### 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 uncconomic 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:-

		Year end	led 31st March,		
Particulars.	1950.	1949.	1948.	1947.	1946.
Total miles open for traffic Average miles open for year	3,526 3,526	$3,526 \\ 3,526$	3,526 3,529	$3,528 \\ 3,528$	3,528 3,511
Capital cost of opened and un- opened lines	£83,290,485 £81,551,763 £23,129	£80,168,239 £78,796,320 £22,347	£78,658,928 £77,089,031 £21,863	£76,941,888 £75,354,243 £21,359	£76,012,797 £74,466,731 £21,107
Gross earnings Working-expenses NET EARNINGS	£19,541,184 £20,596,740 £1,055,556*	£18,597,728 £19,700,594 £1,102,866*	£17,070,872 £17,710,897 £640,025*	£15,680,057 £15,944,270 £264,213*	£15,444,847 £14,384,844 £1,060,003
Interest charges	£2,768,152	£2,710,318	£3,030,033	£2,992,900	£2,889,195
PERCENTAGE OF TOTAL WORKING - EXPENSES TO GROSS EARNINGS	105 · 40	105 · 93	103 · 75	101 - 69	93 · 14
PERCENTAGE OF NET EARNINGS TO AVERAGE CAPITAL INVESTED IN OPEN LINES		••			1 · 47
Railway operating earnings Railway operating expenses NET RAILWAY OPERATING EARNINGS PERCENTAGE OF RAILWAY OPERATING EXPENSES TO EARNINGS	£16,062,066 £17,360,913 £1,298,847*		£15,090,091		£13,104,587 £12,549,724 £554,863
Operating earnings per average mile open Operating expenses per average mile open NET OPERATING EARNINGS PER AVERAGE MILE OPEN	£4,555 £4,924 £369*	£4,350 £4,761	£3,957 £4,276	£3,635 £3,868	£3,732 £3,574
Operating earnings per revenue	d.	d.	d.	d.	d.
train-mile	$267 \cdot 31$ $288 \cdot 93$	264·93 289·96	$244 \cdot 41$ $264 \cdot 12$	233.70 $248.67$	233.76
NET OPERATING EARNINGS PER TRAIN-MILE	21 · 62*				
Passengers, ordinary	7,881,255 1,402,789 25,895,253 9,237,119 711,142 14,420,852 19,948,306	7,708,049 1,387,961 26,167,845 8,941,290 724,840 13,895,488 19,452,353	$\begin{array}{c} 8,111,417 \\ 1,347,671 \\ 25,887,189 \\ 8,766,293 \\ 757,750 \\ 13,712,103 \\ 19,354,353 \end{array}$	10,222,325 1,358,453 28,869,135 8,548,471 780,862 13,169,233 18,705,901	13,553,083 1,369,572 32,417,675 8,388,101 822,275 13,454,508 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)

11.4						
Ttom		Ye	ar.	Variations.		
Item.		1950.	1949.	variations.		
		£	£	£	Per Cent.	
Revenue	• •	19,541,184	18,597,728	+943,456	5 · 07	
Expenditure		20,596,740	19,700,594	<b>+896</b> ,146	4.55	
Working loss*		1,055,556	1,102,866	<b>— 47</b> ,310		
Interest deficiency		2,768,152	2,710,318	+ 57,834	2 · 13	
		Į.				

<sup>\*</sup> 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.	
North Island main line and branches South Island main line and branches Nelson section		£ 10,408,442 5,633,682 19,942	£ 10,912,158 6,405,699 43,056	$\begin{array}{c} \mathfrak{t} \\ 503,716 \\ 772,017 \\ 23,114 \end{array}$	Per Cent. 104·84 113,70 215·91
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.		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	$88 \cdot 92$		
	South Island .			4,214,321	4,335,563	121,242	$102 \cdot 88$		
	Nelson section .			16,164	35,219	-19,055	$217 \cdot 89$		
	Picton section .			89,319	98,302	- 8,983	110.06		
	Total .		٠	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	$105 \cdot 48$		
	Nelson section .			15,369	36,098	-20,729	$234 \cdot 88$		
	Total .	(		13,104,587	12,549,724	$\pm$ 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	$112 \cdot 05$		
	Nelson section .			14,963	37,425	= 22,462	$250 \cdot 12$		
	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	$110 \cdot 45$		
	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	$242 \cdot 37$		
	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	6,405,699	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 Subsidiary services Miscellancous revenue		• •	£ 16,062,066 2,973,014 506,104	£ 15,338,882 2,794,886 463,960	£ 723,184 178,128 42,1 <del>1</del> 4
Total	••	•••		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:—

		·				0			
Item.		Number	Reserved.	Reven	ue.	Variations.			
rem.		1950.	1949.	1949. 1950. 1949.					
Reserved seats Sleeping-berths Platform tickets Pillows		Number. 1,416,180 47,833	Number. 1,384,408 26,496	£ 88,511 60,988 3,191 19,456	£ 86,794 33,782 2,846 18,652	$ \begin{array}{c} £\\ 1,717\\ 27,206\\ 345\\ 804 \end{array} $	Per Cent. 1·98 80·53 12·12 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.		
Parcels Excess luggage	••			£ 257,739 11,212	$^{\pounds}_{261,342}$ $^{11.414}$	$\begin{array}{c} £ \\ -3,603 \\ -202 \end{array}$	Per Cent. 1 · 38 1 · 77
Left luggage, luggage				,	,		
newspapers, &c.				78,931	75,815	+3,116	$4 \cdot 11$
Mails				132,987	212,022	-79,035	$37 \cdot 28$
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.
In either Island Inter-Island To overseas steamers From overseas steamers From Stewart Island		  	Number. 494,577 165,570 9,766 6,745 1,101	Number. 469,219 157,714 6,366 2,912 608	Number. 25,358 7,856 3,400 3,833 493
		:	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:

	1 2000		1950.		1	1949.		Variations.			
t)				£		£		£	Per Cent.		
Revenue	• •	• •		434,487		747,129		687,358	$5 \cdot 85$		
Total tonnage				ons.		ons.		ons.			
Total toillage	• •	• • •		948,261 nber.		366,130		282,131	$2 \cdot 92$		
Net ton-miles				137.543		mber. 756,819		mber.	~ 10		
	••	• •		iles.		790,819 iles.		380,724 liles.	$5 \cdot 19$		
Average haul				03		100		11es. ⊢3	3.00		
Freight revenue	per net	ton-	s.	d.	s.	d.	s.	d.	3 00		
mile ⁴reight revenue		reight-	()	2.92	0	$2 \cdot 90$	+0	0.02	0.69		
train mile	·		26	7.96	25	$7 \cdot 88$	+1	0.08	$3 \cdot 92$		
reight revenue pross ton-miles			92	4 · 45	91	0.80	-4- 1	3.65	1 · 43		

The traffic was divided over the system as under:

Section,	Tons.	Variation Wi	th 1949,	Revenue.	Variation W	ith 1949.
North Island main line and branches	Number. 5,335,396 4,583,154 29,711	Number. +314,516 -37,208 +4,823	0.81	4,435,201		Per. Cent. 7·74 2·54 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.:—

D 1					Per Cent.
Products of agriculta					$6 \cdot 93$
Animals and product	8				16.60
Products of mines					$29 \cdot 42$
Products of forests					8.87
Benzine and oils					$3 \cdot 32$
Cement					1.49
Manures				• •	9.88
All other commoditie	·s				23.49
		, ,	• •		20 10
Total					100.00

The principal variations in goods traffic were as follows:--

Increa	ase.			1	Decrea	se.		
Commodity—			Tons.	Commodity-		.,		Tons.
Timber			11,503	Fodder				10,665
Coal			46,867	Fruit		• •	• •	
Benzine in tankers			24,669	Grain		• •	• •	9,249
Butter			6,528	Lime, agriculture		• •	• •	21,391
Cement			27,938	Meat, fresh		• •	• •	56,689
Cheese			4.093	Meat, frozen for e	···	• •	• •	10,609
Firewood and posts			10,606	Road-metal	*	• •	• •	4,411
Manures and phosphates		• •	158,154	noad-metat	• •	• •	• •	3,230
Milk by-products		• •	6,800					
Wool	• •	• •						
General merchandise	• •	• •	5,713					
Concrat 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:—

B		1950.	1949.	Varia	tions.			
North Island main South Island main Nelson and intersec	line and		• •		Tons. 857,551 1,269,688 3,866	Tons. 793,545 1,287,092 3,601	Tons. $+64,006$ $-17,404$ $+265$	Per Cent. 8·07 1·35 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.		
Wages Coal and oil (loco.) Stores and material Depreciation and renev Miscellaneous	··· ··· vals ··		••	£ 12,241,334 1,791,064 3,246,020 1,668,559 1,649,763	£ 11,497,192 1,891,393 2,974,208 1,593,057 1,744,744	$\begin{array}{c} £\\ +744,142\\ -100,329\\ +271,812\\ +75,502\\ -94,981 \end{array}$	Per Cent. $6 \cdot 47$ $5 \cdot 30$ $9 \cdot 14$ $4 \cdot 74$ $5 \cdot 44$	
Totals	• •	• •	• •	20,596,740	19,700,594	+896,146	$4 \cdot 55$	

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.
Wages		••	Per Cent. $59 \cdot 43$ $8 \cdot 70$ $15 \cdot 76$ $8 \cdot 10$	Per Cent. $62 \cdot 64$ $9 \cdot 16$ $16 \cdot 62$ $8 \cdot 54$
Miscellaneous	• •		8.01	8 · 44
			100.00	$105\cdot 40$

### 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:—

	Consun	nption.	Cost.			
	1950.	1949.	1950.	1949.		
Native— Soft Hard	 Tons. 287,946 174,484	Tons. 294,513 186,509	£ 467,771 347,345	£ 426,573 367,175		
Total Imported	 $\begin{array}{c} 462,430 \\ 65,452 \end{array}$	481,022 64,793	815,116 396,328	793,748 581,170		
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:—

			Consu	mption.	Cost.			
Year End	led 31st Ma	irch,	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		

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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.			
- 1	Amount, 1950.	Variation, 1950	) With 1949.	Amount, 1950.	Variation, 195	0 With 1949.	
Lake Wakatipu steamers Refreshment service Bookstall service Advertising service Dwellings Other buildings Road motor services	$\begin{array}{c} \pounds \\ 14,798 \\ 367,917 \\ 247,707 \\ 62,945 \\ 181,260 \\ 64,496 \\ 2,033,891 \end{array}$	$ \begin{array}{r} £\\ + 1,168\\ + 32,677\\ + 399\\ + 3,272\\ + 9,176\\ + 7,796\\ + 123,640 \end{array} $	Per Cent. 8 · 57 9 · 75 0 · 16 5 · 48 5 · 33 13 · 76 6 · 47	$\begin{array}{c} \pm \\ 20,038 \\ 386,083 \\ 244,171 \\ 47,073 \\ 380,454 \\ 54,463 \\ 2,103,545 \end{array}$	$\begin{array}{c} \pm \\ + 1,445 \\ + 30,548 \\ + 1,254 \\ + 1,311 \\ + 61,105 \\ + 7,196 \\ + 220,630 \end{array}$	Per Cent 7 · 77 8 · 59 0 · 52 2 · 86 19 · 13 15 · 22 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.

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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 Dieselelectric 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.

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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:-

Con	nmodity.		Year Ended 31st March,				
			1948.	1949.	1950.		
Artificial manures Bulk phosphates a Timber		hur	 Tons. 158,806 176,620 4,740	Tons. 119,721 173,878 6,570	Tons. 99,552 283,772 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 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.				tage as at March, 1950.
Traffic (Salaried Division	n)		 	 227
Traffic (General Division	1)		 	 712
Locomotive running			 	 356
Locomotive and car and	wago	a depots	 	 158
Maintenance (permanen	t 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

		N	Number of Men.				
Average Hours p	er Week.	 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 or to our nours		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.

Yes	r Ended	l 31st Marc	h,	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			٠.	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 En	ded 31st Ma	arch,	Wagons Receiving Heavy Repairs.	Per Cent. of Wagon Stock.	Cars Receiving Heavy Repairs.	Per Cent. of Car Stock.
 19 <b>3</b> 9			15,158	53 · 3	1,120	$75 \cdot 2$
1940			14,342	$47 \cdot 9$	1,163	$76 \cdot 0$
1941			12,244	$39 \cdot 4$	1,101	$71 \cdot 6$
1942			12,529	$40 \cdot 0$	986	$64 \cdot 7$
1943			13,925	$44 \cdot 5$	966	$63 \cdot 6$
1944			12,445	$39 \cdot 9$	1,026	$68 \cdot 1$
1945			11,850	$38 \cdot 2$	858	$57 \cdot 2$
1946			11,402	$36 \cdot 7$	808	$54 \cdot 0$
1947			11,131	$35 \cdot 3$	. 736	$49 \cdot 3$
1948			10,898	$33 \cdot 1$	769	$51 \cdot 5$
1949			10,285	$29 \cdot 9$	680	$45 \cdot 8$
1950			10,597	$30 \cdot 9$	596	$40 \cdot 3$

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.

		<del></del>			1950.	1949.	Variation, 1950 with 1949.
Total staff as at 31s	st March	n	 	٠.	17,820 8,650	17,509 8,975	$+311 \\ -325$
Temporary Totals			 		26,470	26,484	
Average staff throu	ghout th	he 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.

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Francis

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.

General Manager.

STATEMENT No. 1

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.
Expenditure  Bermanent-way—Works, buildings, 68,982,569 machinery, plant, and dwellings motors  Rolling-stock, lake steamers, and road motors  Lines closed for traffic 241,823	£ 68,982,569 19,961,219 241,823	<u>,                                    </u>	$\begin{array}{c c} £ \\ 952,135 \\ 1,108,346 \\ 21,069,565 \\ 241,823 \\ \end{array}$	£ £ £ G9,934,704 Capital moneys provided from Go- 108,346 21,069,565 Fund	£ £ £ 755,443 81,551,763	2,755,443	£ 81,551,763
Deduct accrued depreciation on existing assets	89,185,611	2,060,481	2,060,481 91,246,092 529,818 13,876,949				
Add unexpended balances as per Depreciation Account	76,338,480 2,457,840 78,796,320	1,530,663 1,224,780 2,755,443	76,338,480     1,530,663     77,869,143       2,457,840     1,224,780     3,682,620       78,796,320     2,755,443     81,551,763		78,796,320	2,755,443	78,796,320 2,755,443 81,551,763

Norg.—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

£ 16,814 16,814 5,147,563 61,346 216,847 2,825 887,268 887,268	1,418,889 £8,301,552
	: :
5,100,892 46,671 balances	:
simber d debit	:
Assets  Sawmills, bush areas, and stocks of timber  Stores and materials on hand— Stores Branch Subsidiary services  Sundry assets: Subsidiary services Work in progress, sundry debtors, and debit balances Accrued inferest on investments Outstanding at stations Working Railways investments	Cash in Morking Kallways Account
£ 1,244,323 39,993 ational 152,591 thority 6,092 counts 6,858,191 6,858,191	£8,301,552
 tional  nority ounts	, 40 %
l wages) I from Na nntary auth	
ng unpai	
Liabilities I (includii mounts ti sount receipt of nd Equali	
Liu deneral e of am ns Acco off on re nion and No. 13	
Liabilities  Sundry creditors: General (including unpaid wages)  Collections for refund  Unexpended balance of amounts transferred from National Development Loans Account  Items to be written off on receipt of parliamentary authority Renewals, Depreciation and Equalization Reserve Accounts as per Statement No. 13  Sick Benefit Fund	

## F. H. McAulex, 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		Year 1949-50.			Year 1948-49.	
	No.	Gross Revenue.	Expenditure.	Net Revenue.	Gross Revenue.	Expenditure.	Net Revenue.
		c+3	43	c+3	æ	43	32
Railway operation	ಣ	16,062,066	17,360,913	Dr.1,298,847	15,338,882	16,788,256	Dr. 1,449,374
Lake Wakatipu steamers	+	14,798		Dr. 5,240	13,630	18,593	Dr. 4,963
Refreshment service	 	367,917		Dr. 18,166	335,240	355,535	Dr. 20,295
Bookstall service	δĀ	247,707	244,171	3,536	247,308	242,917	4,391
Advertising service	9	62,945		15,872	59,673	45,762	13,911
Dwellings	L~	181,260		Dr. 199,194	172,084	319,349	Dr. 147,265
Buildings occupied by subsidiary services	<b>x</b>	64,496		10,033	56,700	47,267	9,433
Road motor services	6	2,033,891	<u></u>	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
		THE REST NAME AND PARTY OF THE					

ACCOUNT
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1948-49.	£ 1,102,866	2,710,318	3,813,184
1949-50.	£ 1,055,556	2, 768, 152	3,823,708
(7.	Receipt from vote "Stabilization",	2,710,318 subsection (2) of section 36 of the Government Railways Act, 1949	
1948-49.	£ 1,102,866	2,710,318	3,813,184
1949-50.	$rac{ar{x}}{1,055,556}$	2,768,152	3,823,708
Dr.	et loss before charging interest on	capital Interest charges	I

STATEMENT No. 3

Income and Expenditure in respect of Railway Operation for the Year ended 31st March, 1950

Expenditure.	1949-50.	1948-49.	Per C Operating	Per Cent. of Operating Revenue.	Revenue	1949-50		0778701	Per Cent. of Operating Revenue.	nt. of Revenue.
			1949-50.	1949-50. 1948-49.					1949-50. 1948-49.	1948-49.
Maintenance of— Way and works Signals and electrical	$\frac{\mathfrak{E}}{2,966,062}$	£ £ £ £ 5.904.028 540,062 2,904.028	18.47 3.36	18.93	Passengers, ordinary Passengers, season tickets	2,50	$\frac{\varepsilon}{2,501,650}$ 2, 346,275	£ 2,409,696	15.57 2.16	15.71
Apphances Rolling-stock Locomotive transportation Examination, lubrication and	3,889,152 3,857,113 207,788	3,889,152 3,885,493 3,857,113 3,837,917 207,788 194,947	24.21 24.02 1.29	25.33 25.02 I.27	Farcels, luggage and mails	486 12,434 298	Ţ	560.593 747,129 271,682	2.99 77.42 1.86	3.65 76.59 1.77
ngnung or ventios Traffic transportation General charges	5,355,345 173,101	5,355,345 4,956,482 173,101 154,322	$\begin{array}{c} 33.34 \\ 1.08 \end{array}$	$\begin{array}{c} 32.31 \\ I.01 \end{array}$						
Superannuation subsidy 410,666 Less amount allocated to subsidiary services, &c. 38,388	372,278	372.575	61 61	2.43	Total operating revenue . Not operating lose	16,062,066/15,338,882 100.00 1 308 417 1 440 274	2,066 15,	338,882	100.00	100.00
Total operating expenses	17,360,913 16,788,256 108.09	16,788,256	108.09	109.44	-	17,360	0,913 16,	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 work	s		1,786,687	1,161,688	17,687	2,966,062
Maintenance of signals and ele	etrical appl	iances	323,631	216,113	330	540,074
Maintenance of rolling-stock .			2,431,404	1,452,662	5,086	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
era Ou			3,147,011	2,196,714	11,620	5,355,345
(Y ) *			112,067	60,835	199	173,101
			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	$717 \cdot 60$	4,923.68
		pence	275.98	301.21	$354 \cdot 76$	284 · 94

STATEMENT No. 4

INCOME AND EXPENDITURE IN RESPECT OF LAKE WAKATIPU STEAMERS

•	1949-50.	1948-49.	Per Cent. of Revenue.	nt. of nue.	Revenue.	1949-50.	1948-49.	Per Cent. of Revenue.	nt. of nue.
			1949–50.	1948-49.				1949-50.	1948-49.
	વર	¥				3	¥		
Salaries and wages, shore staff Salaries and wages, steamer	8,621 8,820	3,587	24.47	59.36	Ordinary passengers Season tickets	7,083	6,417	0.30	47.08
staff					and ma	504	497	3.41	3.64
Coal and stores	2,914	2,600	19.69	19.07	Goods	7,098	6,614	47.97	48.52
Repairs, steamers	2,253	1,809	15.22	13.27	Miscellaneous	84	73	0.56	0.54
Repairs, wharves, &c	544	659	3.68	4.84					
Insurance, depreciation, &c.	1,470	1,390	9.94	10.20		14,798	13,630	100.00	100.00
Motor-lorry expenses		13		60.0	Operating loss	4,824	4,518	32.60	$33 \cdot 14$
	19,622	18,148	132.60	133 · 14		19,622	18,148	132.60	133.14
Operating loss	4,824	4,518	32.60	33.14					
rayments to railway revenue—	-								
Interest on capital	416	445	2.81	3.26	Net loss	5,240	4,963	35.41	36.40
	5,240	4,963	35.41	36.40		5,240	4,963	35.41	36.40

STATEMENT No. 5

Income and Expenditure in Respect of Refreshment Service

Expenditure.	. 1949-50.	1948-49.	Per Ce Reve	Per Cent. of Revenue.	Revenue.		1949-50.	1948-49.
			1949-50.	1948-49.				A COMPA C
Colonics and watered	1	£ 707	37.59	37.50	Receipts from refreshment-rooms	:	£ 367,917	£ 335,240
Provisions used		173,126	51.66	51.64	<del>-</del>			
Light, fuel, and water	7,700	6,965 15.145		2.08 4.52				
Insurance and miscellaneous		12,687	87.8	3.78				
Operating profit	364,238	333,630	99.00	99.52				
•	367,917	335,240	100.00	100.00			367,917	335,240
Payments to railway					Operating profit	:	3.679	1.610
revenue— Interest on capital Rent	2,526 14,814 4 505	2,929 14,376 4,600	0.69 4.03	0.87 4.29 1.37	Net loss	:	18,166	20,295
riegus and race	900'+	2,000						
	21,845	21,905	5.94	6.53			21,845	21,905
					The second secon	The state of the s		The statement of the st

STATEMENT No. 5A

INCOME AND EXPENDITURE IN RESPECT OF BOOK-STALL SERVICE

Expenditure.	1949-50.	1948-49.	Per C Rev	Per Cent. of Revenue.		Revenue	5			1949-50.	1948-49.
			1949-50.	1948-49.	and the state of t						
Salaries and wages Stores	£ 22,074 200,066 3,450	£ 20,376 200,881 3,076	8.91 80.77 1.39	8.24 81.23 1.24	Receipts	:	:	:	•	£ 247,707	£ 247,308
Operating profit	225,590 22,117	224,333 22,975	91.07 8.93	90.71							
	247,707	247,308	100 000	100.00						247,707	247,308
Payments to railway revenue— Rents	17,529 1,052 3,536	17,482 1,102 4,391	7.08 0.42 1.43	7.07 0.44 1.78	Operating profit	:	:	:	° .	22,117	22,975
	22,117	22,975	8.93	9.29						22,117	22,975

STATEMENT No. 6

INCOME AND EXPENDITURE IN RESPECT OF ADVERTISING SERVICE

Expenditure.	1949-50.	1948-49.	Per Cent, of Revenue.	nt, of nue.	Revenue	1949–50.	1948-49.
'			1949-50.	1948-49.			
Salaries, wages and allow-	£ 13,320	£ 12,473	21.16	20.90	Advertising signs, publications, &c	£ 62,945	£ 59,673
ances Stores and materials Insurance and depreciation Office and general expenses	4,617 8,466 5,224	4,340 9,133 4,705	7.33 13.46 8.30	7.27 15.31 7.88			
Operating profit	31,627 31,318	30,651 29,022	50·25 49·75	51.36			
	62,945	59,673	100.00	100.00	,	62,945	59,673
Payments to railway revenue— Rent of premises and sites Commission Freights	13,391 1,573 482 15,872	13,057 1,492 562 13,911	21.27 2.50 0.76 25.22	21.88 2.50 0.94 23.32	Operating profit	31,318	29,022
	31,318	29,033	49.75	F9·8F		31,318	29,022

STATEMENT No. 7

Income and Expenditure in Respect of Departmental Dwellings

Expenditure.	1949-50.	1948-49.	Per Ce Reve	Per Cent. of Revenue.		Revenue				1949-50.	1948-49.
•			1949-50.	1948-49.							
Wages and charges	£ 193,288	£ 144,483	106.64	83.96	Rentals	:	:	:	:	$\frac{\epsilon}{181,260}$	£ 172,084
Insurance Depreciation	01,629 557 62,158	59,618	0.31 $34.29$	$\frac{32.02}{0.22}$	Operating loss	:	:	:	:	181,260 136,572	172,084 87,491
	317,832	259,575	175.35	150.84						317,832	259,575
Operating loss Payments to railway	136,572	87,491	75.35	50.84					·		
revenue Interest	62,622	\$53,774	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

Evnenditure	1949-50.	1948-49.	Per Cc Reve	Per Cent. of Revenue.		Revenue				1949-50.	1948-49.
			1949-50.	1948-49.							-
Wages and charges Materials Insurance and depreciation	£ 16,844 4,551 12,626	£ 15,946 4,292 9,321	26.11 7.06 19.58	28.12 7.57 16.44	Rentals	÷	:	:		£	£, 56,700
Operating profit	34,021 30,475	29,559 27,141	52.75 47.25	52.13 47.87							
***************************************	64,496	56,700	100.00	100 00					<u> </u>	967,490	56,700
Payments to railway revenue— Interest	20,442 10,033	17,708 9,433	31.69 15.56	31.23	31.23 Operating profit 16.64	:	:	:	•	30,475	37,141
	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 Co Revo	Per Cent. of Revenue.	Revenue.		1949-50.	1948-49.	Per Co	Per Cent. of Revenue.
			1949-50.	1948-49.					1949–50.	1948–49.
Superintendence — Salaries	£ 201,758	£ 171,238	9.92	8.96	Passengers	:	£	1,	79.44	80.04
and office expenses  Maintenance charges  Bunning-expenses	393,381	334,492	19.34	17.52	Newspapers Goods	:::	98,119 15,328 116,619	84,014 14,812 115,099	4.82 0.75	4.40 0.78 6.03
Licence fees Insurance and depreciation		40,546	2.18	$\begin{array}{c} 2.12 \\ 11.54 \end{array}$	Goods ancillary Miscellaneous	: : :	186,620	165,638	9.18 0.08	8.67 8.09
Operating profit	2,046,252	1,831,883	100.61	$\begin{array}{c} 95.90 \\ 4.10 \end{array}$	Operating loss	:	2,033,891 12,361	::	100.00	::
	2,046,252	1,910,251	100.61	100.00		1 24	2,046,252 1.910,251	1.910,251	100.61	100.00
Operating loss Payment to railway revenue	12,361	:	0.61		Operating profit	:	and the second section of the	78,368	:	4.10
Rents Fares Interest on capital Net profit	28,897 6,178 28,218	21,007 4,875 25,150 27,336	1.12 0.30 1.39	1.10 0.26 1.32 1.42	Net loss	:	69,654	:	3.49	:
	69,654	78,368	3.42	4.10		1	69,654	78,368	3.42	01·F
- Action to the control of the contr	- The state of the					-	Miles and the control of the control			

STATEMENT No. 10

## RAILWAY EMPLOYEES' SICK BENEFIT SOCIETY

### Income and Expenditure

BXPENDITURE.	1949–50.	1948-49.	INCOME.	1949-50.	1948-49.
Sick henefits paid to members Balance, being excess of income over expenditure for the year	35 55 55 55 55 55 55 55 55 55 55 55 55 5	\$00°,508	Contributions Entrance fees Subsidy as per section 14 of Government Railways Act. 1949, charged to Working Railways Account Balance, being excess of expenditure over income for the year	£ 27,203 250 10,200	£ 26,028 314 13,400 466
	37,653	40,208		37,653	40,208
Excess of expenditure over income  Salance accumulated funds as at 31st March	363	466	Accumulated funds brought forward on 1st April Excess of income over expenditure	89 274	555
	363	555		363	555

### Balance-sheet

	¥	22 22 22	104
-	33	20 45 362	427
		:::	
	. Assets	Entrance Fees outstanding at 31st March Contributions outstanding at 31st March Cash in Working Railways Account	
	ţţ	89 8 7	104
	(4)	363 50 14	427
-		: : :	1
		:::	
	ties	:::	
	Liabili	Accumulated funds Sick pay due not paid Contributions in advance	

### STATEMENT No. 11

### Mamaku Sawmill Operating Account for the Year Ended 31st March, 1950

Stock of sawn timber and logs on hat Ist April, 1949  Production expenses  Housing and hostel expenses Operating profit, carried down	5,776 57,006 2,166 9,428		3
Interest on capital Net profit, carried forward	$ \begin{array}{c} £74,376 \\  & \\  & \\  & \\  & \\  & \\  & \\  & \\  $	Operating profit, brought down $0.428$ $0.428$	3

STATEMENT No. 12

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

Receipts  Balance brought forward Revenue receipts Miscellaneous receipts— Working Railways Railways improvements and additions to open lines National Development Loans Account Contributions to Sick Benefit Fund Interest on investments	£ 1,027,226 20,236,273 4,237,914 9,811 2,900,000 37,289 13,750 £28,462,263	Wages and vouch Working Railways impre- tions to open Refunds to Harbo companies, and Balance as per	ays  ovements and ad  lines  ur Boards, shipp  other carriers	ing	2,763,400
	Reconciliation	n Statement			
Credit balance in Working Railway. Add imprests outstanding	s Account as	per Treasury figur	es		$^{£}_{1,098,021}_{320,868}$
Credit balance as per	above stateme	ent		••	£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 Dellar		Opened Lines.		
Section of Railway.	Lines and Works.	Rolling-stock.	Total.	Net Revenue.
North Island Main Line and Branches South Island Main Line and Branches Nelson	$\begin{array}{c c} & \mathfrak{L} \\ 39,309,754 \\ 23,551,959 \\ 490,119 \end{array}$	5,068,565	28,620,524	- 772,017
Lake Wakatipu steamer service Subsidiary services, &c In suspense—	63,351,832 21,878 3,895,686		$77,624,303 \\ 21,878 \\ 3,895,686$	
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.
Land Grading, formation, tunnels, and permanent-way Bridges, overbridges, subways, and culverts Station buildings, engine-sheds, and other operating buildings Fences, gates, cattlestops, cattle-yards, and loading-banks Dwellings and huts Stores and workshops buildings and plant Refreshment, advertising, and road-service buildings Cranes, weighbridges, turntables and water services Miscellaneous (roads, sewerage, drainage, &c.) Signalling, communications, and electrification Sawmills  Expenditure by Ministry of Works Department: Grade easements and deviations

#### STATEMENT No. 15-continued

Locomotive Branch: Particulars of Rolling-stock

Description of Stock o	rdered.	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.
		1			£
Locomotives, Classes K, K.	A, and KB	2	2		23,658
Locomotives, Class JA and	spares	25	6	19	138,481
Locomotives, electric		9		9	
Locomotives, Diesel electr	ic, shunt-	15		15	
ing			ĺ	i	
Improvements for locomot	ives			i	37,079
Boilers					5,493
Multiple units and spares		110	29	81	830,900
Articulated units, Diesel n	nechanical	25		35	
Carriages		62		62	1 ::
Improvements for carriage					32,260
Wagons, Class Ho .		99		99	927
Wagons, Class J		54		54	1
Wagons, Class Jc		340		340	
Wagons, Class KA Wagons, Class KG		.:		18	469
Wagons, Class Kc		150		150	00 001
Wagons, Class LA		510	10	500	99,981
Wagons, Class Lc .		500		500	8
Wagons, Class Mc .		120		120	10 407
Wagons, Class Q .		149 40	49	100	10,495
Wagons, Class RB		25	1	25	
Wagons, Class S Wagons, Class T		22 22		22	
Wagons, Class T Wagons, Class UB		200		200	16,860
Wagons, Class Uc		9		200	13,608
Wagons, Class UD		2		2	2,871
Wagons, Class VB		63		63	1,435
Wagons, Class XA		18		18	7,700
Wagons, Class XC		129		129	
Wagons, Class YD		35		33	15,214
Wagons, Class Z		56	Ī	55	1,728
Miscellaneous imp	rovements	1"	7		12,145
for wagous					1.2,120
Shunting units, petrol and	Diesel	9	4	5	76,165
Cranes			l ~	1 *	
Tarpaulins					Cr. 1,252
Total		2,778	112	2,694	1,318,526
SUMMARY				j	
Locomotives		51	8	43	
Multiple units		110	29	81	
Articulated units, Diesel r	nechanical	25		35	
Shunting units, petrol and	Diesel	9	4	5	
Carriages		62		62	
Wagons, bogie		452	12	440	
Wagons, four-wheeled .		2,069	59	2,028	
Cranes		٠			
Total		2,778	112	2,694	

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

Workshop equipment	1.2	:-				87,779
Machinery and equipment for loco	motive r	unning, car	rand	wagon depots		
Motor-buses and motor-lorries		••		• •	٠.	255,875

RECONCILI	ATION STATEME	ENT, RAILWA	YS:	Imi	PROVEMENTS AND ADDITIONS TO OPEN 1	INES	
Expenditure charged by	Tronggray	£ 2,763,400	8. 6		Marro on distance	£	s. d.
Expenditure charged by	Treasury £ s. d.	2,705,400	U	0 :	Expenditure— Way and Works Branch	1,091,233	0 5
Less recoveries Less refunds	9,949 3 2 138 9 10			i	Locomotive Branch rolling-stock Workshops equipment	1,318,525 $87,779$	
Less relands	190 0 10	9.810	13	4	Machinery and equipment for loco-	,	0 11
Add youcher out-		2,753,589	7	9	motive running, car and wagon depots	2 963	2 1
standing at 31st		_,.00,000	•	- !	Motor-buses and motor-lorries	$^{2,963}_{255,875}$	$\frac{1}{2}$ $\frac{1}{10}$
March, 1950 Consolidated Fund ad-	718 12 2						
ministration charges	2,068 0 0						
	that a throughout with states on this co	2,786	12	2			
		£2,756,375				$\mathfrak{L}2,756,375$	19 4
				انست			Jan 18 (11 05

STATEMENT No. 18

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

							OUTW.							OH, 1990	1	INW	ARD.	
54-42				Trae	FIC.						REVE	NUE.				Tra	FFIC.	<del></del>
Stations.	Number o	f Passenger Second- class.	Journeys. Total.	Season Tickets.	Cattle and Calves.	Sheep and Pigs.	Timber, Hundreds of Superficial Feet.	Other Goods.	Ordinary Passengers.	Season Tickets.	Parcels, Luggage, and Mails.	Goods.	Miscel- laneous.	Total Value forwarded.	Cattle and Calves.	Sheep and Pigs.	Timber, Hundreds of Superficial Feet.	Other Goods.
North Island Main Line AND Branches Auckland , Goods Newmarket Mount Eden Avondale Henderson Helensville	37,727 1,020 355 596 290 281	579,339  73,469 23,141 37,786 40,812 17,018	617,066  74,489 23,496 38,382 41,102 17,299	18,294 4,707	No.  50 69 16 185 14,546 27,386	No.  456   76 16,488 65,168	15,798 $16,250$	Tons 507,295 20,718 17,315 10,130 5,828 5,412	£ 234,918 7,503 2,887 4,266 3,069 2,846	£ 15,137 4,000 720 3,408 2,766 14	£ 68,170  913 826 612 1,288 541	£ 1,289,363 66,501 25,933 16,334 11,649 12,177	£ 1,338 21,335 230 438 2   8 66 259	1,310,698 $79,147$ $30,804$	No 348 326 26 143 3,321 6,967	-,	40,916	Tons. 431,505 25,847 97,355 12,997 10,191 15,667
Wellsford Maungaturoto Paparoa Dargaville Donnelly's Crossing Waiotira Whangarei	252 353 91 633 24 106 1,000	6,697 11,117 3,114 7,311 13,207 6,531 27,392	6,949 11,470 3,205 7,944 13,231 6,637 28,392	    95  41 90	19,380 19,617 5,089 35,859 701 17,088 42,039	52,967 35,836 15,538 44,081 5,591 37,591 39,068	26,388 $232$ $232$ $1,018$ $3,262$ $6,750$ $3,749$	18,846 8,025 12,661 9,961 1,154 56,091 69,935	1,807 2,627 939 4,162 1,078 1,006 7,695	43  82  34 85	370 278 85 696 36 157 2,193	28,680 $20,016$ $11,457$ $23,590$ $2,498$ $94,952$ $58,229$	\$6 66 10 121 23 277 1,366	30,966 $22,987$ $12,491$ $28,651$ $3,635$ $96,426$ $69,568$	4,447 3,621 1,591 4,153 172 4,841 5,781	15,824 8,093 3,998 11,707 927 9,431 14,586	5,433 1,815 812 2,145 927 650 7,013	16,173 15,171 6,002 21,897 4,742 88,103 55,674
Hikurangi Otiria Kaitaia Kawakawa Opua Kaikohe Okaihau	235 390 475 334 730 605 199	4,120 9,429 2,188 5,765 12,020 6,697 10,242	4,355 $9,819$ $2,663$ $6,099$ $12,750$ $7,302$ $10,441$	49 12 34 17	4,342 12,009  829  4,937 1,975	8,637 8,252  5,797 34 7,314 4,907	892 2,506 3 159 5 4,426 8,059	54,794 $15,261$ $487$ $1,409$ $542$ $4,369$ $5,951$	1,148 3,361 2,935 1,860 3,074 4,476 1,783	47 4 17 21	272 644 353 248 118 381 128	26,963 47,381 2,088 1,395 873 10,128 11,685	$\begin{array}{c} 74 \\ 26 \\ 17 \\ 10 \\ 24 \\ 36 \end{array}$	28,457 51,459 5,376 3,524 4,092 15,030 13,632	2,548 $699$ $$ $54,663$ $925$ $1,119$	$\substack{6,385\\1,776\\\\52,167\\12\\1,286\\2,894}$	222 366 433 224 66 3,252 1,779	13,973 18,514 2,242 10,740 2,170 11,077 17,952
Ellerslie Penrose Onehunga Otahuhu Papatoetoe Papakura Drury Waiuku	$\begin{array}{c} 238 \\ 114 \\ \hline & 357 \\ 739 \\ 421 \\ 656 \\ \hline & 54 \\ 162 \\ \end{array}$	41,937 33,202 5,412 102,559 49,864 132,038 2,648 326	$42,175 \\ 33,316 \\ 5,769 \\ 103,298 \\ 50,285 \\ 132,694 \\ 2,702 \\ 488$	10,193 5,402 2,810 23,120 17,990 32,726 19	532 15,439  14,686 266 1,877 7,481 24,747	112 150,385  32,665 1,157 1,414 3,878 12,551	606 52,883 9,408 1,906 4,297 808 64 451	708 $143,434$ $4,362$ $181,484$ $2,744$ $2,280$ $7,694$ $1,973$	2,002 1,243 2,049 6,233 3,468 10,279 399 701	1,848 1,095 628 5,492 4,130 8,469 16	327 397 260 655 539 670 54 142	3,648 198,669 9,925 274,260 3,172 4,790 8,425 3,436	22 488 257 1,490 30 43 27 42	7,847 201,892 13,119 288,130 11,339 24,251 8,921 4,321	320 383,262 58 109,827 1,064 4,440 1,338 1,977	$120 \\ 1,337,819 \\ 655 \\ 210,361 \\ 4,091 \\ 15,516 \\ 8,003 \\ 5,766$	482 321,397 79,736 16,084 33,467 6,985 204 5,549	465 100,393 25,328 61,323 12,323 12,565 5,821 20,215
Pukekohe	2,401 534 68 208 133	$\begin{array}{c} 41,001 \\ 21,710 \\ 6,932 \\ 16,244 \\ 7,093 \end{array}$	$\begin{array}{c} 43,402 \\ 22,244 \\ 7,000 \\ 16,452 \\ 7,226 \end{array}$	$   \begin{array}{r}     475 \\     214 \\     131 \\     240 \\     3   \end{array} $	20,329 $11,545$ $1,668$ $592$ $28,564$	23,930 $46,200$ $2,228$ $5,606$ $65,706$	2,629 77 79 186 129	15,816 15,063 36,127 2,483 8,038	10,471 $3,208$ $924$ $1,785$ $1,151$	377 239 111 246 1	1,038 $445$ $53$ $110$ $333$	25,052 17,266 23,289 1,883 15,073	79 50 269 122 20	37,017 $21,208$ $24,646$ $4,146$ $16,578$	5,052 $1,274$ $1,949$ $224$ $6,469$	20,036 18,276 7,644 3,061 17,895	15,174 1,566 874 532 1,300	19,395 15,529 9,793 3,184 11,344
Huntly / Glen Afton / Taupiri Ngaruawahia Frankton Janction Hamilton	1,290 88 95 267 9,246 5,532	71,751 20,467 2,886 10,577 82,114 37,281	73,041 $20,555$ $2,981$ $10,844$ $91,360$ $42,813$	15,182 $698$ $52$ $574$ $33$ $49$	11,633 845 1,538 5,838 21,750 10,284	$\begin{array}{c} 41,654 \\ 6,763 \\ 14,858 \\ 24,653 \\ 156,120 \\ 17,147 \end{array}$		357,123 179,675 6,448 120,501 45,518 49,908	$10,998 \\ 1,310 \\ 753 \\ 3,054 \\ 48,075 \\ 24,628$	4,042 $365$ $36$ $142$ $15$ $142$	644 27 99 321 3,233 5,495	371,765 143,099 10,586 136,328 63,746 90,028	3,520 $40$ $24$ $7,050$ $1,036$ $1,139$	144,841 11,498 146,895	4,382 1,022 718 166,133 9,461 1,231	10,948 9,858 2,913 76,032 76,113 4,172	6,865 3,125 1,043 1,188 32,000 66,047	91,309 34,332 12,750 20,361 85,862 74,582
Cambridge	569 770 814 782	848 11,027 8,054 19,951	$1,417 \\ 11,797 \\ 8,868 \\ 20,733$	 55 5 190	$25,199 \\ 64,338 \\ 42,019 \\ 18,726$	85,483 $131,668$ $149,855$ $96,230$	3,906 $1,621$ $16,618$ $406,171$	6,092 32,628 14,787 32,789	2,113 $3,431$ $3,803$ $5,680$	 39 4 155	449 672 586 1,191	17,092 67,632 47,209 181,022	147 $48$ $151$ $603$	19,801 71,822 51,753 188,651	2,935 $8,252$ $5,650$ $6,726$	22,741 $72,916$ $42,322$ $62,487$	2,326 $11,308$ $3,046$ $34,863$	38,499 45,872 53,803 68,324
Mangakino Road Mamaku Rotorua ,, Road Services Wertige Te Aroha	$ \begin{array}{c} 200 \\ 110 \\ 1,789 \\ 17 \\ 36 \\ 368 \end{array} $	540 4,844 11,983 12 2,516 4,256	740 4,954 13,772 29 2,552 4,624	$\begin{array}{c} \\ 34 \\ 11 \\ 6 \\ 52 \\ 22 \end{array}$	6,427 11,667  28,551 7,777	 42,462 79,119  7,531 8,563	101,877  53,608 	4,035 26,622  17,262 11,109	1,059 $1,005$ $8,598$ $59$ $407$ $1,861$	40 19 22 30 30	128 1,748  84 441	53,261 112,058  33,261 11,209	$\begin{array}{c}\\ 11\\ 713\\\\ 59\\ 31 \end{array}$	1,059 $54,445$ $123,136$ $81$ $33,841$ $13,572$	929 2,400 1,649 983	5,217 26,801  3,570 7,637	11,359 17,274  561 2,865	4,222 68,477 38,831 21,977
Paeroa Paeroa Themes Wathi Katikati Tauranga	480 297 433 142 984	10,465 2,484 9,353 6,360 23,960	10,945 2,781 9,786 6,502 24,944	13 324 6	45,833  245  14,449  24,553  3,162	$18,641 \\ 777 \\ 22,021 \\ 55,983 \\ 21,425$	$626 \\ 351 \\ 739 \\ 31,145 \\ 18,227$	21,784 $4,263$ $2,431$ $4,227$ $14,070$	3,085 1,944 2,962 1,283 4,630	13 336 4 	412 525 357 552 1,766	25,436 9,176 9,474 27,967 31,437	116 12 49 2 451	29,062 11,993 12,846 29,804 38,284	3,794 1,707 3,803 4,029 1,767	10,626 11,631 12,521 21,544 6,469	2,532 $2,566$ $7,159$ $4,263$ $53,740$	32,849 15,399 14,218 8,147 30,217
Te Puke Edgecumbe Taneatua	540 195 511	8,354 $2,194$ $15,822$	8,894 $2,389$ $16,333$		29,822 $33,200$ $23,572$	$147,195 \\ 44,770 \\ 64,136$	33,805 $112,011$ $3,918$	8,569 $21,887$ $7,261$	2,713 $1,240$ $3,619$	3	506 214 221	$\begin{array}{c} 48,428 \\ 105,029 \\ 15,615 \end{array}$	$124 \\ 427 \\ 370$	51,774 $106,910$ $19,825$	2,705 $2,084$ $1,407$	$26,090 \\ 10,320 \\ 6,753$	2,664 $12,912$ $951$	14,902 $30,182$ $59,528$
Opotiki Whakatane Road Services Ohacpo Te Awamutu Otorbhanga Te Kuiti Mangapehi	$\begin{array}{c} 270 \\ 586 \\ 64 \\ 1,999 \\ 600 \\ 2,090 \\ 104 \end{array}$	1,267 $2,935$ $494$ $19,795$ $18,356$ $65,382$ $23,532$	1,537 $3,521$ $558$ $21,794$ $18,956$ $67,472$ $23,636$	  13 8 70 4	7,044 49,865 23,869 12,354 2,572	2,877 176,844 88,621 107,884 28,633	$\begin{matrix} 1\\ 32\\ \dots\\ 7,659\\ 3,948\\ 93,609\\ 148,093\end{matrix}$	962 940 996 24,373 31,654 120,262 23,818	$1,551 \\ 3,262 \\ 245 \\ 10,437 \\ 5,633 \\ 16,789 \\ 3,252$	 9 9 106	$\begin{array}{c} 335 \\ 299 \\ 52 \\ 1,215 \\ 634 \\ 1,535 \\ 232 \end{array}$	2,960 $2,364$ $1,596$ $62,381$ $42,771$ $143,523$ $85,473$	 8 473 47 853 516	4,846 5,925 1,901 74,515 49,094 162,806 89,477	912 7,209 3,703 5,604 1,511	2,846 77,567 28,767 37,398 13,839	191 183 233 6,058 2,595 14,359 15,615	3,180 4,628 6,475 64,221 30,461 43,736 14,382
Okahukura Taumarunui National Park Ohakune Raetihi	$ \begin{array}{c} 11\\ 3,785\\ 986\\ 1,382\\ 181 \end{array} $	3,329 $64,956$ $23,420$ $23,656$ $721$	3,340 $68,741$ $24,406$ $25,038$ $902$	$ \begin{array}{c} 26 \\ 245 \\ 1 \\ 28 \\ \dots \end{array} $	2,442 $9,290$ $1,028$ $2,538$ $3,624$	23,014 $91,275$ $12,908$ $16,592$ $49,101$	8,079 $145,238$ $284,182$ $79,492$ $94$	28,994 $25,828$ $10,050$ $10,689$ $3,644$	241 20,656 5,951 7,217 860	18 318  25	$\begin{array}{c} 64 \\ 2,340 \\ 492 \\ 727 \\ 67 \end{array}$	$\begin{array}{c} 44,077 \\ 94,746 \\ 130,637 \\ 50,296 \\ 10,574 \end{array}$	$ \begin{array}{c} 62 \\ 471 \\ 226 \\ 65 \\ 2 \end{array} $	44,462 118,531 137,306 58,330 11,503	527 4,128 2,241 2,476 3,935	12,534 38,039 11,618 10,852 28,082	4,128 20,001 42,991 8,342 265	5,609 31,405 11,260 5,982 5,797
Rangataua	$\begin{array}{c} 83 \\ 283 \\ 10 \\ 1,617 \\ 79 \end{array}$	8,947 $6,214$ $7,068$ $20,283$ $2,780$	$\begin{array}{c} 9,030 \\ 6,497 \\ 7,078 \\ 21,900 \\ 2,859 \end{array}$	6 37 12	$\begin{array}{c} 851 \\ 1,128 \\ 2,475 \\ 2,667 \\ 5,440 \end{array}$	9,395 $31,451$ $56,211$ $115,220$ $99,787$	$9,501 \\ 724 \\ 1,371 \\ 2,211 \\ 2,164$	2,701 2,340 1,742 14,911 3,596	779 2,308 360 8,011 637	6 22 12	80 194 76 1,078 155	8,211 8,215 9,326 32,538 16,219	23 23 9 104 5	9,093 10,746 9,771 41,753 17,028	736 912 1,630 5,881 3,358	5,694 13,166 20,822 36,111 28,559	\$28 \$28 \$28 \$418 \$3,018 1,118	1,780 9,182 5,306 20,788 5,650

STATEMENT No. 18—continued

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

							OUTWA	RD.								INWA	ARD.	
				Traffi	c.						REVE	NUE.				TRA	FFIC.	
Stations.	Number of First- class.	Second- class.	Journeys. Total.	Season Tickets.	Cattle and Calves.	Sheep and Pigs.	Timber, Hundreds of Superficial Feet.	Other Goods.	Ordinary Passengera.	Season Tickets.	Parcels, Luggage, and Mails.	Goods.	Miscel- laneous.	Total Value forwarded.	Cattle and Calves.	Sheep and Pigs.	Timber, Hundreds of Superficial Feet.	Other Goods.
NORTH ISLAND MAIN LINE AND BRANCHES—contd. Hunterville Astton New Plymouth Rd Services New Plymouth	251 2,644 38 5,118	56	94	No. 11 10 	No. 6,921 6,381 	No. 74,780 128,611	680 17,952  8,905	Tons. 5,443 10,160 255,044	11,448 101	£ 21 8	£ 235 1,259 3,117	£ 15,701 28,449  216,003	£ 64 441  16,795	£ 17,963 41,605 104 265,414	No. 6,688 2,281  3,452	No. 25,759 51,277	470 49,979  40,936	Tons. 10,795 19,868
Waitara nglewood rariki Stratford We Wora Whangamomona	160 398 43 69 1,937 29 93	4,996 39,898 775	$ \begin{array}{c c} 11,352 \\ 2,415 \\ 5,065 \\ 41,835 \\ 804 \end{array} $	128 64 48 50	4,854 16,743 4,224 6,921 23,719 811 3,704	49 56,430 28,471 3,903 6,943 46,690 8,675 55,636	1,606	4,460 $4,238$ $13,282$ $514$	1,994 3,036 252 507 13,090	60 36 26 39	 325 253 15 19 1,115 15	12,481 $27,441$ $115,432$ $2,485$ $4,029$ $19,824$ $1,441$ $19,021$	$egin{array}{ccc} & \dots & & & & & & & & \\ & & & & & & & & &$	118,793 $2,794$ $4,605$ $34,254$ $1,601$	52,043 $2,159$ $196$ $346$ $3,940$ $1,096$ $791$	186,842 14,451 3,299 2,408 18,955 6,080 13,110	$egin{array}{c} 3,377 \\ 2,938 \\ 3,815 \\ 26 \\ 72 \\ 7,390 \\ 528 \\ 515 \\ \hline \end{array}$	35,309 $19,257$ $101,281$ $4,265$ $7,954$ $31,787$ $4,228$ $3,696$
Ohura Eltham Opunake	200 544 173		18,000	26 3	2,912 $20,413$ $10,581$	50,420 $28,566$ $12,897$	3,677	24,386 $16,573$ $3,852$	4,163	20 1	$\frac{200}{406}$	41,519 $27,033$ $3,594$	$\frac{39}{42}$	31,645	1,491 2,685 3,556	12,820 $30,951$ $28,403$	$^{4,028}_{18,817}$	14,936 $22,712$ $37,804$
Normanby Hawera Patea Waverley	2,387 437 446	$34,853 \\ 12,743$	$37,240 \\ 13,180$	 63 2 3	47,300 $16,473$ $3,325$ $7,953$	23,621 50,008 48,216 73,962	3,117 138 1,225	35,167	12,948 $3,451$	 34 3 39	$\begin{array}{c} 51 \\ 1,512 \\ 286 \\ 185 \end{array}$	17,504 $27,219$ $71,226$ $15,752$	$\begin{array}{c} 2\\162\\248\\27\end{array}$	$41,875 \\ 75,214$	898 4,479 103,339 8,626	10,072 71,186 162,196 49,979		7,613 $51,896$ $47,122$ $14,131$
Aramoho Wanganui Wharf Wharf Curakina Greatford Halcombe Feilding	950 3,508  114 165 59 2,117	40,886 5,951 2,756 5,339	44,394  6,065 2,921 5,398	$\begin{array}{c} 7 \\ 27 \\ \vdots \\ 33 \\ 47 \\ 39 \\ 7 \end{array}$	7,419 6,232  5,092 2,909 950 17,753	40,788 47,178  34,504 47,824 19,992 181,212	80	86,004 $51,264$ $13,963$ $3,581$ $29,614$ $4,196$ $31,271$	17,359 1,144 738 590	7 84  42 18 33 3	 136 115	$80,805 \\ 108,570 \\ 21,020 \\ 8,424 \\ 29,741 \\ 7,089 \\ 60,108$	38 6,893  43 20 10 181	$\begin{array}{c} 21,020 \\ 9,789 \\ 30,632 \\ 7,762 \end{array}$	$\begin{array}{c} 6,088\\12,647\\ \vdots\\3,864\\669\\1,011\\27,226\end{array}$	32,173 $121,291$ $32,165$ $14,495$ $23,708$ $150,533$	204 131	87,218 $87,963$ $4,908$ $5,937$ $11,174$ $7,647$ $57,160$
Palmerston North Ashhurst Longburn Foxton Shannon	15,680 83 119 95 461	$\begin{array}{c} 6,552 \\ 7,933 \\ 602 \end{array}$	6,635 8,052 697	42 104	5,820 5,037 7,848 381 16,129	70,106 $20,829$ $93,698$ $4,056$ $80,703$	106 2,799 2,390	79,927 $2,186$ $24,983$ $2,946$ $5,249$	1,00'		87	158,115 $4,948$ $82,895$ $5,676$ $15,361$	1,624 $8$ $227$ $4$ $18$	$5,832 \\ 84,251 \\ 6,495$	$\begin{array}{c} 6,590 \\ 8,880 \\ 12,881 \\ 528 \\ 4,456 \end{array}$	105,036 $18,835$ $123,822$ $7,654$ $56,570$	1,530 $2,000$ $16,607$	$134,932 \\ 4,286 \\ 20,429 \\ 9,201 \\ 9,973$
Levin Otaki Paekakariki Johnsonville	1,868 710 1,132 314	$40,484 \\ 86,851$	$41,194 \\ 87,983$	102 $258$ $43,768$ $55,238$	$14,102 \\ 7,625 \\ 735 \\ 2,554$	87,405 $24,918$ $25,351$ $18,595$	477 711	9,626 2,671 7,807 161	8,352 8,888	$131 \\ 13,296$	$2,790 \\ 638$	18,460 $6,167$ $10,384$ $1,727$	81 52 114 28	$17,492 \ 33,320$	$\begin{array}{r} 8,945 \\ 1,636 \\ 872 \\ 18,922 \end{array}$	$^{24,838}$ $^{3,263}$ $^{7,996}$ $^{133,737}$	$1,522 \\ 2,141$	18,618 $8,317$ $5,510$ $1,811$
Wellington— Passengers and Parcels Goods Wharf Courtenay Place	60,520  5,174		1,101,655  25,841	401,121  632	 242 	6,000 	46,545	309,894 5,388				762,586 $131$	2,796 $6,919$ $8$	769,505 131	 596 	 1,543 	122,77%	304,997 26,072
Ngahauranga Petone Lower Hutt Crentham Upper Hutt Featherston	20 2,655 1,227 305 537 409	294,610 21,468 19,769 28,951	297,265 22,695 20,074 29,488	537 239,121 20,274 12,149 30,425 105	3,084 1,701 64 138 3,513 8,684		22,101 9,693 347 392	10,784 86,903 2,631 2,486 1,829 12,154	$\begin{array}{c} 21,152 \\ 6,182 \\ 4.407 \\ 3,850 \end{array}$	95 47,682 4,007 3,728 8,547 127	3,551 886 593 517	4,433 $262,774$ $10,303$ $7,234$ $5,158$ $25,349$	2 334 118 73 19 32	335,493 21,496 16,035 18,091	8,690 14,983 125 144 1,033 1,862	419,426 430,102 752 345 1,289 22,424	$\begin{array}{r} 95,227 \\ 45,261 \\ 5,287 \\ 2,849 \end{array}$	5,482 $45,368$ $7,508$ $6,492$ $6,167$ $17,258$
Carterton Mastorton ,, Road Services Mauriceville Eketahuna	278 690 199 33 125	30,177 $4,610$ $2,730$	$   \begin{array}{r}     30,867 \\     4,809 \\     2,763   \end{array} $	192 37  40 84	4,470 10,690 $432$ 7,367	74,610 133,094  9,302 25,110		21,657 20,618  19,048 4,214	$   \begin{array}{r}     10,446 \\     2,680 \\     513   \end{array} $	32	378 1,190  15 143	46,554 $40,011$ $13,307$ $9,143$	$\begin{array}{c} 61 \\ 111 \\ \\ \\ \\ \\ 11 \end{array}$	51,827 $2,680$ $13,869$	7,173 7,390  232 1,486	$104,461 \\ 23,531 \\ \\ 955 \\ 10,092$	14,210  154	15,395 40,546 4,786 7,121
Hukanui Pahiatua Mangatainoka Woodville Dannevirke	19 258 48 444 1,103	$\begin{array}{c} 8,315 \\ 1,247 \\ 20,891 \end{array}$	8,573 $1,295$ $21,335$	 34 4 4 66	3,623 $13,133$ $2,107$ $17,130$ $10,640$	13,490 41,305 32,821 157,244 97,793	620 	5,790 $5,452$ $21,063$	$\begin{array}{r} 4,206 \\ 556 \\ 4,721 \end{array}$	34	31 $340$ $31$ $248$ $1,110$		7 5 446		$2,523 \\ 8,050$	$6,545 \\ 12,914 \\ 7,869 \\ 38,539 \\ 30,780$	5,034 103 1,308	3,940 11,928 3,997 14,362 30,574
Ormondville Fakapau Waipukurau Waipawa Otane	146 155 1,087 435 231	3,408 9,014	$10,101 \\ 6,559$	19 13 10 	4,676 4,730 14,101 3,004 14,634	$100,472 \\ 164,585 \\ 70,750$	1,081	2,936 $8,119$ $8,888$ $12,351$ $5,915$	1,029 $4,747$ $2,092$	6	130 621 292	14,069 $24,218$ $17,248$	2 5 93 18 1	15,244 $29,685$	955	30,937	$9,281 \\ 2,446$	8,198 $7,799$ $23,518$ $11,719$ $4,971$
Hastings Clive Napier , Road Services Port Ahuriri	3,090 29 3,027 59	$\frac{245}{36,890}$	274	 45 4	2,928 2,110 3,808 	46,652 76,734 28,392	16,657	59,206 44,085 18,110 43,912	$ \begin{array}{c c}  & 148 \\  & 23,094 \\  & 186 \end{array} $		148	46,396		31,947 72,804 189	5,546 52,743 2,719		137	
Raupungia Wairoa Waka Matawhero Jisborne Road Services	10 986 55 20 2,280 68	48,095 2,668 795 23,624	$2,723 \\ 815 \\ 25,904$	90	5,299 9,273 1,112 28,158 4,030	27,109 $209,381$	1,526  30,035	18,431 $2,722$ $20,742$	$egin{array}{cccc} 15,777 \ 866 \ 230 \ 19,510 \ \end{array}$	  96	32 899 168 670 2,834	41,956 $5,679$ $50,690$	89 1 3	6,714 $51,593$	1,556 5,930 801 8,666 5,229	11,545 $49,899$ $10,451$ $33,726$ $70,212$	1,781 57 3,744	23,620 $4,44$ $10,55$
Sub-total							2,200,541		-	233,728		7,816,599		9,683,683			2,200,541	
Chief Accountant Overseas traffic Totals			400,873		592	524	ļ		371,019 3 01,675,512			163,903		163,903		<u>-</u>		

# STATEMENT No. 18—continued

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

				FFIC ANI	LUEVEN		OUTWA		TOR THE	I EAR	ENDED 6	DIST MA	RCH,	1990	Jconti	nuea	INWA	RD.	
				TRAF	FIC.	·P.					REVE	NUE.					TRAF	FIC.	and the second second
Stations.	Number of	Passenger	Journeys.	Season	Cattle and	Sheep and	Timber, Hundreds of	Other	Ordinary	Season	Parcels.	Goods.	Misce		Total	Cattle	Sheep	Timber, Hundreds	Other
	First- class.	Second- class.	Total.	Tickets,	Calves.	Pigs.	Superficial Feet.	Goods.	Passengers.	Tickets.	and Mails.	Goods.	lanedu	is. f	Value orwarded.	aud Calves.	and Pigs.	of Superficial Feet.	Goods
South Island Main Line and Branches				No.	No.	No.		Tons.	£	£	£	£	4		£	No.	No.		Tons.
Lyttelton Wharf Heathcote	16,678  27	$\frac{135,453}{24,071}$	152,131 $24,098$	60,870 8,828	553 	17,898	46,325	451,118 $9,805$ $13,117$		9,750 $1,324$	16,692 80	317,267 $2,908$ $10,041$	48.0	19	400,404 $2,908$ $12,021$	888	7,253 20	47,042 	
Woolston Christchurch—	77	27,825	27,902		8		11	8,434		3,125				80	13,992	14		1,850	29,513
Passengers and Parcels Goods	42,299  218	493,825  22,331	536,124 $22,549$		 151 10,728	 10 321,689		164,515 $59,842$		11,740 $349$	32,574  310	263,678 $73,915$	3.5	546	165,048 267,224	131	134		425,749
Riccarton	104 271	2,149 6,200	$\frac{2,253}{6,471}$	493 719	41	• •	885 5,780	4,647 7,756	420	108	154	2,379		17 39	78,330 3,078	• •	447,281	207,469 44,927	136,258 20,971
Belfast Kaiapoi Rangiora	33 79 303	3,736 $9,395$ $12,832$	3,769 $9,474$ $13,135$	649 $2,953$ $8,644$	78 3,993 1,434	1,879 $2,505$ $4,971$	599 1,101	28,060 $20,832$ $12,250$	432 1,413	$     \begin{array}{r}       259 \\       197 \\       846 \\       222 \\   \end{array} $	366 63 177	10,042 25,008 17,759		12 33	12,431 $25,712$ $20,228$		$\frac{483,738}{189,922}$	58,387 $7,501$ $9,128$	16,123 $15,102$ $20,431$
East Oxford Sefton	18	1,005 2,829	1,023 2,842		489 189	41,927 2,548	294	1,567 1,991	276	2,332	493 46 77	2,920	ŀ	75 49 9	3,291	874 221	20,620 29,349	9,469	15,507 15,136
Amberley Waipara	59 52 87	$2,191 \\ 2,887$	2,250 2,939 687	10 17	543 $3,367$ $1,337$	37,118 $94,114$ $62,007$	$1,131 \\ 9,057$	18,372 20,808 13,039		48 9 18	$\frac{117}{137}$	1,497 $10,179$ $19,520$		$\frac{1}{25}$	1,960 $10,711$ $20,099$	112 328 310	5,127 $23,694$ $5,125$	81 10,969 393	1,665 $2,482$ $1,684$
Parnassus Blenheim	49 1,736	632 $31,453$	681 33,189	229	1,539 3,821	64,780 $104,074$	52	1,382 31,863	233		201 92	15,186 6,909		12	7,246	1,443	13,765 7,091	533	6,468 1,538
Picton Kaikoura Waikari	594 442 22	19,352 7,038 <b>7</b> 7	19,946 7,480	$\frac{176}{4}$	118 7,719 468	20,215 $116,793$ $18,885$	$\frac{254}{1,058}$	10,808 19,383 32,348	$3,921 \\ 2,996$	$     \begin{array}{r}       247 \\       209 \\       3     \end{array} $	1,591 $435$ $299$	64,376 $13,258$ $29,411$	4,5	323 295 28	78,188 $22,118$ $32,737$	2,324 $773$ $1,338$	25,073 $46,634$ $12,418$	35,031 $1,773$ $3,588$	56,373 $17,864$ $11,178$
Hawarden Culverden	32 13	98	109 217 109		1,605 $3,365$ $1,133$	96,324 $100,005$ $62,487$	$38,551 \\ 9,516$	$\frac{4,837}{4,172}$	61 202		71 100 75	17,282 15,666 13,488		26 30	17,474 $15,853$ $13,795$	$109 \\ 645 \\ 391$	2,775 $2,667$ $2,137$	$   \begin{array}{c}     678 \\     1,337 \\     2,652   \end{array} $	3.772 $3.262$ $9.267$
Hornby Lincoln	37 100	5,255	5,292 5,157		887 1,522	1,385 25,521	4,551 1,036 153	11,062 70,710	797	 77		57,423	1	6 186	12,993 58,559	$\frac{438}{1,478}$	4,036 $3,428$	1,482 $6,514$	3,501 81,751
Leeston Southbridge	42 49	6,056	$6,098 \\ 3,227$		2,413 $195$	10,474 $5,847$	501	$11,527 \\ 8,027 \\ 8,196$	911	65 54 5	37	$7,649 \ 5,341 \ 5,496$		2	$9,067 \\ 6,345 \\ 6,107$	$\frac{99}{328}$	4,876 $16,286$ $5,124$	2,204 $1,589$ $1,110$	$9,075 \\ 10,980 \\ 5,342$
Little River Akaroa Road Services Islington	40 16 9	, ,	$6,176 \\ 128 \\ 2,595$	51  230	9,637  270	147,438		1,576  18,832	132	63		9,671		42	10,861	2,786	16,573	1,264	7,809
Rolleston Kirwee	54 8		$\frac{2,037}{3,922}$ 1,110	85	288 52	$152 \\ 2,365 \\ 2,136$	7	2,864 $4,133$	501	67 29 39	39 30 14	$\begin{array}{c} 17,948 \\ 2,669 \\ 2,715 \end{array}$	1	68 8 2	$18,553 \\ 3,237 \\ 2,889$	10,648 168 27	201,615 $5,565$ $15,338$	$6,433 \\ 2,425 \\ 49$	19,114 $2,004$ $6,934$
Darfield Coalgate Sheffield	47 24 30		1,804 $653$ $1,017$		$\frac{456}{485}$	11,264 $21,236$ $8,590$	14,669	8,431 $14,607$ $7,156$	213	36	17	14,109		4 3	6,739 $14,342$	$\frac{351}{235}$	6,701 $14,332$	995 1,037	5,261 $10,671$
Springfield Arthur Pass	179 52	5,832	6,011	41	483 21	12,043 615	11	1,600 129	707	50 39 		2,851		1 17	5,922 3,777 714	$559 \\ 201 \\ 91$	10,935 $6,423$ $1,646$	$   \begin{array}{r}     328 \\     598 \\     179   \end{array} $	$3,624 \\ 3,856 \\ 1,106$
Otira Moana Stillwater	188 24 100		$15,711 \\ 3,813 \\ 8,026$	31 89 23	$\begin{array}{c} 798 \\ 1,164 \\ 129 \end{array}$	$8,691 \\ 2,509 \\ 1,660$	40,902	766 823 104,691	785	62 80 23	46	13,663		38	25,840 14,575	133 132	441 1,451		$\frac{1,961}{2,268}$
Ngahere	94	5,550	5,644 10,018	33	2,007 $974$	12,343 8,902	116,036		1,499	$\frac{25}{29}$	169	96,109		13 8	57,602 97,809	524 513	1,393 3,917	2.12	987 3,382
Reefton	155 11 404	$15,375 \\ 3,458$		174 3	1,672 $1,343$ $2,897$	9,934 $5,503$ $1,918$	$ \begin{array}{c c} 20,646 \\ 7,161 \end{array} $	105,031 $41,259$	4,542 $917$	165 2 186	354 109	$112,390 \\ 51,187$	:	- 1	20,804 $119,250$ $52,498$ $69,757$	1,097 $945$ $146$	4,861 $1,840$ $1,070$ $4,509$	3.937 $11.261$	4,036 $6,656$ $3,626$ $308,908$
Waimangaroa	$\begin{array}{c c}  & 3 \\  & 43 \\  & 2,708 \end{array}$	207 807	210 850		$\begin{array}{c} 14 \\ 274 \\ 1,330 \end{array}$	1,827	315 $5,724$	79,070 $238,092$	194 836		116 95	19,508 $116,357$		361 555 690	20,179 117,843 80,174	1,017 15 213	140	$\frac{2,009}{795}$	$^{2,951}_{4,663}$
" Wharf	77		••		1,000, l		324	7,585	,	990		4,279			4,279	3,280	6,815	42,011	41,997 239,714
Rewanui	4 52 1,053	1,363 $12,551$	1,367 12,603 41,497	11,104 59	$\frac{5}{9}$ $\frac{1,931}{3,051}$	1,354 11,49	65,980	130,364 3,430 3,670	$\begin{array}{c c} 63 \\ 1,215 \end{array}$	$\frac{2,814}{67}$	4 217	107,195 $26,575$		319	28,074	146 9 785	263 159 789	$2,248 \\ 5,390$	7,788 $4,440$ $2,613$
Ross	82	15,836		69	5,945 21	23,699	85,194	6,11	1,822		54	43,061		106	50,538 45,027			511	16,726 5,086
Dunsandel Rakaia	129	4,995 $11,402$	5,003 $11,531$	35 130	$151 \\ 1,201$	1,120 14,31 55,994	$\begin{bmatrix} 7,802 \\ 1,688 \end{bmatrix}$	19,38	697 3 1,903	$egin{array}{c} 202 \\ 36 \\ 127 \\ \end{array}$	$\begin{vmatrix} 39 \\ 156 \end{vmatrix}$	$4,690 \\ 18,326$		14 9 61	4,802 $5,471$ $20,573$	196 311	28,400	$ \begin{array}{ccc}  & 241 \\  & 1,379 \end{array} $	
Methven Chertsey Ashburton	3	3,524	1,708 $3,527$ $54,338$	'l	1,106 882 865	65,469 $33,31$ $34,86$	l 8,153	14,41	394		$\begin{pmatrix} 41\\48\\1,326 \end{pmatrix}$	27,542		$     \begin{array}{r}       34 \\       8 \\       541     \end{array} $	24,346 $27,992$ $52,851$	$\begin{array}{c c} 642 \\ 78 \\ 1,214 \end{array}$	28,120	214	10,107
Tinwald Mount Somers	2 3	1,059 92			1,665 896	74,334 7,174		$\frac{6,176}{5,676}$			19 11			4	$16,460 \\ 5,569$		$\frac{51.194}{7,410}$		
Hinds Ealing Rangitata	۰ ,	1,284 $68$ $538$	7:		487 404 177	23,829 $23,46$ $17,358$	1 4,081	5,68' 1,840	21		29 12	4,416		1	7,246 $4,449$	342 73	6,87:	158	
Rangitata Orari Winchester		5,350	5,614	H	408 523		7 424		0   1.895		18 222 54	4,116		5	$3,240 \\ 6,238 \\ 4,724$	221 466 247	5,386 $6,607$ $2,713$	1,680	10,997
Temuka Washdyke	1	1,859	1,871		2,759 616	18,71	5 514	14,85	5 204		9	12,620		32	15,404 $12,833$	$1,644 \\ 852$	44,05	680	7,187
Pleasant Point Albury Fairlie	14	1,687	[1,70]	5	312	6,178	8	$ \begin{array}{c c} 17,284 \\ 3,63 \\ 4,375 \end{array} $	1 339	13	1	2,645		$\begin{array}{c} 9\\1\\541\end{array}$	$12,795 \ 3,026 \ 10,197$	705 112 608		162	
Timaru								24,10	5			6,020		.	6,020	515			57,052
St. Andrews Makikihi Studholme		761	78:	2	2,047 203 798		2 = 50	2,71	7 226		62 21 167	1,768		3	$\begin{array}{c} 11,414 \\ 2,015 \\ 7,286 \end{array}$	882 206 315	4,582	381	5,191
Waimate Morven	42	1,247	1,289		384 278		0	6,10	6 320		508 81	4,546	i	11 5	4,952	104	2,809	337	5,831
Glenavy Pukeuri Duntroon	0/	722	756	3	370 360 502	25,47	6	12,37	8 146		1 41 289 43	26,510	ď	1	$1,526 \\ 26,946 \\ 3,166$	1,668	97,633	3 428	3,326
Kurow Oamaru	3,185			5 13	394 132			28,09	0   18,352		82 2,837	21,660	2,	8 .0 <b>64</b>					70,679
,, Breakwater Waiareka Ngapara					509 182			8,00 147,05 6,76	9 18		14	$ \begin{array}{c c} 1,983 \\ 7 & 94,056 \\ 4 & 4,952 \end{array} $		<b>48</b> 8		526 173			
-	1	1	1	1	!	1	-		<u> </u>	1	1	1	<u> </u>			(1	l	1	<u> </u>

# STATEMENT No. 18—continued

		STAT	EMENT	OF TRAI	FFIC ANI	REVEN	UE FOR	EACH S	TATION	FOR THE	YEAR	ENDED 3	31st Ma	ксн, 19	50-cont	inued			
								OUTW	ARD.								INW	VARD.	
					TRAI	FFIC.						REVI	ENUE.				TRA	AFFIC.	
Stations.	Nu	mber of	Passenger	Journeys.	Season	Cattle	Sheep	Timber, Hundreds	Other	Ordinary	Season	Parcels,		Miscel-	Total	Cattle	Sheep	Timber, Hundreds	0,1
		irst- lass.	Second- class.	Total.	Tickets.	and Calves.	and Pigs.	of Superficial Feet.	~ -	Passengers.		Luggage, and Mails.	Goods.	laneous.	Value forwarded.	and Calves.	and Pigs.	of Superficial Feet.	Other Goods.
South Island Main Li	NE		I					<u></u>	:	<u> </u>			<u> </u>	<u></u>	İ				
AND BRANCHES—con Maheno		15	2,370	2.385					Tons. 25,196		£ 14					No. 904	No. 28,894	391	Tons. 6,85
Hampden Palmerston Makareao		483 483	2,174 $14,350$	2,219 $14,833$	10			$\begin{bmatrix} 31 \\ 3,219 \end{bmatrix}$	2,674	3,340	.5 10		2,478 8,869	150		$\frac{441}{1,517}$	$\frac{4,794}{8,515}$	$\frac{212}{1,618}$	
Makareao Waikouaiti		65	5,422	5,487	16	1,077	26,497	2	39,757 696	854	11	103	17,953 2,833	10	17,953 3,811	$\frac{43}{578}$	$\frac{240}{6,187}$	383	$\frac{53}{4,57}$
Seacliff Waitati		102 11	$6,830 \\ 4,717$	$6,932 \\ 4,728$	728	417	$\frac{3,480}{1,009}$		369 178		193	67		8 2	997	$   \begin{array}{r}     244 \\     265   \end{array} $	1,758 978		
Port Chalmers, Upper Sawyer's Bay		14 75	2,784 $10,758$	2,798 10,833		122 73	I,446		8 373		$105 \\ 1,273$			$\frac{1}{2}$	$\begin{array}{c} 574 \\ 2,626 \end{array}$	38 178	$\frac{1,240}{209}$		5: 91:
Port Chalmers		259	${23,576}$	${23,835}$	15,687	6			669 44,940		3,169		$\frac{124}{26,908}$	7,837	124 40,844	12	88	 5,556	$\frac{3,07}{45,10}$
St. Leonards Ravensbourne		39 87	1,981 7,871	2,020 $7,958$	4,308		• • •		54,900		878 703	9	54,099	117		8	• •	78 245	1
Dunedin ,, Wharf ,, Goods		1,475	322,582	344,057 	49,307	404	 1,305	6,276 22,479			8,373		14,896 400,248	623  4,318	14,896			165 464	1,00
Caversham		317	17,752	18,069	1,905			49			282	97	620	5	2,741	535	4,407	165,464 6,174	304,59 8,46
Burnside Green Island		83 164 121	6,098 $22,047$ $8,499$	22,211	15,137	4,479 905	26,665  24,618	1	6,882	1,50	528 2,600	97	9,691	77 21	13,916	$23,626 \\ 3$	• •	1,153	14,40
Wingatui Middlemarch		116	1,716			960	63,294				694 16	72 278	$7,128 \\ 9,064$	16 13		447 308	$\frac{2,216}{11,801}$		$2,81 \\ 5,14$
Waipiata Ranfurly		198 326	1,501 $2,463$	1,699 $2,789$		837 410	68,634 $51,783$		1,459	1,23	6	112 234	$7,495 \\ 8,662$	3 17	10,153	466 188	5,932 $4,405$	1,742	7,046 $5,140$
Oturehua Omakau Alexandra		$   \begin{array}{c}     141 \\     250 \\     324   \end{array} $	$547 \\ 1,216 \\ 2,124$	$688 \\ 1.466 \\ 2.448$		825 905 81	75,736 $96,480$ $14,647$	3 40 50		808		$   \begin{array}{r}     137 \\     281 \\     328   \end{array} $	9,974 $11,251$ $12,445$	$\frac{4}{6}$	12,346	$\frac{124}{745}$	$3,571 \\ 6,242$	$\frac{373}{1,362}$	$\frac{2,10}{4,62}$
Clyde		74	899	973	40	67	6,531	50 55	-,	40	18	328 129		10	14,522 4,971	342	4,875	5,037 $630$	10,29
Cromwell	1	243 100	2,064 628	$\frac{2.307}{728}$		1,140	60,775		7,890	806		399	20,283	47	21,673 805	257	4,793	3,636	10,46
Mosgiel Outram Allanton		545 47 17	38,346 $1,245$ $2,812$	1.292	26,033 97 195	$641 \\ 307 \\ 2,314$	5,186 $1,082$ $11,561$		670	4,088 278 276	5,909 58 45	36	$3,189 \\ 711 \\ 3,538$	50 1	1,078	693 373	6,125 $271$	$3,378 \\ 1,985 \\ 596$	7,74 $4,45$ $3,01$
Milburn		21	2,672	2.693	3	246	2,470		68,473		3	23	26,726	306	3,926 27,330	4,250 698	17,991 $2,145$	93	7,59
Milton Lawrence		1,037	16,122 731	797		490	8,556		$9,712 \\ 1,788$	4,754 39	45	848 166	9,915 $3,547$	100	15,662 4,109	747 334	$7,227 \ 3,232$	$2,612 \\ 576$	11,07 14,87
Miller's Flat Roxburgh		123	131 508	134 631		466 66	22,539 $14,071$	91		8(-) 69(-)	• •	62	6,347 $12,202$	30	6,494	287	2,291	775 15,501	4,27 8,98
Lovell's Flat Stirling		51 497	$1,584 \\ 7,034$	$^{1,635}_{7,531}$	14 49	$\begin{array}{c} 156 \\ 5,085 \end{array}$	3,050 $4,820$	29		14j. 1,76	 16 23	20	3,931 $92,538$	26 2,303	1 2,100	58 225 2,773	$1,100 \\ 1,320 \\ 5,941$	104 968	8,03° 7,56°
Balclutha Owaka	;	2,922 88	$\substack{32,979\\ 5,433}$	$\frac{35,901}{5,521}$	82 15	$\frac{2,385}{5,187}$	$\frac{38,942}{23,768}$	$7,260 \\ 49,660$			88 18	1,092	35,105 $19,767$	79 17	47,448	3,223 2,817	110,334 8,555	$8,327 \\ 670$	$28,11 \\ 11,92$
Tahakopa		49	5,734	5,783	3	427	2,685	11,297	452	1,02	2	52	3,810	1	4,892	407	2,972	107	1,81
Waiwera Clinton		141 730	2,150 $10,047$	2,291 $10,777$			$7,551 \\ 39,381$	$1,904 \\ 10,483$	1,293	2,38	$\begin{array}{c} 9 \\ 22 \end{array}$		$\frac{4,512}{7,604}$	31	$5,204 \\ 10,189$	646 735	$7,858 \ 4,651$	$151 \ 474$	$\frac{21,33}{13,03}$
Waipahi Fananui		412	6,404 138	6,816 $182$		$^{2,476}_{641}$	$\frac{47,592}{33.372}$	$\frac{43}{5,117}$				$\begin{array}{c} 168 \\ 20 \end{array}$	$8,629 \\ 8,026$	$\begin{array}{c} 3 \\ 21 \end{array}$	10.496	453 380	$\frac{4,824}{1,954}$	$\begin{smallmatrix} 344 \\ 2,426 \end{smallmatrix}$	15,83 14 64
Heriot Gore		$\frac{45}{3,049}$	425 $44,715$			$\frac{1,361}{3,174}$	53,802 $105,131$	34 7, <b>74</b> 5	-,		${54}$	$\frac{60}{2,078}$	$9,391 \\ 49,087$	$\frac{12}{299}$		$755 \\ 4,201$	7,816 $26,164$	$\frac{2,361}{18,578}$	20.745
Riversdale Balfour Mataura		89 35 527	1,507 $328$ $26,551$	$ \begin{array}{r} 1 & 596 \\ 363 \\ 27 & 078 \end{array} $		1,665 206		1	5,059	241		143 47	17,673 4,636	1 17	18,403 4,941	688 47	$8,211 \\ 746$	$2,173 \\ 1,492$	$22,35 \\ 5,25$
Edendale		452	14,402		745 112	1,372 $1,955$	$51,725 \\ 54,925$	195 222			548 92		55,386 $14,151$	175 89		$1,079 \\ 1,394$	$\frac{46,777}{28,951}$	$\frac{2,220}{1,530}$	$20,49 \\ 25,19$
Wyndham Woodlands		47 50	$\frac{1,550}{8,724}$	$1,597 \ 8,774$	 54	$1,141 \\ 1,082$	$11,156 \\ 23,546$	15 160			 54	41 47	$^{4,119}_{4,574}$	10	4,696 5,670	$545 \\ 291$	$10,264 \\ 18,490$	$646 \\ 1,743$	16,27 $10,25$
nvercargill ,, Goods Waimahaka		9,534	7,364	$\frac{169.841}{7,377}$	9,081  45	${6,715}$ $\frac{4,042}{}$	$\frac{32,397}{31,347}$	6,365		62,957	2,928		107,836	$\frac{239}{1,299}$	109,135	5,124	${24,560}$	80,376	210,63
Bluff		418	35,374	35.792		27	21,245 $184$	56,586 6,807	,	673 4,008	$\frac{43}{1,334}$		14,148 $84,666$	14,144	14,951 104,450	2,700 $2,620$	16,641 $208,753$	$\frac{447}{30,420}$	33,283 $112,589$
,, Wharf								••	3,068		••		1,014	••	1,014				42,38
Makarewa Thornbury Riverton		39 17 83	$5,436 \ 1,216 \ 4,724$	5,475 $1,233$ $4,807$	91	$2,282 \\ 629 \\ 1,333$	33,029 $24,837$ $38,084$	$\begin{array}{c} 40 \\ 1,298 \\ 23,549 \end{array}$	$26,263 \\ 2,437 \\ 6,487$	454 $185$ $1,423$	213  87 50	54 19 211	$29,233 \ 3,742 \ 17,554$	3 3 45	4,036	100	138,134 8,144	$4,485 \\ 60 \\ 92$	13,776 8,697
Fuatapere		20	6,761	6,781	6	1,580	18,920	91,264	15,370	1,130	50	322	42,083	7	19,283 43,547	369 883	1,197 $11,548$	92 473	8,731 8,278
Otautau Wairio Winton		57 95 203	$\frac{2,665}{1,161}$	2,722 1,256		$\frac{763}{1,048}$	67,185 $16,142$	456	4,516 $217,482$	661 711	146	82 85	8,848 192,528	$\begin{smallmatrix}1\\3,841\end{smallmatrix}$	9,738 $197,165$	262 869	$9,449 \\ 7,916$	$\frac{413}{346}$	7,968 $9,157$
Winton		237	7,916 4,537	€,119 ≰,774		2,038 $2,382$	$49,572 \\ 62,917$	5,161 $1,410$	113,685 $24,095$	1,795 $1,288$	42 4	392 188	59,704 $22,091$	16 84	02,020	343 582	28,339 $16,863$	$\frac{1,333}{2,093}$	16,788 $22,848$
Kingston Through Traffic		8	406	414		336 5	$4,496 \\ 5,973$		281 3,041	122		14	743		879	270 151	4,415 $825$	870 1,012	9,401 $2,381$
Lake Wakatipu Sub-total	127	7 1279	394 786	2,521,913	350,289	199 766	9 950 519	1 200 571	4 004 039	 808 904		107 110	5,075	190 000	5,075				
Chief Accountant		1	1	259,894	244		3,850,512	1,200,071	±,∪⊎±,823 	606,204 $219,282$	69,656 $11,684$		4,240,665	130,966 23,811	5,154,607 $284,539$	182,766	,800,512	1,200,571	±,094,828
				1.		993	1,617	16		•••			194,536		194,536	574	496	251	16,698
Totals NELSON SECTION	187	4172	,594,390	2,781,807	350,533	183,759	3,852,129	1,200,587	4,108,995	825,486	81,340	136,878	4,435,201	154,777	5,633,682	183,340	,851,008	1,200,822	4,111,521
Port Nelson Nelson	$\cdot \cdot \mid \cdot$		9,871	10,453		$\cdots$	229	i,837	$^{2,555}_{6,807}$	3,958		347	$\frac{244}{3,319}$		$\frac{244}{7,768}$	3,933	24,929	13,899	746 $12,451$
Wakefield		15	171 45	186 45		$\substack{1,58\overline{2}\\2,619}$	$12,891 \\ 13,999$	65 $13,859$		76 11		67 27	5,818 6,261	8 2	5,969 6,301	100	1,452	1,619	$\frac{12,435}{4,848}$ 5,631
	$\cdot \cdot   \cdot$			·		4,203	27,119	15,761	23,671						••	4,203	27,119		23,67
Transport (11) (12)			••	.		20			 859	Cr. 3,393		Cr. 89	 3,142		$Cr. \ 3,482 \ 3,142$	19	28		 1,128
Totals		597	10,087	10,684		4,223	27,119	15,761	24,530	652		352	18,784	154		4,222	27,147	15,761	24,799
200000	1																,,		

STATEMENT No. 19

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

			Year	ended 31s	st March, 195	60.		•
O 16			Tons			Rever	nue.	
Commodity.	Tonnage carried.	Per Cent. of Gross.	One Mile (000 omitted).	Average Haul.	Total.	Per Cent. of Gross.	Per Ton.	Per Ton Mile.
Products of Agriculture Grain Meals Fruit and vegetables Root crops and fodder Flax, green and pressed Seeds	300,740 110,391 78,108 155,177 4,635 40,135	3·02 1·11 0·79 1·56 0·05 0·40	19,887 7,658 15,498 19,070 620 3,242	Miles. 66 69 198 123 134 81	£ 224,583 91,962 156,420 169,816 8,758 48,902	1·80 0·74 1·25 1·36 0·07 0·39	£ s. d. 0 14 11 0 16 8 2 0 1 1 1 11 1 17 9 1 4 4	d. 2·71 2·88 2·42 2·14 3·39 3·62
	689,186	6.93	65,975	96	700,441	5.61	1 0 4	2.55
Animals and other Products Cattle, calves, horses Sheep and pigs Meat, fresh Meat, frozen Butter Cheese Wool Dairy by-products Fat, hides, and skins Fish	298,632 412,510 21,850 322,274 134,152 98,723 225,626 61,480 62,062 14,172	3·00 4·15 0·22 3·24 1·35 0·99 2·27 0·62 0·14	27,673 39,990 2,619 13,166 13,556 5,852 17,234 5,842 5,286 2,792	93 97 120 41 101 59 76 95 85 197	424,375 646,109 56,581 420,506 229,008 121,277 379,639 103,673 110,706 31,985	3·40 5·17 0·45 3·37 1·83 0·97 3·04 0·83 0·89 0·26	1 8 5 1 11 4 2 11 10 1 6 1 1 14 2 1 4 7 1 13 8 1 13 9 1 15 9 2 5 3	3·68 3·88 5·18 7·67 4·05 4·97 5·29 4·26 5·03 2·75
er.	1,651,481	16.60	134,010	81	2,523,859	20.21	1 10 7	4.52
Products of Mines Agricultural lime Coal, imported Coal, New Zealand hard Coal, New Zealand brown Road-metal Lime, other Coke	653,733 838,959 1,292,146 92,247 35,546 14,511	6·57  8·42 12·99 0·93 0·36 0·15	49,058 63,016 165,816 6,444 3,319 1,791	75 128 70 93 123	340,598 505,471 1,122,224 61,005 26,571 19,988	2·73 4·05 8·99 0·49 0·21 0·16	0 10 5 0 12 1 0 17 4 0 13 3 0 14 11 1 7 6	1·67 1·93 1·62 2·27 1·92 2·68
	2,927,142	29.42	289,444	99	2,075,857	16.63	0 14 2	1.72
Products of Forests Timber, imported Timber, New Zealand Firewood, posts, &c	29,097 730,267 122,634	0·29 7·34 1·24	2,943 $115,186$ $14,519$	101 158 118	$\substack{44,793\\1,063,139\\96,501}$	0·36 8·51 0·77	1 10 9 1 9 1 0 15 9	3·65 2·22 1·60
	881,998	8.87	132,648	150	1,204,433	9.64	1 7 4	2.18
Manufactures, &c. Renzine, gasolene, kerosene Cement Manure	330,396 148,038 982,829	3·32 1·49 9·88	29,975 22,409 93,865	91 151 96	696,994 251,765 811,042	5·57 2·02 6·50	2 2 2 1 14 0 0 16 6	5·58 2·70 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

109.44 108.09

 $289 \cdot 96$  $288 \cdot 93$ 

£ 16,788,256 17,360,913

9·10 9·08

3·44 3·40

£ 526,897 545,379

 $85.61 \\ 89.13$ 

32.31 33.34

4,956,482 5,355,345

 $69.66 \\ 67.65$ ġ.

26.2925.31

£ 4,032,864 ... 4,064,901

1948-1949 1949-1950

# 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

- 1	1		MIL	MILEAGE, CAPITAL COST, TRAFFIC, AND REVENUE	TTAL COST	r, Traffic,	AND REV	ENUE			
Average Miles open.	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. 3,526	No. 3,52 3,52	9	$\begin{bmatrix} £ \\ 75,364,182 \\ 77,624,303 \end{bmatrix}$	No. 13,895,488 14,420,852	No. 26,167,845 25,895,253	2,759,478 2,847,925	£ 560,593 480,869	No. 1,509,818 1,551,591	No. 10,628,642 10,186,415	Tons. 724,840 711,142	Tons. 747,861 759,364
		25	Other Goods.	Total.		Goods Revenue.	Miscel Revenue Demuri	Miscellaneous Revenue, Labour, Demurrage, &c.	Total Revenue.		Revenue per Revenue Train-mile.
· ::	x x		Tons. 8,193,429 8,477,755	Tons. 9,666,130 9,948,261	30 61	£ 11,747,129 12,434,487	272	£ 271,682 298,785	£ 15,338,882 16,062,066		d. 264·93 267·31
		- 1			EXPE	EXPENDITURE					
Maintenance	intenance	0	Maintenance of Way and Works.	orks.	Maintenance	Maintenance of Signals and Electrical Appliances.	Electrical Appli	<del>i</del>	Maintenance of Locomotives, Carriages, and Wagons.	tives, Carriage	3, and Wagons.
Amount.		ত শ	Per Cent. of Revenue.	Per Mile of Railway.	Amount.	Per Cent. of Revenue.	t. Per Mile of Railway.		Amount. Re	Per Cent. of Revenue.	Per Train-mile.
£ 2,904,028 2,966,062			18.93 18.47	£ 823·60 841·20	£ 482,492 540,074	3·14 3·36	£ 136.84 153.17		$\begin{array}{c c}  & & & \\  & 3,885,493 & & & \\  & 3,889,152 & & & \\  & & & & & \\ \end{array}$	25.33 24.21	d. 67·10 64·72
Lecomotive Transportation.	tive Tra	2	portation.	Traffic	Fraffic Transportation.	on.	Genera	General Charges.		Expendi-	
Amount. Per Cent. of Revenue.	Per C of Revel	5, E	nt. Per Train- ie. mile.	Amount.	Per Cent. of Revenue.	Per Train- mile.	Amount. B.	Per Cent. Per of Train-Revenue. mile.	Total Total Expenditure. n. e.		ture per Cent. of Revenue.

STATEMENT No. 21

Comparative Statement of the Average Numbers of Employees for Years
1949-50 and 1948-49

		Branch.				1949-50.	1948-49.
Traffic	*				Ì	0 247	0.911
Locomotive Runn	ing (incl	uding der	ont staff)	• •		$8,347 \\ 3,644$	8,311
Workshops			. ,			5,928	3,590
Maintenance		• •	• •	• •			5,965
Signal and Electri		• •	• •	••		$\frac{4,934}{758}$	$\frac{4,751}{710}$
Stores and Sawmi			•	• •		505	482
Road Services			• •	• •		1,708	
Refreshment	• •		• •	••		525	1,574 $526$
Publicity and Adv			• • •	• •	•••	525 54	320 48
Head Office, Land				ant'a Offi		377	
Licate Onice, Harre	· O	ma Offici	11000uni	anos Om		311	367
Totals						26,780	26,324

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

Section.		Т	rain A	ccideı	nts.	Ace	cident: Tra	on L	ine (ot cidents	her t	han		Shunting Accidents.					
		Pass	engers.	Emp	loyees.	Pass	engers	Emp	loyees	Per	ther sons.	Pass	engers.	Emp	loyees.		her sons.	
		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	
North Island Main and branches			7		4	6	52	1	26	2	4			3	82	1	1	
South Island Main and branches Nelson				• •	2	1	2	2	11				1	1	83		3	
Totals			7	• • •	6	7	54	3	37	2	4		1	4	165	1	4	
		Proce	loyees eeding or		Level-	crossii	erossing Accidents.					Miscellaneous.					-	
Section.		wit tl Rail	Duty thin he lway idary.	Pedes	trians	Occupants of Motor- vehicles.		Occupants of Horse and Other Vehicles.		passers: Other Persons.		Employees.		Other Persons.		Total.		
		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	
North Island Main and branches	Line			3	1	6	9			3	2	2	81		3	27	275	
South Island Main and branches	Line				1	7	16			1	1		136			12	256	
Nelson Totals				3	5	13					••		2				2	
Totals				0	9	15	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

D	escription.			Class.	North Island Main Line and Branches.	South Island Main Line and Branches.	Nelson.	Total.
CARRIAGES				•				
First-class					80	* 56		136
Second-class					727	538	3	1,268
Composite					37	6	7	50
Sleeping					12	3		15
Combination	day-slee	ping			2	1	• •	3
Ambulance		• • •			7			7
Т	otals				. 865	604	10	1,479
RAIL CARS		• •			12	9		21
MULTIPLE UNIT	·		-					
Power units					19			19
Trailers					34			34
Т	otals	• •	••	• •	53		• •	53
VANS-								0
Postal-vans				• •	4	4		8
Brake-vans	• •	••		••	274	198	3	475
T	otals	••			278	202	3	483
Wagons-					0.07	~~.	,	7 - 600
Special-purpo	se wago	as		E	967	594	1	1,562
Horse-boxes	• •	• •		$\mathbf{G}$	60	73	1	134
Cattle	• •	• •		H	590	207	8	805
Cattle	• •	• •		$_{ m Hc}$	$\frac{1}{1,606}$	$\begin{array}{c} 50 \\ 1,344 \end{array}$		$\substack{51\\2,969}$
Sheep	• •	• •	• •	$_{ m Jc}^{ m J}$	250	40	19	2,303
Sheep		• •		K	239	148	6	393
Covered good High sides		••		L	2,900	3,496	108	6,504
High sides				La	7,082	5,960	200	13,042
High sides		• •		$L_{\mathrm{B}}$	7,002	250	13	263
High sides				$\mathbf{L}_{\mathbf{C}}$	1			1
Low sides				M	432	877	14	1,323
Low sides (st	eel)			MA	109			109
Low sides				$M_{B}$	3	8		11
Low sides				$\mathbf{M}_{\mathbf{C}}$	110	60		170
$\operatorname{Timber}$				$\mathbf{N}$	94	111	8	213
Platform, coa	ıl		[	$\mathbf{P}$	204		••	204
Petrol inspec				$\mathbf{P}\mathbf{w}$		2	• •	2
Movable hop				Q		1,194	• •	1,194
Frozen meat				W	347	103		450
Frozen meat				WA	230	25	19	274
Meat	• •	• •		Wв		9	• • •	9
Covered good			• •	X	103	16		119
Cool, ventilat			••	XA V-	464	555 28	• • •	$^{1,019}_{28}$
Cool, ventilat		• •	• •	Xв		63		$\frac{28}{64}$
Cool, ventilat		• •		Xc	1 50			$\frac{64}{66}$
Work train	• •	• •	• •	$\mathbf{Y} \\ \mathbf{Y}_{\mathbf{B}}$	308	16 188		496
Work train		na hacia		E <sub>A</sub>	119	73	::	192
Special-purpo High-sides, b		ns, nogre	• •	R	152	49		201
High-sides, b				RA	38	25		63
High-sides, b				RB	68	24		92
Sheep, bogie				S	25	33		58
Cattle, bogie				$\overset{\circ}{\mathrm{T}}$	35	12		47
				Û	227	112	4	343
Platform, bo								

#### STATEMENT No. 23—continued

STATEMENT OF CARRIAGE, RAIL CAB, 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.
Wagons—continued						
Platform, bogie	 	Uв	259	295		554
Fuel oil, bogie	 	$\mathbf{U}\mathbf{c}$	29	2		31
Well, bogie	 \	$\mathbf{U}_{\mathbf{D}}$	2	1		3
Horse-boxes, bogie	 \	$\mathbf{U}_{\mathbf{G}}$	51	67		118
Vegetable	 	$\mathbf{U}_{\mathbf{G}\mathbf{A}}$	12			12
Frozen meat, bogie	 [	$\mathbf{V}$	46	62		108
Chilled beef, bogie	 	$\mathbf{v}$	6			6
Frozen meat, bogie	 	$V_{\mathbf{B}}$	157	84		241
Chilled beef, bogie	 	$\mathbf{V}_{\mathbf{B}}$	99	10		109
Side dump	 	$\mathbf{Y}_{\mathbf{D}}$	1	1		<b>2</b>
Covered goods, bogie	 	${f z}$	123	107		230
Covered goods, bogie	 	$\mathbf{Z}_{\mathbf{P}}$	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.	Typ		1010	North Island Main Line and Branches.	South Island Main Line and Branches.	Nelson.	Total.
. <b>A</b>	Tender (2-cylinder sin	mple)		14	44		58
AA	Tender			10			10
Ав	Tender			87	62		149
В	Tender				7		7
BA	Tender				10		10
Вв	Tender			30			30
·C	Tender			12	12	.,	24
Ds	Diesel mechanical shi	unting loc	omotives	4			4
Ec	Electric				6		6
Ер	Electric			10			10
Eo	Electric				5		5
F	Tank			2	18		20
·G	Tender				6		6
н	Tank			6			6
J	Tender (coal fuel)			23	7		30
J	Tender (oil fuel)			10			10
JA	Tender				16		16
К	Tender (coal fuel)			2			2
K	Tender (oil fuel)			28			28
KA	Tender (oil fuel)			35	• • •	••	35
Кв	Tender (on ruer)			00	6	••	6
Q	Tender	• • •	• •	• • •	4	••	4
TT	m -	• •	• •	••	9	••	9
77	m 1	• • •	• •	• •	7	••	7
**	773 3	• •	• •	• •	7	• •	7
***	m 1	• • •	• •	• •	$\frac{1}{2}$	• • •	$\frac{1}{2}$
$\frac{W}{W_A}$	m 1	• •	• • •	$\frac{\cdot \cdot}{2}$	$\frac{2}{3}$	• • •	5
WAB	m ı	• • •	• •	$\frac{2}{22}$	3	• •	
WB			• •	22		• • •	22
	Tank Tank	• • •	• •	• •	$\frac{4}{3}$	• •	4
***		• • •		٠٠ ــ		,	3
~~~	Tank	• • •		7	22	4	33
	Tank	• • •		10		• •	10
Ww	Tank			57	3	• •	60
X	Tender (4-cylinder ba		mpound)	8			8
X	Tender (4-cylinder sin	nple)	• •	6		• • •	6
	Totals			385	263	4	652

# STATEMENT No. 25

#### ALL SECTIONS

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

		Cost	per Loco	motive-n	nile.							
	Repair	s.	Run	ning.				ation.		er.	red nance.	aneous nses.
Section.	Wages Materiand Over- head.	sl, Stor	res. Fu	el. Wa	ges.	Total.		Depreciation.		Water.	Deferred Maintenance.	Miscellaneous Expenses.
N.I.M.L. and branches (coal) N.I.M.L. and branches (cil) S.I.M.L. and branches	d. 19·17 11·68 16·83 12·21	3   1 · 3 · 3 · 3 · 3 · 3 · 3 · 3 · 3 · 3 ·	$egin{array}{c c} 29 & 25 \cdot \ 11 & 49 \cdot \ 11 & 13 \cdot \ \end{array}$	$\begin{array}{c c} 36 & 17 \cdot \\ 37 & 11 \cdot \\ 04 & 16 \cdot \end{array}$	79 92 27	$\begin{array}{c} \text{d.} \\ 63 \cdot 61 \\ 74 \cdot 08 \\ 47 \cdot 25 \\ 52 \cdot 81 \end{array}$			5	£ ,758 ,875 ,856 122	£	72,697 228,242
Total, steam	17.06	3 1.	19 24 ·	59 16.	26	59 · 10	164	,562	35	,611		651,543
Electric locos., Eo 2–6 Electric locos., Ec 7–12 Electric locos., En 101–110	10·34 13·85 14·35	3   0.6	34   9·	13   8.	17	$29 \cdot 87$ $31 \cdot 77$ $30 \cdot 62$		$216 \\ 806 \\ 553$		•••		2,168
Total, electric	13.3	7 0.3	34 9.	85 7.	11	30.67	10,	575				10,271
Multiple units, D.M Diesel rail cars Tractors	16 · 09 10 · 98 9 · 88	3   0.8	93 2.	36 3.	59	$26.88 \\ 17.81 \\ 28.47$	$18,841 \\ 6,839 \\ 6,204$					4,880 6,416
	Cost	per Loc	omotive	-mile.								
Section.	Depreciation.	Water.	Deferred Maintenance.	Miscellaneous Expenses.		Total Cost.		Total Cost per Locomotive-mile.	Locomonave-mile			Average Number of Days in Steam per Locomotive.
N.I.M.L. and branches (coal) N.I.M.L. and branches (oil) S.I.M.L. and branches Nelson	d. 1·89 4·05 1·92 0·35	d. 0·50 0·50 0·47 0·85	d.  	$\begin{array}{c} \text{d.} \\ 10 \cdot 44 \\ 6 \cdot 19 \\ 8 \cdot 31 \\ 7 \cdot 47 \end{array}$		$\begin{array}{c} \pounds \\ ,560,79 \\ 995,98 \\ ,591,56 \\ 8,78 \end{array}$	$\begin{array}{c c} 80 & 84.8 \\ 55 & 57.9 \end{array}$		$\frac{2}{5}$	71,3 15,5 58,1 3	82	231 213 231 90
Total, steam	2.26	0.49		8.95	5	, 157, 12	24	70.8	0	$\frac{145,4}{-}$	10	231
Electric locos., Eo 2–6 Electric locos., Ec 7–12 Electric locos., Ed 101–110	1·67 1·31 4·42		 	$2 \cdot 24$ $3 \cdot 52$ $3 \cdot 35$		24,50 $22,58$ $74,22$	37	$33 \cdot 7$ $36 \cdot 6$ $38 \cdot 3$	0	$^{9}_{1,4}_{2,7}$	58 06	Average Number of DaysRunning Per Loco. 192 234 276
Total, electric	3 · 23			3 · 14		121,20	<b>3</b> 0	37.0	4	5,1	27	244
Multiple units, D.M Diesel rail cars	10 · 13 1 · 64 6 · 33			2·62 1·54		73,72 $87,38$ $34,06$	34	39 · 6 20 · 9 34 · 8	9	$3,1 \\ 4,4 \\ 9,5$	79	$175 \\ 213 \\ 227$

STATEMENT No. 25—continued

Performances of Locomotives for the Year ended 31st March, 1950

	tives.		Locomotiv	e-mil	eage.					Quanti	ity of	Stor	es.	ĺ		::
	como		Deta	ails.			A	Average Mileage		R	unnir	ıg.		B	Cost of cepairs:	mming s.
Type.	Number of Locomotives	Train	. Assis	Shunting, Assisting, Light, and Mis- cellaneous.		Total.		per Loco- notive.		Coal.		Oil		M	Wages, laterial, and verhead.	Cost of Running: Stores.
		N	ORTH IS	LAN	ID M	AIN I	JI	VE AN	1D	BRA	NCL	IES				
A AAA ABB BB C F J (a) J (oil-				7,872 355 3,939 244 3,693 3,144 3,738 633 3,153 199 3,235 3 3,347 25 3,847 25 3,080 1,175 3,080 338		6,614 5,428 6,923 9,449 0,953 3,235 5,701 9,275 8,346		25,472 24,543 36,172 21,315 15,913 1,618 4,244 45,357 56,391		Cwt. 258,88 173,81 2,293,25 506,51 185,19 2,89 44,72 1,077,03 1,824,10					£ 9,594 29,642 04,406 61,943 17,152 470 13,650 59,691 7,846	£ 1,868 1,658 15,731 3,880 1,283 18 500 4,507 1,340
burner)(b) K (c) K (oil- burner)(d) KA (oil- burner	2 28	221,5 904,1	554 25 35 73	,867 ,933	24	7,421 8,068		$\begin{array}{c} 35,346 \\ 42,525 \end{array}$	1	267,6 7,399,8	65 72*	10	,780 ,177		58,664 21,111	$^{1,201}_{4,457}$
KA (oil-	35	1,407,6	59 94	,030	1,50	1,689		42,905	ţ	9,867,7	50*	70	,161	1	08,189	7,253
WA WAB WF WG WW X Hunslett	22 6 10 57 14 3	601,2 15,7 2,9 261,8 204,0	93 21 85 87 08 56 50 114 88 596 12 23 70 16	,050 ,182 ,265 ,714 ,696 ,127 ,536	$ \begin{array}{c cccc} 050 & & 21 \\ 182 & & 688 \\ 265 & & 71 \\ 714 & & 117 \\ 696 & & 858 \\ 127 & & 227 \\ 536 & & 17 \\ \end{array} $			10,672 31,294 11,915 11,766 15,063 16,224 5,902		13,990 472,955 52,355 87,887 662,934 182,399 10,260		630 34,007 2,820 7,155 53,506 23,320 849		201 59,455 5,658 4,408 75,277 41,418 250		$   \begin{array}{r}     100 \\     3,580 \\     331 \\     724 \\     5,420 \\     2,145 \\     99   \end{array} $
Total	373							29,105	*19	,292,7 ,091,7		529,		7	79,025	56,095
The second secon		Cost of R	unning		Promote the second of the		·	Cost pe	r L	ocomoti	ve-m	ile.		·	<u> </u>	ays live.
		continued.			1		Repairs.		Running.						_	or of I
Type.	-	Fuel.	Wages.	Tota	l Costs.	Wages Materi and Over- head.	a1,	Stores.		Fuel.	Wa	Wages.			Days in Steam.	Average Number of Days in Steam per Locomotive.
WAB WF WG WW	er)	£ 34,928 34,928 23,396 68,213 25,012 145,776 54,687 36,908 224,287 300,646 1,872 63,600 7,099 11,819 89,291 24,691 1,383	£ 24,693 16,910 196,993 67,810 24,190 447 6,871 66,124 15,500 15,933 52,902 771,615 2,756 42,736 7,192 14,190 91,841 14,729 2,289 735,730	2 1 3 4 10 2 2	£ 71,083 71,606 26,336 01,846 67,646 1,331 27,033 76,098 779,373 12,706 02,757 84,929 602,757 31,141 61,829 4,021 00,072	d. 6:44 28:9 15:5 23:2:21:5 34:8 12:1 5:5 5:1 17:2:2 20:7 18:8 8:9 21:0 43:7 3:3	99 59 59 56 67 75 57 18 9 9 9 4 6 9	d. 1·26 1·62 1·20 1·46 1·61 1·34 4·67 0·92 0·95 1·16 1·19 1·12 1·25 1·10 1·48 1·52 2·27 1·34		d. 23·50 22·87 23·58 25·60 31·44 29·38 38·79 35·80 48·04 21·05 22·17 23·67 24·11 24·96 24·96 18·75	16 15 25 30 33 64 13 10 15 12 11	·62 ·54 ·03 ·45 ·15 ·16 ·46 ·98 ·45 ·99 ·97 ·97 ·94 ·67 ·56 ·02	d. 47: 70: 55: 55: 56: 56: 109: 74: 75: 59: 67: 63: 73: 67: 68: 78: 67: 68: 68: 68: 68: 68: 68: 68: 68: 68: 68	02 40 76 702 74 41 90 83 83 82 94 10 10 10 10 10 10 10 10 10 10 10 10 10	3,553 2,190 22,634 7,085 2,679 90 1,258 6,826 1,610 1,640 1,540 1,540 1,533 1,188 1,663 12,392 1,855 500	260 236 223 45 210 268 268 234 249 236 246 243 186 166 218 132
TOTAL		1,429,222	735,730	3,00	0,072	17.2	2			91.99		i	66 · :	52	86,934	235
		Azzamaca						(a) 10 . (	7.5		. (.1)	.).)				

Average number of engines during year: (a) 16; (b) 6; (c) 7; (d) 28.

<sup>\*</sup>Gallons of fuel oil.

#### STATEMENT No. 25—continued

# Performances of Locomotives for Year ended 31st March, 1950—continued

			Locomotive	mile	age.				Quantity	of Store	es.			
	of 7es.		Detai	ls.			A	verage	Ru	nning.		Co	st of pairs:	ining.
Туре.	Number of Locomotives.	Train.	Shunti Assisti Light and M cellane	ng, is-	Tota	al.	1	ileage per oco- otive.	Coal.	Oil	ı <b>.</b>	Ma Ma	ages, terial, and orhead.	Cost of Running: Stores.
		sou	TH ISLA	ND	MAIN	LIN	1E	AND	BRANC	HES				
A AB B B B B B B B B B B B B B B B B B	444 622 710 112 118 66 77 76 44 43 222 33 2252	1,917,56	160, 229, 266   182, 255   21, 29, 26, 21, 29, 21, 29, 21, 29, 21, 29, 21, 29, 21, 29, 21, 29, 21, 29, 21, 29, 21, 29, 21, 29, 21, 29, 21, 29, 21, 29, 21, 29, 21, 29, 27, 26, 21, 29, 27, 26, 27, 284, 7, 13,	637 276 2767 3502 808 7612 4852 2415 5918 225 	166 245 182 177 302 623 239 46 159 123 175 175 43 43 40 30	,156 ,987 ,659 ,780 ,035 ,267 ,560 ,228 ,683 ,929 ,657 ,546 ,546 ,546 ,546 ,772		26,879 26,684 22,879 6,699 20,472 0,136 13,630 33,148 8,993 19,878 1,640 7,669 15,133 15,133 15,329 4,435 3,364 4,551 4,591 16,157	Cwt. 750,86 1,369,10 96,82 137,03 161,42 67,06 114,97 233,90 437,85 191,71 45,87 114,70 75,71 98,96 19,33 26,53 31,13 26,53 217,38 25,25	0   93, 0   6, 1   9, 1   1   1   1   1   1   1   1   1   1	966 720 297 848 515 639 940 960 546 093 420 791 778 661 935 430 073 337 654	13	8, 268 8, 268 9, 972 1, 815 9, 581 1, 815 9, 581 1, 815 9, 581 1, 815 1, 815	£ 5,674 10,118 673 983 1,055 694 798 1,268 2,386 1,150 335 1,013 551 748 169 227 1,810 197
The second secon	<del>'-</del> 7	Cost of R	nnning				and in	Cost per	r Locomot	ve-mile.				of er
		contin					irs.		Running.				7.	mber ive.
Туре,	-	Fuel.	Wages.	Tot	al Costs.	Wage Mater and Over head	rial, l r-	Stores.	Fuel.	Wages.	To	tal.	Days in Steam	Average Number of Days in Steam per Locomotive.
A AB B BA C F J JA KB Q UU UUB WW		63, 384 115, 681 8, 187 11, 579 13, 616 5, 662 9, 697 19, 740 16, 202 3, 858 9, 709 6, 386 8, 352 1, 634 2, 251 2, 612 2, 236 2, 138	5 75, 994 122, 224 13, 218 20, 184 28, 477 22, 609 9, 799 16, 051 13, 713 5, 170 11, 882 9, 462 9, 462 11, 771 3, 195 4, 628 5, 246 4, 183 36, 143 3, 011		£ 228,610 32,050 59,248 65,784 40,780 39,875 77,048 82,357 39,546 11,710 25,513 34,361 6,332 11,528 12,838 12,838 12,939 9,388	d. 16 - 6 14 - 6 22 - 6 - 21 - 6 22 - 22 - 22 - 6 - 6 22 - 6 22 - 6 22 - 6 22 - 6 22 - 6 22 - 6 22 - 6 22 - 6 22 - 6 22 - 6 22 - 6 22 - 6 22 - 6 22 - 6 22 - 6 22 - 6 22 - 6 22 - 6 22 - 6 22 - 6 22 - 6 22 - 6 22 - 6 22 - 6 22 - 6 22 - 6 22 - 6 22 - 6 22 - 6 22 - 6 22 - 6 22 - 6 22 - 6 22 - 6 22 - 6 22 - 6 22 - 6 22 - 6 22 - 6 22 - 6 22 - 6 22 - 6 22 - 6 22 - 6 22 - 6 22 - 6 22 - 6 22 - 6 22 - 6 22 - 6 22 - 6 22 - 6 22 - 6 22 - 6 22 - 6 22 - 6 22 - 6 22 - 6 22 - 6 22 - 6 22 - 6 22 - 6 22 - 6 22 - 6 22 - 6 22 - 6 22 - 6 22 - 6 22 - 6 22 - 6 22 - 6 22 - 6 22 - 6 22 - 6 22 - 6 22 - 6 22 - 6 22 - 6 22 - 6 22 - 6 22 - 6 22 - 6 22 - 6 22 - 6 22 - 6 22 - 6 22 - 6 22 - 6 22 - 6 22 - 6 22 - 6 22 - 6 22 - 6 22 - 6 22 - 6 22 - 6 22 - 6 22 - 6 22 - 6 22 - 6 22 - 6 22 - 6 22 - 6 22 - 6 22 - 6 22 - 6 22 - 6 22 - 6 22 - 6 22 - 6 22 - 6 22 - 6 22 - 6 22 - 6 22 - 6 22 - 6 22 - 6 22 - 6 22 - 6 22 - 6 22 - 6 22 - 6 22 - 6 22 - 6 22 - 6 22 - 6 22 - 6 22 - 6 22 - 6 22 - 6 22 - 6 22 - 6 22 - 6 22 - 6 22 - 6 22 - 6 22 - 6 22 - 6 22 - 6 22 - 6 22 - 6 22 - 6 22 - 6 22 - 6 22 - 6 22 - 6 22 - 6 22 - 6 22 - 6 22 - 6 22 - 6 22 - 6 22 - 6 22 - 6 22 - 6 22 - 6 22 - 6 22 - 6 22 - 6 22 - 6 22 - 6 22 - 6 22 - 6 22 - 6 22 - 6 22 - 6 22 - 6 22 - 6 22 - 6 22 - 6 22 - 6 22 - 6 22 - 6 22 - 6 22 - 6 22 - 6 22 - 6 22 - 6 22 - 6 22 - 6 22 - 6 22 - 6 22 - 6 22 - 6 22 - 6 22 - 6 22 - 6 22 - 6 22 - 6 22 - 6 22 - 6 22 - 6 22 - 6 22 - 6 22 - 6 22 - 6 22 - 6 22 - 6 22 - 6 22 - 6 22 - 6 22 - 6 22 - 6 22 - 6 22 - 6 22 - 6 22 - 6 22 - 6 22 - 6 22 - 6 22 - 6 22 - 6 22 - 6 22 - 6 22 - 6 22 - 6 22 - 6 22 - 6 22 - 6 22 - 6 22 - 6 22 - 6 22 - 6 22 - 6 22 - 6 22 - 6 22 - 6 22 - 6 22 - 6 22 - 6 22 - 6 22 - 6 22 - 6 22 - 6 22 - 6 22 - 6 22 - 6 22 - 6 22 - 6 22 - 6 22 - 6 22 - 6 22 - 6 22 - 6 22 - 6 22 - 6 22 - 6 22 - 6 22 - 6 22 - 6 22 - 6 22 - 6 22 - 6 22 - 6 22 - 6 22 - 6 22 - 6 22 - 6 22 - 6 22 - 6 22 - 6 22 - 6 22 - 6 22 - 6 22 - 6 22 - 6 22 - 6 22 - 6 22 - 6 22 - 6 22 - 6 22 - 6 22 - 6 22 - 6 22 - 6 22 - 6 22 - 6 22 - 6 22 - 6 22 - 6 22 - 6 22 - 6 22 - 6 22 - 6 22 -	59	d. 1 · 15 1 · 07 1 · 01 1 · 41 1 · 03 0 · 91 1 · 08 1 · 01 0 · 92 1 · 15 1 · 72 1 · 53 1 · 07 1 · 01 1 · 32 1 · 12 1 · 33 1 · 07 1 · 34 1 · 03 1 · 03 1 · 04 1 · 03 1 · 04 1 · 05 1 · 05	d. 12-86 (12-20) (12-86) (12-27) (16-64) (13-20) (15-69) (15-69) (14-23) (16-25) (19-89) (14-33) (12-37) (12-77) (11-93) (12-77) (11-93) (12-77) (11-93) (12-77) (11-93) (12-77) (11-93) (12-77) (11-93) (12-77) (11-72) (11-72) (11-72) (11-72) (11-72) (11-72) (11-72) (11-72) (11-72) (11-72) (11-72) (11-72) (11-72) (11-72) (11-72) (11-72) (11-72) (11-72) (11-72) (11-72) (11-72) (11-72) (11-72) (11-72) (11-72) (11-72) (11-72) (11-72) (11-72) (11-72) (11-72) (11-72) (11-72) (11-72) (11-72) (11-72) (11-72) (11-72) (11-72) (11-72) (11-72) (11-72) (11-72) (11-72) (11-72) (11-72) (11-72) (11-72) (11-72) (11-72) (11-72) (11-72) (11-72) (11-72) (11-72) (11-72) (11-72) (11-72) (11-72) (11-72) (11-72) (11-72) (11-72) (11-72) (11-72) (11-72) (11-72) (11-72) (11-72) (11-72) (11-72) (11-72) (11-72) (11-72) (11-72) (11-72) (11-72) (11-72) (11-72) (11-72) (11-72) (11-72) (11-72) (11-72) (11-72) (11-72) (11-72) (11-72) (11-72) (11-72) (11-72) (11-72) (11-72) (11-72) (11-72) (11-72) (11-72) (11-72) (11-72) (11-72) (11-72) (11-72) (11-72) (11-72) (11-72) (11-72) (11-72) (11-72) (11-72) (11-72) (11-72) (11-72) (11-72) (11-72) (11-72) (11-72) (11-72) (11-72) (11-72) (11-72) (11-72) (11-72) (11-72) (11-72) (11-72) (11-72) (11-72) (11-72) (11-72) (11-72) (11-72) (11-72) (11-72) (11-72) (11-72) (11-72) (11-72) (11-72) (11-72) (11-72) (11-72) (11-72) (11-72) (11-72) (11-72) (11-72) (11-72) (11-72) (11-72) (11-72) (11-72) (11-72) (11-72) (11-72) (11-72) (11-72) (11-72) (11-72) (11-72) (11-72) (11-72) (11-72) (11-72) (11-72) (11-72) (11-72) (11-72) (11-72) (11-72) (11-72) (11-72) (11-72) (11-72) (11-72) (11-72) (11-72) (11-72) (11-72) (11-72) (11-72) (11-72) (11-72) (11-72) (11-72) (11-72) (11-72) (11-72) (11-72) (11-72) (11-72) (11-72) (11-72) (11-72) (11-72) (11-72) (11-72) (11-72) (11-72) (11-72) (11-72) (11-72) (11-72) (11-72) (11-72) (11-72) (11-72) (11-72) (11-72) (11-72) (11-72) (11-72) (11-72) (11-72) (11-72) (11-72) (11-72) (11-72) (11-72) (11-72) (11-72) (11-72) (11-72) (11-72) (11-72) (11-72) (11-72) (11-72) (11-72) (11-72) (11-7	d. 15-42 12-90 19-81 29-01 27-83 29-74 13-23 12-75 26-65 17-91 25-65 23-96 24-78 27-10 16-51	40 48 85 64 53 61 31 39 60 43 49 63 49 63 74	· 39 · 76 · 03 · 15 · 27 · 64 · 83 · 22 · 67 · 36 · 51 · 87 · 89 · 64 · 92 · 72	10,333 15,590 1,590 2,153 3,088 3,713 1,086 1,873 3,365 1,390 1,994 1,679 459 668 877 676 4,614	235 201 227 2157 2557 206 181 268 210 233 208 222 217 240 223 221 240 222 217 240 223 222 217 240 223 222 217 240 257 240 257 257 257 257 257 257 257 257 257 257
Total		358,260	446,912	1,:	297,792	16.8	3:3	1.11	13.04	16.27	47	.25	58.115	231

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