965
Maintenance .. .. .	4,934	4,751
Signal and Electrical .. .. .	758	710
Stores and Sawmills .. .. .	505	482
Road Services .. .. .	1,708	1,574
Refreshment .. .. .	525	526
Publicity and Advertising .. .. .	54	48
Head Office, Land Office, and Chief Accountant's Office .. .. .	377	367
<b>Totals .. .. .</b>	<b>26,780</b>	<b>26,324</b>

**STATEMENT No. 22**  
**STATEMENT OF ACCIDENTS FOR THE YEAR ENDED 31ST MARCH, 1950**

Section.	Train Accidents.				Accidents on Line (other than Train Accidents).						Shunting Accidents.					
	Passengers.		Employees.		Passengers.		Employees.		Other Persons.		Passengers.		Employees.		Other Persons.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
North Island Main Line and branches	..	7	..	4	6	52	1	26	2	4	..	..	3	82	1	1
South Island Main Line and branches	..	..	..	2	1	2	2	11	..	..	..	1	1	83	..	3
Nelson .. .. .	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
<b>Totals .. .. .</b>	..	7	..	6	7	54	3	37	2	4	..	1	4	165	1	4

Section.	Employees Proceeding to or from Duty within the Railway Boundary.		Level-crossing Accidents.						Tres-passers: Other Persons.		Miscellaneous.				Total.	
			Pedestrians		Occupants of Motor-vehicles.		Occupants of Horse and Other Vehicles.				Employees.		Other Persons.			
			Killed.	Injured.	Killed.	Injured.	Killed.	Injured.			Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
North Island Main Line and branches	..	..	3	4	6	9	..	..	3	2	2	81	..	3	27	275
South Island Main Line and branches	..	..	..	1	7	16	..	..	1	1	..	136	..	..	12	256
Nelson .. .. .	..	..	..	..	..	..	..	..	..	..	..	2	..	..	..	2
<b>Totals .. .. .</b>	..	..	3	5	13	25	..	..	4	3	2	219	..	3	39	533

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, 1950

Description.	Class.	North Island Main Line and Branches.	South Island Main Line and Branches.	Nelson.	Total.
<b>CARRIAGES—</b>					
First-class .. .. .	..	80	* 56	..	136
Second-class .. .. .	..	727	538	3	1,268
Composite .. .. .	..	37	6	7	50
Sleeping .. .. .	..	12	3	..	15
Combination day-sleeping .. .. .	..	2	1	..	3
Ambulance .. .. .	..	7	..	..	7
Totals .. .. .	..	865	604	10	1,479
<b>RAIL CARS .. .. .</b>					
	..	12	9	..	21
<b>MULTIPLE UNITS—</b>					
Power units .. .. .	..	19	..	..	19
Trailers .. .. .	..	34	..	..	34
Totals .. .. .	..	53	..	..	53
<b>VANS—</b>					
Postal-vans .. .. .	..	4	4	..	8
Brake-vans .. .. .	..	274	198	3	475
Totals .. .. .	..	278	202	3	483
<b>WAGONS—</b>					
Special-purpose wagons .. .. .	E	967	594	1	1,562
Horse-boxes .. .. .	G	60	73	1	134
Cattle .. .. .	H	590	207	8	805
Cattle .. .. .	Hc	1	50	..	51
Sheep .. .. .	J	1,606	1,344	19	2,969
Sheep .. .. .	Jc	250	40	..	290
Covered goods .. .. .	K	239	148	6	393
High sides .. .. .	L	2,900	3,496	108	6,504
High sides .. .. .	LA	7,082	5,960	..	13,042
High sides .. .. .	LB	..	250	13	263
High sides .. .. .	Lc	1	..	..	1
Low sides .. .. .	M	432	877	14	1,323
Low sides (steel) .. .. .	MA	109	..	..	109
Low sides .. .. .	MB	3	8	..	11
Low sides .. .. .	Mc	110	60	..	170
Timber .. .. .	N	94	111	8	213
Platform, coal .. .. .	P	204	..	..	204
Petrol inspection .. .. .	Pw	..	2	..	2
Movable hopper .. .. .	Q	..	1,194	..	1,194
Frozen meat .. .. .	W	347	103	..	450
Frozen meat .. .. .	WA	230	25	19	274
Meat .. .. .	WB	..	9	..	9
Covered goods .. .. .	X	103	16	..	119
Cool, ventilated .. .. .	XA	464	555	..	1,019
Cool, ventilated .. .. .	XB	..	28	..	28
Cool, ventilated .. .. .	Xc	1	63	..	64
Work train .. .. .	Y	50	16	..	66
Work train .. .. .	YB	308	188	..	496
Special-purpose wagons, bogie .. .. .	EA	119	73	..	192
High-sides, bogie .. .. .	R	152	49	..	201
High-sides, bogie .. .. .	RA	38	25	..	63
High-sides, bogie .. .. .	RB	68	24	..	92
Sheep, bogie .. .. .	S	25	33	..	58
Cattle, bogie .. .. .	T	35	12	..	47
Platform, bogie .. .. .	U	227	112	4	343
Gas storeholder, bogie .. .. .	UA	10	4	..	14

## STATEMENT No. 23—continued

STATEMENT OF CARRIAGE, RAIL CAR, MULTIPLE UNIT, BRAKE VAN AND WAGON STOCK,  
AND TARPAULINS, FOR THE YEAR ENDED 31ST MARCH, 1950—continued

Description.	Class.	North Island Main Line and Branches.	South Island Main Line and Branches.	Nelson.	Total.
<i>WAGONS—continued</i>					
Platform, bogie .. ..	UB	259	295	..	554
Fuel oil, bogie .. ..	UC	29	2	..	31
Well, bogie .. ..	UD	2	1	..	3
Horse-boxes, bogie .. ..	UG	51	67	..	118
Vegetable .. ..	UGA	12	..	..	12
Frozen meat, bogie .. ..	V	46	62	..	108
Chilled beef, bogie .. ..	V	6	..	..	6
Frozen meat, bogie .. ..	VB	157	84	..	241
Chilled beef, bogie .. ..	VB	99	10	..	109
Side dump .. ..	YD	1	1	..	2
Covered goods, bogie .. ..	Z	123	107	..	230
Covered goods, bogie .. ..	ZP	70	67	..	137
Totals .. ..	..	17,680	16,445	201	34,326
TARPAULINS .. ..	..	17,209	13,724	225	31,158

## STATEMENT No. 24

LOCOMOTIVE STOCK FOR YEAR ENDED 31ST MARCH, 1950

Class.	Type.	North Island Main Line and Branches.	South Island Main Line and Branches.	Nelson.	Total.
A ..	Tender (2-cylinder simple) .. ..	14	44	..	58
AA ..	Tender .. ..	10	..	..	10
AB ..	Tender .. ..	87	62	..	149
B ..	Tender .. ..	..	7	..	7
BA ..	Tender .. ..	..	10	..	10
BB ..	Tender .. ..	30	..	..	30
C ..	Tender .. ..	12	12	..	24
DS ..	Diesel mechanical shunting locomotives	4	..	..	4
EC ..	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 (coal fuel) .. ..	23	7	..	30
J ..	Tender (oil fuel) .. ..	10	..	..	10
JA ..	Tender .. ..	..	16	..	16
K ..	Tender (coal fuel) .. ..	2	..	..	2
K ..	Tender (oil fuel) .. ..	28	..	..	28
KA ..	Tender (oil fuel) .. ..	35	..	..	35
KB ..	Tender .. ..	..	6	..	6
Q ..	Tender .. ..	..	4	..	4
U ..	Tender .. ..	..	9	..	9
UB ..	Tender .. ..	..	7	..	7
UC ..	Tender .. ..	..	7	..	7
W ..	Tank .. ..	..	2	..	2
WA ..	Tank .. ..	2	3	..	5
W <sub>AB</sub> ..	Tank .. ..	22	..	..	22
WB ..	Tank .. ..	..	4	..	4
WE ..	Tank .. ..	..	3	..	3
WF ..	Tank .. ..	7	22	4	33
WG ..	Tank .. ..	10	..	..	10
WW ..	Tank .. ..	57	3	..	60
X ..	Tender (4-cylinder balanced compound)	8	..	..	8
X ..	Tender (4-cylinder simple) .. ..	6	..	..	6
Totals .. ..	.. ..	385	263	4	652

## STATEMENT No. 25

## ALL SECTIONS

## LOCOMOTIVE RUNNING COSTS, YEAR ENDED 31ST MARCH, 1950

Section.	Cost per Locomotive-mile.					Depreciation.	Water.	Deferred Maintenance.	Miscellaneous Expenses.
	Repairs.	Running.			Total.				
		Wages, Material, and Over-head.	Stores.	Fuel.					
	d.	d.	d.	d.	d.	£	£	£	£
N.I.M.L. and branches (coal)	19·17	1·29	25·36	17·79	63·61	64,262	16,758	..	349,536
N.I.M.L. and branches (oil) ..	11·68	1·11	49·37	11·92	74·08	47,575	5,875	..	72,697
S.I.M.L. and branches ..	16·83	1·11	13·04	16·27	47·25	52,675	12,856	..	228,242
Nelson .. ..	12·21	1·16	25·08	14·36	52·81	50	122	..	1,068
Total, steam ..	17·06	1·19	24·59	16·26	59·10	164,562	35,611	..	651,543
Electric locos., Eo 2-6 ..	10·34	0·13	14·21	5·19	29·87	1,216	..	..	1,625
Electric locos., Ec 7-12 ..	13·83	0·64	9·13	8·17	31·77	806	..	..	2,168
Electric locos., Ed 101-110 ..	14·35	0·32	8·45	7·50	30·62	8,553	..	..	6,478
Total, electric ..	13·37	0·34	9·85	7·11	30·67	10,575	..	..	10,271
Multiple units, D.M. ..	16·09	0·21	4·71	5·87	26·88	18,841	..	..	4,880
Diesel rail cars .. ..	10·93	0·93	2·36	3·59	17·81	6,839	..	..	6,416
Tractors .. ..	9·88	1·21	6·33	11·05	28·47	6,204	..	..	..

Section.	Cost per Locomotive-mile.				Total Cost.	Total Cost per Locomotive-mile.	Days in Steam.	Average Number of Days in Steam per Locomotive.
	Depreciation.	Water.	Deferred Maintenance.	Miscellaneous Expenses.				
	d.	d.	d.	d.	£	d.		
N.I.M.L. and branches (coal)	1·89	0·50	..	10·44	2,560,795	76·44	71,352	231
N.I.M.L. and branches (oil)	4·05	0·50	..	6·19	995,980	84·82	15,582	213
S.I.M.L. and branches ..	1·92	0·47	..	8·31	1,591,565	57·95	58,115	231
Nelson .. ..	0·35	0·85	..	7·47	8,784	61·48	361	90
Total, steam ..	2·26	0·49	..	8·95	5,157,124	70·80	145,410	231
Electric locos., Eo 2-6 ..	1·67	..	..	2·24	24,502	33·78	958	192
Electric locos., Ec 7-12 ..	1·31	..	..	3·52	22,537	36·60	1,406	234
Electric locos., Ed 101-110	4·42	..	..	3·35	74,221	38·39	2,763	276
Total, electric ..	3·23	..	..	3·14	121,260	37·04	5,127	244
Multiple units, D.M. ..	10·13	..	..	2·62	73,729	39·63	3,153	175
Diesel rail cars .. ..	1·64	..	..	1·54	87,384	20·99	4,479	213
Tractors .. ..	6·33	..	..	..	34,067	34·80	9,511	227



## STATEMENT No. 25—continued

## PERFORMANCES OF LOCOMOTIVES FOR THE YEAR ENDED 31ST MARCH, 1950

Type.	Number of Locomotives.	Locomotive-mileage.			Average Mileage per Locomotive.	Quantity of Stores.		Cost of Repairs: Wages, Material, and Overhead.	Cost of Running: Stores.
		Details.				Running.			
		Train.	Shunting, Assisting, Light, and Miscellaneous.	Total.		Coal.	Oil.		
NORTH ISLAND MAIN LINE AND BRANCHES									
A	14	258,742	97,872	356,614	25,472	Cwt. 258,885	Quarts. 17,529	£ 9,594	£ 1,868
AA	10	191,489	53,939	245,428	24,543	173,812	16,799	29,642	1,658
AB	87	2,589,230	557,693	3,146,923	36,172	2,293,253	134,927	204,406	15,731
BB	30	196,711	442,738	639,449	21,315	506,511	38,253	61,943	3,880
C	12	800	190,153	190,953	15,913	185,190	12,641	17,152	1,283
F	2	..	3,235	3,235	1,618	..	168	470	18
H	6	6,354	19,347	25,701	4,244	44,721	5,102	13,650	500
J	23	1,048,195	131,080	1,179,275	45,357	1,077,031	37,666	59,691	4,507
J (oil-burner)(a)	10	313,250	25,096	338,346	56,391	1,824,100*	11,955	7,846	1,340
K	2	221,554	25,867	247,421	35,346	267,665	10,780	58,664	1,201
K (oil-burner)(d)	28	904,135	73,933	978,068	42,525	7,399,872*	41,177	21,111	4,457
KA (oil-burner)	35	1,407,659	94,030	1,501,689	42,905	9,867,750*	70,161	108,189	7,253
WA	2	293	21,050	21,343	10,672	13,990	630	201	100
WAB	22	601,285	87,182	688,467	31,294	472,955	34,067	59,455	3,580
WF	6	15,708	56,265	71,973	11,915	52,355	2,820	5,658	331
WG	10	2,950	114,714	117,664	11,766	87,887	7,155	4,408	724
WW	57	261,888	596,696	858,584	15,063	662,934	53,596	75,277	5,420
X	14	204,012	23,127	227,139	16,224	182,399	23,320	41,418	2,145
Hunslett	3	1,170	16,536	17,706	5,902	10,269	849	250	99
Total	373	8,225,425	2,630,553	10,855,978	29,105	6,292,743	529,445	779,025	56,095
						*19,091,722			

Type.	Cost of Running— <i>continued.</i>		Total Costs.	Cost per Locomotive-mile.						Average Number of Days in Steam per Locomotive.
	Fuel.	Wages.		Repairs.	Running.		Total.	Days in Steam.		
					Stores.	Fuel.			Wages.	
A	£ 34,928	£ 24,693	£ 71,083	d. 6.46	d. 1.26	d. 23.50	d. 16.62	d. 47.84	3,553	254
AA	23,396	16,910	71,606	28.99	1.62	22.87	16.54	70.02	2,190	219
AB	309,206	196,993	726,336	15.59	1.20	23.58	15.03	55.40	22,634	260
BB	68,213	67,810	201,846	23.25	1.46	25.60	25.45	75.76	7,085	236
C	25,012	24,199	67,646	21.56	1.61	31.44	39.41	85.02	2,679	223
F	396	447	1,331	34.87	1.34	29.38	33.15	98.74	90	45
H	6,012	6,871	27,033	127.47	4.67	56.14	64.16	252.44	1,258	210
J	145,776	66,124	276,098	12.15	0.92	29.66	13.46	56.19	6,826	263
J (oil-burner)	54,687	15,500	79,373	5.57	0.95	38.79	10.99	56.30	1,610	268
K	36,908	15,933	112,706	56.91	1.16	35.80	15.46	109.33	1,640	234
K (oil-burner)	224,287	52,902	302,757	5.18	1.09	55.04	12.98	74.29	5,725	249
KA (oil-burner)	300,646	71,615	487,703	17.29	1.16	48.04	11.45	77.94	8,247	236
WA	1,872	2,756	4,920	2.26	1.12	21.05	30.09	55.42	531	266
WAB	63,600	42,736	169,371	20.72	1.25	22.17	14.90	59.04	5,338	243
WF	7,099	7,192	20,280	18.87	1.10	23.67	23.97	67.61	1,118	186
WG	11,819	14,190	31,141	8.99	1.48	24.11	28.94	63.52	1,663	166
WW	89,291	91,841	261,829	21.04	1.52	24.96	25.67	73.19	12,392	218
X	24,691	14,729	82,983	43.76	2.27	26.09	15.66	87.68	1,855	132
Hunslett	1,383	2,289	4,021	3.39	1.34	18.75	31.02	54.50	500	167
Total	1,429,222	735,730	3,000,072	17.22	1.24	31.59	16.27	66.32	86,934	235

Average number of engines during year: (a) 16; (b) 6; (c) 7; (d) 23.

\* Gallons of fuel oil.

STATEMENT No. 25—*continued*

PERFORMANCES OF LOCOMOTIVES FOR YEAR ENDED 31ST MARCH, 1950—*continued*

Type.	Number of Locomotives.	Locomotive-mileage.			Average Mileage per Locomotive.	Quantity of Stores.		Cost of Repairs: Wages, Material, and Overhead.	Cost of Running: Stores.
		Details.				Running.			
		Train.	Shunting, Assisting, Light, and Miscellaneous.	Total.		Coal.	Oil.		
<b>SOUTH ISLAND MAIN LINE AND BRANCHES</b>									
						Cwt.	Quarts.	£	¢
A	44	927,576	255,096	1,182,672	26,879	759,867	51,966	83,558	5,674
AB	62	1,917,566	356,858	2,274,424	36,084	1,369,100	93,720	138,268	10,118
B	7	80,816	79,340	160,156	22,879	96,822	6,267	9,972	673
BA	10	6,350	160,637	166,987	16,699	137,031	9,848	26,502	983
C	12	16,383	229,276	245,659	20,472	161,429	9,515	22,636	1,055
F	18	286	182,167	182,453	10,136	67,064	5,639	11,815	694
G	6	156,305	21,475	177,780	29,630	114,978	7,940	19,584	798
J	7	271,676	30,359	302,035	43,148	233,969	11,960	39,989	1,268
JA	16	579,087	44,802	623,889	38,993	437,851	21,546	13,029	2,386
KB	6	216,549	22,718	239,267	39,878	191,741	11,093	8,481	1,150
Q	4	9,948	36,612	46,560	11,640	45,872	3,420	2,347	393
U	9	115,742	43,486	159,228	17,692	114,706	9,791	6,293	1,013
UB	7	88,631	35,052	123,683	17,669	75,719	5,097	9,114	591
UC	7	126,689	49,240	175,929	25,133	98,960	6,778	13,500	734
W	2	10,542	20,115	30,657	15,329	19,330	1,661	1,315	163
WA	3	13,721	29,585	43,306	14,435	26,550	1,935	4,417	292
WB	4	14,629	37,917	52,546	13,136	31,137	2,430	4,707	273
WE	3	28,329	12,187	40,513	13,504	26,549	3,073	5,910	287
WF	3	35,263	284,822	320,087	14,545	217,385	17,337	36,691	1,810
WW	3	30,417	13,355	43,772	14,591	25,250	1,654	4,042	197
Total	252	4,646,504	1,945,099	6,591,603	26,157	4,242,211	282,700	462,247	30,373

Type.	Cost of Running— <i>continued</i> .			Cost per Locomotive-mile.					Days in Steam.	Average Number of Days in Steam per Locomotive.
	Fuel.	Wages.	Total Costs.	Repairs.	Running.		Total.			
				Wages, Material, and Overhead.	Stores.	Fuel.		Wages.		
	£	£	£	d.	d.	d.	d.	d.		
A	63,384	75,994	228,610	16-96	1-15	12-86	15-42	46-39	10,333	235
AB	115,681	122,224	386,291	14-59	1-07	12-20	12-90	40-76	15,590	201
B	8,187	13,218	32,050	14-94	1-01	12-27	19-81	48-03	1,590	227
BA	11,579	20,184	59,248	38-09	1-41	16-64	29-01	85-15	2,153	215
C	13,616	28,477	65,784	22-11	1-03	13-20	27-83	64-27	3,088	257
CA	5,662	22,609	40,780	15-54	0-91	7-45	29-74	53-64	3,713	206
F	9,697	9,799	39,875	26-43	1-08	13-09	13-23	53-83	1,086	181
G	19,740	16,051	77,048	31-77	1-01	15-69	12-75	61-22	1,873	268
J	36,990	29,952	82,357	5-01	0-92	14-23	11-52	31-68	3,365	210
JA	16,202	13,713	39,546	8-51	1-15	16-25	13-76	39-67	1,396	233
KB	3,858	5,170	11,710	12-10	1-72	19-89	26-65	60-36	830	208
Q	9,709	11,882	28,897	9-49	1-53	11-63	17-91	43-56	1,994	222
U	6,386	9,462	25,513	17-69	1-07	12-39	18-36	19-51	1,522	217
UB	8,352	11,771	34,361	18-42	1-01	11-39	16-05	46-87	1,679	240
UC	1,634	3,195	6,332	10-45	1-32	12-79	25-01	49-57	459	230
W	2,251	4,628	11,528	24-65	1-12	12-47	25-65	63-89	668	223
WA	2,612	5,246	12,838	21-50	1-25	11-93	23-96	58-64	877	219
WB	2,236	4,183	12,646	35-19	1-70	13-25	24-78	74-92	676	225
WE	18,346	36,143	92,990	27-51	1-36	13-75	27-10	69-72	4,644	211
WF	2,138	3,011	9,388	22-16	1-08	11-72	16-51	51-47	579	193
WW										
Total	358,260	446,912	1,297,792	16-83	1-11	13-04	16-27	47-25	58,115	231

*Approximate cost of Paper.*—Preparation, not given; printing (1,274 copies) £264.

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