

1917.  
NEW ZEALAND.

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# RAILWAYS STATEMENT

BY THE MINISTER OF RAILWAYS. THE HON. W. H. HERRIES.

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MR. SPEAKER,—

In presenting the Railways Statement for the year ended 31st March, 1917, I have to announce that, notwithstanding the abnormal conditions which have prevailed during the year, the railway earnings, which constitute a record for the Dominion, amounted to £4,800,810. This is an advance of £252,454 on the earnings for the year ended 31st March, 1916, and £350,810 in excess of the estimated revenue. The following gives a summary of the results:—

	Year, 1917.	Year, 1916.
	£	£
Total earnings ... ..	4,800,810	4,548,356
Total expenditure ... ..	2,926,864	2,910,883
	£1,873,946	£1,637,473

The mileage of lines open for traffic on the 31st March, 1917, was 2,970, no new extensions being opened during the year. The capital cost of all lines open for traffic, including the steamers and plant on Lake Wakatipu, increased from £34,857,882 to £35,378,664.

The net revenue, £1,873,946, is equal to a return of 5·30 per cent. on the capital invested in the lines open for traffic, and 4·91 per cent. on the gross capital (£38,187,173) invested in the opened and unopened lines.

The gross receipts per train-mile for all lines amounted to 125·75d., against 116·50d. for the previous year, an increase of 9·25d. per train-mile. The receipts per train-mile from the North Island main line and branches were 123·00d., against 112·25d. last year, an increase of 10·75d. The South Island main line and branches produced a gross return of 124·75d. per train-mile, against 117·25d. last year, an increase of 7·50d. per train-mile.

The expenditure for the year (£2,926,864) was £15,981 more than the preceding year, but £118,136 under the estimate (£3,045,000).

The percentage of working-expenses to earnings was 60·97 per cent., against 64·00 per cent. last year, a decrease of 3·03 per cent.

The sum of £296,276 was expended under the head "Additions to open lines" in providing additional rolling-stock, workshops machinery, car-lighting, Westinghouse brake, steam-heating gear, interlocking, telegraph, telephone and tablet facilities, purchase of land, improvements to wharves, &c.

During the year 23 new locomotives, 29 carriages, 58 bogie and 332 four-wheeled wagons, and 250 tarpaulins were completed and put into traffic; and 27 locomotives, 46 carriages, 16 brake-vans, 205 bogie and 956 four-wheeled wagons, and 1,050 tarpaulins were in hand on the 31st March.

## RESULTS OF WORKING.

The following is a summary of results of working for year ending the 31st March, 1917, as compared with 1916:—

PARTICULARS.	Year ended 31st March.	
	1917.	1916.
Total miles open for traffic ... ..	2,970	2,970
Average miles open for year ... ..	2,970	2,959
Capital cost of opened and unopened lines ... ..	£38,187,173	£37,335,080
Capital cost of open lines ... ..	£35,378,664	£34,857,882
Capital cost per mile of open lines ... ..	£11,912	£11,737
Gross earnings ... ..	£4,800,810	£4,548,356
Working-expenses ... ..	£2,926,864	£2,910,883
<b>NET PROFIT ON WORKING</b> ... ..	<b>£1,873,946</b>	<b>£1,637,473</b>
<b>PERCENTAGE OF PROFIT TO CAPITAL INVESTED</b> ... ..	<b>5·30</b>	<b>4·72</b>
<b>PERCENTAGE OF WORKING-EXPENSES TO EARNINGS</b> ... ..	<b>60·97</b>	<b>64·00</b>
Earnings per average mile open ... ..	£1,619	£1,540
Working-expenses per average mile open ... ..	£987	£985
<b>NET EARNINGS PER AVERAGE MILE OPEN</b> ... ..	<b>£632</b>	<b>£555</b>
Earnings per train-mile ... ..	d. 125·75	d. 116·50
Working-expenses per train-mile ... ..	76·63	74·50
<b>NET EARNINGS PER TRAIN-MILE</b> ... ..	<b>49·12</b>	<b>42·00</b>
Passengers, ordinary ... ..	14,173,115	14,201,506
Season tickets ... ..	355,832	330,622
Goods tonnage ... ..	5,826,265	5,960,562
Live-stock tonnage ... ..	412,908	410,383
Train-mileage ... ..	9,146,331	9,356,522
Locomotives ... ..	607	585
Passenger-cars ... ..	1,480	1,452
Wagons and brake-vans ... ..	22,380	21,994

In view of the uncertainties created by the war conditions, more especially in regard to overseas shipping, the dearth of which affects our imports, exports, and manufactures very seriously, it is quite impossible to make anything beyond a conservative forecast of the railway revenue and expenditure for the year ending 31st March, 1918. Having regard, therefore, to these circumstances, I do not consider it prudent to anticipate a higher revenue than £4,200,000, or to fix the expenditure at less than £2,943,500.

Although constrained by the uncertainties and adverse conditions of the moment to make a conservative estimate of the results of working for the ensuing year (1918), I deem it essential to emphasize the advisability of making ample provision to carry on comprehensively and progressively the improve-

ments referred to in the special report made by the General Manager in 1914. It was definitely stated at that time, and has been emphasized since, that unless the works enumerated were completed within five years very serious disabilities would occur in dealing with the railway traffic. At that date the revenue was verging on four millions per annum. In the succeeding four years it has advanced to £4,800,000, an increase of £800,000, or 20 per cent. per annum. I am firmly convinced that not long after hostilities cease this country, with its great natural resources, will enter upon an era of unprecedented industrial activity, and our railways will be called upon to deal with a greatly increased business. During ten years, 1905-1914, under normal conditions the railway revenue increased by over 83 per cent., and the tonnage by 48½ per cent. The experience of the last four years confirms my opinion that this rate of advancement will be maintained, if not exceeded, when normal conditions are restored. It is obvious that facilities that were insufficient for the business in 1914 will be totally inadequate to deal with the 50-per-cent. greater traffic that will be offering before the works can be completed five years hence. Much valuable time has already been lost through unavoidable circumstances. This cannot be recovered, but the consequent disabilities can be rendered less acute by at once making such provision as will enable the improvements to be commenced and hastened on vigorously and uninterruptedly as soon as materials and labour are available.

#### SUPERANNUATION FUND.

The total amount standing to the credit of the Government Railways Superannuation Fund at the end of the financial year was £377,585, an increase of £14,775 on the balance to credit to the fund on the 31st March, 1916.

The total income for the year was £125,434, and the outgoing amount £110,659. Of the latter sum, £89,859 represented payments to 1,019 members of the service who have retired voluntarily or by reason of being medically unfit, 250 widows and 347 children who are dependants of deceased contributors to the fund who were members of the service at the time of their death. The income from actual contributions of members totalled £82,983, or £10,870 less than the estimated annual liability. The receipts are, however, augmented by the subsidy received from the Government, £25,000, and amounts received by way of interest on funds invested and fines imposed under the regulations and a donation: these amounted to £17,451.

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

SIR,— New Zealand Government Railways, Head Office, Wellington, 13th August, 1917.

I have the honour to report on the working of the New Zealand railways for the financial year ended 31st March, 1917.

The total mileage open for traffic is 2,970 miles, no new lines being taken over by the Working Railways during the year.

The capital invested in the lines open for traffic, including the plant and steamers on Lake Wakatipu, on the 31st March was £35,378,664, as against £34,857,882 for the previous year, an increase of £520,782. This represents expenditure on new works chargeable against Capital Account under Additions to Open Lines, £285,543; and Railways Improvement Authorization Act, 1914, £225,597; also £10,394 expended in the Greymouth and Westport districts, less a Public Works credit on last year's Capital Account of £752.

The gross receipts amounted to £4,800,810, against £4,548,356 for the year ended 31st March, 1916, an increase of £252,454.

The net revenue, £1,873,946, is equal to a return of 5·30 per cent. on the capital invested in the lines open for traffic, and 4·91 per cent. on the capital invested in the opened and unopened lines. These figures constitute a record for the railways.

The train-mileage for the year (9,146,331 miles) was 210,191 miles less than the previous year, but as the previous year included an extra working-day the actual decrease on the basis of an equal number of days was approximately 180,000 miles. The reduction on the North Island main line and branches was 96,000 miles, on the South Island main line and branches 59,000 miles, and the balance on the smaller sections. The goods train-mileage generally has fallen in sympathy with the reduced tonnage, but the decrease mainly represents economy effected as a result of grade improvements and the employment of an increasing proportion of heavy and more powerful locomotives. Already, therefore, the expenditure incurred in grade-easements has become productive of good and lasting results.

Heavy floods and extensive slips occurred on various lines, causing disorganization and serious delays to trains.

Owing to a slip near Mount Allan, on the Otago Central line, from the 3rd to the 7th August it was necessary to tranship passengers and mails, but goods traffic was suspended.

On the 7th and 8th September floods in the Invercargill district caused interruptions to traffic, the Kingston and Nightcaps lines being chiefly affected.

Damage to the bridge over the Manganui River near Midhirst necessitated the transhipment of passengers and mails from the 9th to 13th November. Goods traffic was suspended.

On the 9th and 10th November a slip blocked the Whangamomona Tunnel, and trains were run between Stratford and Pohokura only. A further slip caused a blockage of the same tunnel from the 27th to the 29th November.

A slip on the main line near Paerata from the 21st to the 24th December necessitated the organization of a temporary service and the transhipment of passengers at the blockage, but the Christmas holiday traffic was seriously affected and all goods traffic suspended.

In the Whangarei district floods on the 3rd, 4th, and 5th February affected the line between Waiotu and Opuā, and on the Kaikohe Branch. Through traffic on the main line was resumed on the 6th, but the blockage on the Kaikohe Branch was not removed until the 10th February. A further flood occurred on the 21st February, repairs being effected during the day.

Floods on the Kaihu Section disorganized traffic from the 3rd to the 9th February. On the 7th idem a temporary passenger service was established, but ordinary traffic was not resumed until the 9th.

Owing to floods and slips on the North Auckland line it was necessary to suspend all traffic north of Kaukapakapa from the 3rd February to the 2nd March.

On the 3rd and 4th February all traffic was suspended on the Thames line, but on the 5th passengers were able to tranship, through communication being resumed on the 6th February.

Further floods on the Kaihu line caused a cessation of traffic from the 21st February to the 2nd March, when a passenger service was established, passengers transferring at the blockage. Through traffic was restored on the 8th March.

The following figures, which give the record of the late arrival of the principal trains during the year, indicate that notwithstanding the difficulties experienced in connection with slips, floods, and other unforeseen circumstances, the trains have, as a whole, kept good time:—

	Average Late Arrival.	
	Min.	Min.
Long-distance passenger-trains	2·38	against 2·13 last year.
Suburban trains	0·36	„ 0·38 „
Long-distance mixed trains	3·10	„ 2·73 „

The number of ordinary passengers carried during the year was 14,173,115, a decrease of 28,391 on the number for the previous year. Season tickets issued numbered 355,832, an increase of 25,210. Workers' twelve-trip tickets numbered 91,909, and workers' weekly tickets issued on the suburban lines 200,303, an increase of 19,855 twelve-trip and 7,964 workers' weekly tickets over the preceding year. Holiday excursion tickets totalled 903,566, as against 900,091 last year, an increase of 3,475. There was a decrease of 7,161 in the schools, factory, and friendly societies excursion tickets. There have been no alterations in rates or fares during the year.

The goods tonnage was 5,826,265, a decrease of 135,999 tons when compared with the previous year. The decreases were as follows:—

Sheep	...	...	...	...	98,652	head.
Figs	...	...	...	...	19,073	,,
Timber	...	...	...	...	46,438	tons.
Minerals	...	...	...	...	44,436	,,
Other goods	...	...	...	...	45,125	,,

Cattle show an increase of 31,240 head. The increase is due to the demand for beef for military purposes. The decrease in the number of sheep carried in the North Island was 346,361. The erection of new freezing-works in sheep-producing localities no doubt has had the effect of diverting a proportion of the business to roads in cases where the distance from farm to works is short, but the paucity of oversea ships available for transport of meat, and the consequent congestion of all the freezing-works, has been the greatest factor in the matter of decreased sheep traffic. In the South Island there was an increase of 247,709, where in addition to the fat-sheep traffic there were large movements of store sheep from the southern districts to Canterbury.

The goods tonnage shows a decrease of 135,999 tons, chiefly in coal and timber. Chaff traffic last year was very heavy owing to abnormal oversea demand resulting in heavy export. Whangarei shows an increase of 2,800 tons of timber, Kaihu 8,000 tons; while Gisborne (3,000 tons), North Island main line (31,000), South Island lines (22,000), Nelson (1,100), Picton, (400), Wakatipu steamers (100) represent the decreases, amounting to 57,600 tons.

Minerals: Gisborne (4,000 tons), North Island main line (7,000), and Westport (9,000) represent increases. Whangarei (14,000 tons), South Island main line (41,000), Westland (8,000), Picton (1,000), Nelson (1,000) represent decreases in coal. Net decrease, 44,000 tons.

Other goods: Whangarei (2,500 tons), Gisborne (3,200), North Island main lines (27,000), and Picton (8,000), (total 40,700), represent increases, while Kaihu (1,200 tons), South Island main lines (81,000), and Westland (2,800), (total 85,000) represent decreases, leaving net decrease of 45,000 tons.

The average number of men employed during the year was 13,708, against 14,968 for the year ended 31st March, 1916.

Twenty-five members of the Second Division were promoted to the First Division; 758 members of the permanent staff resigned, 92 retired on superannuation, 158 died, 106 were dismissed, and 1,075 engaged.

The sum of £15,710 was paid under the Workers' Compensation for Accidents Act during the year to members who sustained injuries in the execution of their duty.

The additions made to the rolling-stock during the year consisted of 26 new locomotives, 29 bogie cars and 1 rail motor-car, 2 bogie brake-vans, and 433 wagons. Of the new engines added to the stock, 17 were built in the Railway workshops—viz., 7 simple superheated tender engines, Class AB, and 10 heavy tank engines, Class Ww. Nine simple superheated heavy tender engines, Class Bb, were completed under contract with Messrs. A. and G. Price (Limited), of Thames.

Four obsolete tank engines, 2 cars, 2 brake-vans, and 47 wagons were sold or broken up. 517 tarpaulins were condemned and written off. Three heavy tank engines, 1 car, 2 bogie brake-vans, 43 wagons, and 517 tarpaulins have already been constructed as replacements; the balance is under construction. The cost of the whole of the replacements is debited to working-expenses.

During the year 176 modern steel axles were placed under cars, brake-vans, and wagons in substitution of the old iron type, increasing the carrying-capacity of each wagon by 2 tons.

The additional 26 locomotives taken in conjunction with boiler renewals of locomotives in service have increased the tractive power by 5·70 per cent. The new carriages increase the seating-capacity by 1,486 passengers, or 2 per cent. The new wagons added to the stock give an additional capacity of 4,714 tons, equivalent to an addition of 786 ordinary 6-ton trucks, or 2·56 per cent. in carrying-capacity.

Diagrams showing the increase each year in the tractive-power of engines, seating-capacity of cars, and carrying-capacity of the wagons will be found at the end of the report.

The rolling-stock actually on order and in hand on the 31st March comprised 27 locomotives—viz., 9 simple superheated tender engines, AB; 1 heavy suburban tank engine, Ws; 10 heavy tank engines, Ww; 7 simple superheated tender engines, Bb; 46 carriages, 16 bogie brake-vans, 205 bogie and 978 four-wheeled wagons.

The installation of Westinghouse brake on rolling-stock on Westland Section is now in hand.

The permanent-way buildings and structures and appliances have been efficiently maintained. The mileage of track relaid during the year was 21½ miles of main line with 70 lb. material, 7½ miles of branch line with new 55 lb. metals in substitution of 40 lb. metals, and 1 mile of branch line with second-hand metals removed from the main line; a total of 30 miles. This is considerably below the ideal standard fixed at 100 miles per annum, but in view of the abnormal conditions resulting from the war it is essential that the existing stocks be conserved to meet ordinary requirements. 92,419 new sleepers and 239,002 cubic yards of ballast were placed in the track during the year, and over 9,000 tons of rock have been used in strengthening the river protective works on the Midland Railway.

Considerable difficulty has been experienced in obtaining structural steel for bridges, but notwithstanding this a number have been strengthened for the running of heavier locomotives.

A large number of works having for their object the provision of greater facilities to meet the growing requirements and increase efficiency in working have been completed during the year. These include additions to water-services, wharves, buildings, workshops, station-yards, and increasing the accommodation generally.

During the year the interlocking and tablet systems have been considerably extended. Ten additional stations were equipped with fixed signals and 62 stations with distant signals in addition to their previous equipment of home signals. 295 stations are now equipped with fixed signals and 96 are interlocked; 103 have yet to be dealt with. Eighty-nine electric repeaters have been fitted to signals during the year, making a total of 324 now in use.

The electric tablet system is now in use at 376 stations controlling 2,925 miles of single line, and the lock-and-block operates at 36 stations over 44 miles of double track.

All stations on the North Island Trunk lines, Auckland to Wellington, previously equipped with fixed signals have now been provided with distant signals, and with the exception of nine stations the South Island main lines (Lyttelton—Bluff) have been similarly equipped. This extension of distant signals constitutes a radical improvement in the signalling system, and materially increases the factor of safety where train-crossing has to be effected.

Automatic electric warning-bells have been installed at seventeen level crossings during the year. Bells and switches were also installed at two crossings in Christchurch, and a mechanical alarm-bell in Lyttelton Tunnel. Owing to the war it has become almost impossible to obtain electrical material; the very limited stock in hand must therefore be conserved for the maintenance of the appliances already in operation throughout the railway system.

#### REVENUE.

The gross revenue for the year amounted to £4,800,810, and exceeded last year's earnings by £252,454, and the estimated revenue by £350,810. The particulars are as follows:—

	1917.	1916.
	£	£
Passengers, ordinary ... ..	1,717,847	1,566,380
Season tickets ... ..	155,201	156,322
Parcels, luggage, and mails ... ..	243,832	236,705
Goods ... ..	2,498,862	2,423,493
Miscellaneous, rents, &c. ... ..	185,068	165,456
	<u>£4,800,810</u>	<u>£4,548,356</u>

The gross receipts per train-mile for all lines were 125·75d., as against 116·50d. for the previous year, an increase of 9·25d. per train-mile.

The North Island main line and branches produced 123·00d. per train-mile, against 112·25d. for the preceding year, an increase of 10·75d.

The receipts per train-mile on the South Island main line and branches were 124·75d., against 117·25d. last year, an increase of 7·50d.

The earnings from the Lake Wakatipu steamers amounted to £7,184, as against £7,243 for the previous year, a decrease of £59.

The net earnings per average mile of railway open for traffic increased by £77 per mile—viz., £632, against £555 for the preceding year.

The net revenue, £1,873,946, was equal to a return of 5·30 per cent. on the capital invested in the lines open for traffic (£35,378,664), and 4·91 per cent. on the capital invested on the open and unopened lines (£38,187,173).

#### EXPENDITURE.

The working-expenses for the year, which include £6,602, the cost of working the Lake Wakatipu traffic, amounted to £2,926,864, an increase of £15,981 over the expenditure for last year. The ratio of expenditure to earnings was 60·97 per cent., against 64·00 per cent. for the preceding year, a decrease of 3·03 per cent.

The percentage of expenditure to earnings for the year 1914–15 was 71·14, therefore the ratio of expenditure to earnings shows a decrease of 10·17 per cent. in two years.

Diagrams attached to this report illustrate the fluctuations for the last few years in the ratio of expenditure to earnings. The diagrams also show for comparative purposes the net profits earned by the Australian State railways recently.

	Expenditure.		Per Cent. of Revenue.	
	1916–17.	1915–16.	1916–17.	1915–16.
	£	£		
Traffic ... ..	904,318	889,991	18·87	19·60
Locomotive ... ..	1,176,647	1,160,705	24·54	25·56
Maintenance ... ..	720,840	740,349	15·04	16·30
Management ... ..	118,457	113,461	2·47	2·50
	<u>2,920,262</u>	<u>2,904,506</u>	<u>60·92</u>	<u>63·96</u>
Lake Wakatipu steamers ... ..	6,602	6,377	0·05	0·04
	<u>£2,926,864</u>	<u>£2,910,883</u>	<u>60·97</u>	<u>64·00</u>

The increased expenditure in the Traffic Branch and Head and Departmental Offices resulted mainly from the regulation scale increases in salaries under the Classification Act.

The increase in the Locomotive Branch is due to increase in wages, and advance in the cost of fuel, stores, and materials for repairs and upkeep of plant and appliances.

The expenditure in the Maintenance Branch shows a decrease when compared with last year. This is due to the inability of the Department to obtain materials for carrying out works authorized, consequently the works have had to stand over meantime. The expenditure per mile of railway was £244, as against £251 for the previous year.

The sum of £45,955 was expended in the Maintenance Branch and charged to Capital Account under the head "Additions to open lines." These comprise additions to station buildings, extension of station-yards, tablet-installation, telegraph and telephone facilities, interlocking of points and crossings, additions and improvements to wharves, purchase of land, water-services, &c.

In the Locomotive Branch the sum of £250,321 was expended in the provision of additional rolling-stock, Westinghouse-brake, steam-heating gear, electric light for cars, and workshops machinery. The rolling-stock in respect of which the charges were incurred include 23 locomotives, 29 carriages, 58 bogie and 232 four-wheeled wagons completed on the 31st March, and 27 locomotives, 46 carriages, 16 brake-vans, 205 bogie and 956 four-wheeled wagons incomplete but in hand on that date.

The operations of the Department in both the Locomotive and Maintenance Branches have been greatly retarded on account of the difficulty in obtaining materials from abroad in fulfilment of orders given at various periods since August, 1914. This has resulted in the suspension for the time being of a large number of essential works for which authority had been given.

#### FUTURE RAILWAY REVENUE AND EXPENDITURE.

Notwithstanding the fact that the year's operations were satisfactory on the whole, there was an absence of that buoyancy which has hitherto been so remarkable a feature of the railway business during the war, and the effects of nearly three years of war manifested themselves, especially towards the close of the year.

Passenger traffic gave clear indications of languishing, the direct result undoubtedly of the absence on service of so many young men, the reduction in the number of oversea passengers arriving at and departing from New Zealand ports, and a spirit of caution in regard to expenditure on unnecessary travel.

The goods business is now showing unmistakable signs of the effect of the dearth of oversea shipping and the embargo placed on exports overseas by the British Minister of Munitions, these causes affecting very seriously both the import and export traffic and the railway business at the ports.

In view of the above tendencies to restrict business a considerable reduction in gross revenue both in passenger and goods traffic must be anticipated for the coming year, whilst on the other hand, unfortunately, there will be considerable difficulty in effecting any equivalent economy in working owing to the rapidly rising prices of railway material.

The serious effects of the enhanced prices on expenditure can be appreciated to some extent by a study of the quotations given below of the increased cost of a few typical lines of commodities used extensively in the Locomotive Branch. In the examples given present prices are compared with normal prices in 1914 :—

Canvas for tarpaulins, 1914, 1s. 1d. per yard, advanced to 3s. per yard; increased cost to Railway Department at normal rate of consumption, £11,500 per annum. Spring steel, £11 15s. to £50 per ton; increased cost, £5,300 per annum. Steel plates, £8 10s. to £50 per ton; increased cost, £16,200 per annum. Bar iron, £10 to £20 per ton; increased cost, £16,880 per annum. Cotton-waste, £30 to £65 per ton; increased cost, £4,500 per annum. Boiler-tubes, 5d. to 1s. 9d. per foot; increased cost, £21,800 per annum. Iron, galvanized, £14 to £70 per ton; increased cost, £16,000 per annum. Pig iron, £4 to £11 per ton; increased cost, £14,000 per annum. Draw-bar springs, 5s. to 10s. 3d. per spring; increased cost, £2,500 per annum. Copper plate, £90 to £236 per ton; increased cost, £3,400 per annum. Copper ingot, £80 to £135 per ton; increased cost, £6,600 per annum. Tin, £170 to £239 per ton; increased cost, £1,200 per annum. Aluminium, £96 to £220 per ton.

There are a number of other lines of material used in the railway workshops in large quantities the prices of which have risen practically in the same ratio as the examples quoted above, and as prices have still a strong upward tendency it is impossible to calculate to what extent railway expenditure will be affected by the end of the year, and afterwards. It is very questionable whether the cessation of hostilities will have the immediate effect of cheapening the prices of engineering material, as there will be an urgent demand as soon as peace is declared for such material for reconstruction purposes in Europe. There is, therefore, little prospect of any reduction in railway-operating costs in the near future to compensate for the inevitable loss of revenue.

*Price of Locomotive Coal.*—The increase in the price of coal in New Zealand for locomotive purposes is also a most serious factor in estimating the trend of railway-operating expenditure in the future. Since 1914 the price of West Coast coal (including increased steamer freights) delivered at the main ports, such as Wellington, &c., has increased so as to represent a difference in cost to the railways on an annual consumption of 150,000 tons of over £50,000 per annum. The increased cost to the railways of lignite coal over 1914 prices represents on an annual consumption of 56,000 tons about £10,000. The increased price to the railways on 120,000 tons of Newcastle coal represents an increased cost of £63,000 per annum.

The total increased cost to the New Zealand railways of locomotive coal (West Coast, lignite, and Newcastle) at present prices as compared with prices in 1914 represents an additional payment on this item alone of £123,000 per annum.

It is noteworthy when comparing the ratio of working-expenses to revenue on the New Zealand railways with the Australian railways that whilst the average cost of locomotive coal in New South Wales (according to figures contained in an official report dated 20th July, 1917) is 9s. 9d. per ton, the average cost of hard coal for the New Zealand railways landed at the main ports

(Wellington, Lyttelton, &c.) is £1 12s. per ton, a difference of £1 2s. 3d. per ton. This difference represents, on the normal yearly consumption on the New Zealand railways of 270,000 tons of hard coal, an increased annual expenditure on coal of about £300,000.

#### NEW CLASS AB LOCOMOTIVE.

Credit is due to the Chief Mechanical Engineer and his staff for the success of the new locomotive, Class AB, built and brought into traffic operation since the last report. The engines are simple superheated tender engines of the *Pacific* type. It is anticipated now they have been adopted as a standard type that the AB engines will cost at least £1,000 less to build per engine than the Class A four-cylinder compound passenger-engine which the AB is designed to take the place of.

The AB engine has in addition proved itself at least 20 per cent. more economical than the Class A type in the consumption of coal and water whilst hauling considerably increased loads on express trains in the South Island. The new engine is more convenient for repair on the road, and it is anticipated that it will be considerably more economical to maintain. Photographs of this engine and the new tank engine are attached to the report.

#### GRADE-EASEMENTS.

The principal ruling gradients between Auckland and Mercer have now been eased, and marked economy in working has resulted. The Kakariki deviation was completed, and a considerable saving in train-mileage effected. The expenditure incurred on these works was £28,175.

#### RECLAMATION AT AUCKLAND.

The reclamation of St. George's Bay has been completed. The new engine-shed has been finished and a portion of the new station-sidings laid.

The amount expended on the work during the year was £148,915, bringing the total amount spent already up to £301,677.

The negotiations for settlement of the claims of owners of land who will be disturbed by the Department's scheme have progressed considerably. A number of settlements were made during the year.

Although the congestion at Auckland has been somewhat relieved by the completion of the reclamation, no really material benefit will be obtained until the new line Auckland to Westfield has been completed.

#### RAILWAY IMPROVEMENTS.

The amount expended in connection with works authorized by the Railways Improvements Authorization Act, 1914, and charged to capital account was £225,597.

In my special report of 1914 reference was made to the difficulties then being experienced as a result of the lack of facilities and accommodation at various important centres, and a scheme of works was submitted having for its object the removal of the disabilities under which the Department and the users of the railways were alike labouring. It was estimated that five years would be required to complete the scheme, and emphasis was laid on the desirability of making an early and comprehensive start on the programme.

Further reference was made to the subject in my reports of 1915 and 1916, but up to the present sufficient funds have not been available to enable a satisfactory commencement to be made.

Notwithstanding the unprecedented conditions resulting from the war the railway business has expanded by 20 per cent. in the four years that have elapsed since the original report was written, and I am strongly of opinion that at least the pre-war rate of progression will continue. It is indeed, to my mind, practically a certainty that as soon as the difficulties now obtaining in respect to shipping are removed and peace conditions again prevail a considerable impetus will be given to New Zealand staple products and industries. This will undoubtedly result in greatly increased demand for railway transport, and very grave difficulties must arise through lack of facilities for the efficient handling and carrying-on of the traffic. It is apparent that facilities that were insufficient to deal with the traffic in 1914 will be hopelessly inadequate in another five years' time when the traffic will be at least 50 per cent. greater than it was in 1914.

It is impossible to now make up for the time lost, but if a sufficiency of funds is provided without further delay the Department will be enabled to make all the preliminary arrangements required, and to vigorously prosecute the works without intermission immediately materials and men are obtainable. The postponement of the financial arrangements until the last moment will accentuate the difficulty arising from time already lost.

The serious prosecution of the new works referred to immediately peace is declared will afford an opportunity for the profitable and prompt employment of a large number of returned soldiers.

#### RAILWAYMEN AT THE FRONT.

From the 1st April until November, 1916, the date the Military Service Act came into operation, 1,066 railwaymen, members of the permanent staff, volunteered for service with the colours. This brought the total number of members of the permanent staff enlisted up to 3,000. Taking cognizance of the enlistment of the casual hands who regularly work for the Department, the railwaymen already released for military service total 5,500, representing 30 per cent. of the normal staff. Prior to November, 1916, the Department had not found it necessary to restrict volunteering except in the case of a few specially trained experts engaged on important duties. The near approach



of the busy season for all classes of railway business compelled the Department to reluctantly intimate its inability to agree to the further decrease of the number of trained and experienced hands until after Easter. The Department nevertheless fully realized the vital importance of releasing more men at the earliest moment, and with that end in view has carefully revised the train time-table and submitted to the Government proposals having for their object the release at regular intervals of drafts aggregating 1,000 additional railwaymen if that number was able to satisfactorily pass the military tests.

The scheme, which necessarily involved curtailment of train services, received a great deal of close attention. All services have been co-ordinated to ensure as far as practicable the least inconvenience to the users of the railways.

The ability of the Department to maintain the normal train services up to the end of the financial year in spite of the depleted staff was to a great extent due to the loyal and cheerful service of all grades of the Railway employees. With the continued enlistment of the staff for military service to the extent above indicated the curtailed train service under contemplation can only be undertaken satisfactorily during the summer months, when the live-stock and grain traffic entails much special running, by the most complete and loyal co-operation of all members of the Railway service. The effort required when the business is heavy in the summer will entail longer hours and considerable sacrifice on the part of all concerned, and specially upon the depleted staff in the traffic working and running branches; but the manner in which the staff have met their obligations in the past leaves no ground for doubt that they will carry out ungrudgingly their share of the extra obligations thrown upon them on account of the war, and perform their duties cheerfully as a national service.

I have, &c.,

E. H. HILEY,  
General Manager.

The Hon. the Minister of Railways.

#### MAINTENANCE.

Mr. F. W. MacLean, Chief Engineer, reports as follows:—

I submit the following report on the Maintenance Branch for the year ended 31st March, 1917.

The track, buildings, structures, and appliances have been maintained in good order and repair.

*Permanent-way.*—The relaying during the year has been as follows:—

Main and branch lines, 53 lb. and 56 lb. steel and 70 lb. iron rails relaid	Miles.
with new 70 lb. materials	21½
Branch lines, 40 lb. relaid with new 55 lb. material	7½
Branch lines relaid with second-hand material removed from main line	1
Total relaying for the year	30

The amount of relaying is much below the average of recent years, but as fresh supplies of rails have not been available the existing stocks have had to be conserved.

It seems unlikely that further supplies of relaying-material can be obtained at an early date, and the amount of relaying will probably have to be curtailed still further in the ensuing year.

*Sleepers.*—92,419 new sleepers were placed in the track during the year. In addition to this a large number of serviceable second-hand sleepers were used in renewals.

*Ballasting.*—239,002 cubic yards of ballast were placed in the track during the year. The scarcity of labour has prevented more of this class of work being carried out.

*Slips and Floods.*—Towards the end of 1916, and in February, 1917, heavy rains in the Auckland Province caused numerous slips and washouts in the Whangarei, Kaihu, Kaipara, Main Line, and Thames Railways, and consequent delays to traffic. The greatest trouble was experienced in the Kaipara district, in the northern part of which the railway was closed for about a month. It will take a considerable time for the railway-works to be restored to normal conditions.

In November the Whangamomona Branch had to be closed for five days owing to extensive flooding and slips.

Slips and washouts were also experienced in the Gisborne, Picton, Otago Central, and other districts.

Over 9,000 tons of rock have been used in strengthening the river-protective works on the Midland Railway.

In August and September heavy storms did considerable damage to the protective works at Oamaru foreshore.

Every effort was made to carry out repairs expeditiously to minimize inconvenience to the public.

*Bridges.*—These have been maintained in good condition.

A number of bridges have been strengthened for the running of heavier engines. This work has been delayed owing to the difficulty of obtaining structural steel.

*Water-services.*—These have been maintained in good order

Additional storage has been provided and improvements effected at a number of stations.

*Wharves.*—The widening of George Street Pier, Port Chalmers, has been completed.

*Buildings.*—Extensive repairs and renewals have been effected. A number of new dwellings have been built. The principal works undertaken were: Auckland—new engine-sheds; Newmarket—new car and wagon shops; Johnsonville—new station building; Picton—new locomotive depot and workshops.

*Station-yards.*—Additional accommodation has been provided and a number of stations rearranged. The works include Auckland, Ohakune, Kakariki, Smart Road, Te Roti, Johnsonville, Ashburton, and Prebbleton.

*Railway Improvements.*—Auckland Station: The reclamation of St. George's Bay has been completed. The new engine-shed has been finished, and a portion of the new station-sidings laid.

Auckland—Mercer grade-easements: With the completion of the Manurewa Bank improvement the principal ruling gradients have now been eased, and marked economy in working as well as improved running of trains have been effected. Expenditure on this work during the year amounted to £25,941.

Feilding—Marton grade-easements: The Kakariki deviation was completed during the year, and a substantial saving in train-mileage effected.

*Additions to Open Lines.*—The expenditure under this heading during the year was £46,155, the principal works being: Signalling and interlocking, block-working, telegraph and telephone facilities, &c., additional siding accommodation, Gisborne; rearrangement Johnsonville (part), Ohakune (part), Kakariki (part), Ashburton (part); new locomotive-engine depot, Picton (part); wharf-shed, Opuā; widening George Street Pier, Port Chalmers (part); office accommodation for depot charyman, Greymouth, Nelson; water-service, Belgrove; improved stockyard accommodation, Otiria Junction; pit for car-shop, Nelson; brake-shed lavatory accommodation, Whangarei; purchase of land, Gisborne, Prebbleton, Fordell, Taumarunui, Carterton, Omimi, Petone, Riverton, Hayward's.

*Miscellaneous Works.*—Additions and improvements amounting to £17,077 and charged to working-expenses were carried out. The works include—Additions and improvements to station buildings, yards, sidings, &c., Swanson (part), Smart Road (part), Taumarunui, Frankton Junction, Inglewood, Featherston (part), Thorndon (part), Lincoln, Lyttelton (part), Ranfurly, Otarehua; rearrangements, Ashburton (part), Prebbleton (part), Dalefield (part); deviation and duplication, Ravensbourne (part); overbridge, Otago Central; public station at 5½ m., Huntly-Awaroa (part); improved station approach, Stratford; shunting-legs, &c., Feilding, Halcombe, Greatford, Morven, Woodville, Temuka; workshop additions, &c., East Town (part), Petone, Addington; installation electric power, Addington Shops; improved lighting (electric), station buildings, &c., Rotorua, Trentham, Thorndon, Invercargill; stockyard improvements, Marton and Stratford; new houses, Pukekohe, 5½ m., Huntly-Awaroa (part); hot-water services installed in seventeen cottages; 30-cwt. crane, Levin; engine-shed extension, Cross Creek; goods-shed additions, Te Kuiti; stores and orderly-rooms for Railway Battalions, Frankton Junction, Palmerston North, Timaru, Greymouth; improved drainage, Taihape, Morningside; water-service improvements, Palmerston North, Otaki, Hunterville, Hihitahi, Morrinsville; Pintsch-gas holder, Frankton Junction; Waiteti Viaduct, strengthening (part); additions to Traffic Offices, Wellington; porters' room, Hastings; dredging-booms, Dargaville.

*Expenditure.*—The expenditure for the year was as follows:—

	£
Maintenance, charged to working-expenses	720,840
New works, charged to capital	271,752
Other Government Departments, public bodies, and private parties	22,518
Total expenditure	£1,015,110

The maintenance expenditure, charged to working-expenses, amounted to £243 10s. per mile, compared with £251 per mile in 1915-16, and £254 per mile in 1914-15.

When supplies of rails, structural steel, and other materials now difficult or impossible to procure can be obtained the expenditure will have to be increased to overtake arrears of work. Meanwhile every effort is being made to carry out in advance of requirements repair and renewal work for which materials can be obtained. The extent to which this can be done has been limited owing to scarcity of labour.

*Mileage.*—No new lines have been opened during the year. The mileage open for traffic on the 31st March, 1917, therefore is the same—2,969 miles 77 chains.

*Lands and Leases.*—Number of leases registered during the year, 427; annual rental, £2,897. Leases current at 31st March, 1917, 5,385; annual rental, £35,824. Private siding agreements registered during the year, 79; annual rental, £2,374. Private siding agreements current at 31st March, 1917, 418; annual rental, £10,085. Proclamations taking or giving up land, 46. Total amount of compensation paid during the year for land, £82,213.

*Staff.*—Maintenance Branch working staff, 3,718; office staff, 152: total, 3,870. The staff has been considerably affected by enlistments.

#### SIGNAL AND ELECTRICAL.

##### *Fixed Signals at Officered Stations.*

During the year ten stations have been equipped with fixed signals, viz.: Hikutaia, Puriri, Kopu, Waitoa, Mangaiti, Te Karaka, Gisborne, Matapuna, Puketeraki, and Warepa.

Sixty-two stations have been equipped with distant signals in addition to their previous equipment with home signals, viz.: Papatoetoe, Manurewa, Papakura, Ngaruawahia Bridge,

Waimiha, Ongarue, Okahukura, Matapuna Bridge, Piriaka, Kakahi, Owango, Raurimu, Waimarino, Erua, Pokako, Horopito, Rangataua, Karioi, Tangiwai, Waiouru, Hihitahi, Mataroa, Utiku, Mangaweka, Ohingaiti, Bankside, Rakaia, Chertsey, Dromore, Tinwald, Winslow, Hinds, Ealing, Rangitata, Orari, Winchester, Temuka, Pareora, St. Andrews, Makikihi, Morven, Glenavy, Maheno, Herbert, Hampden, Kartigi, Palmerston, Goodwood, Waikouaiti, Puketeraki, Seaciff, Lovell's Flat, Stirling, Warepa, Waiwera, Waipahi, Pukerau, McNab, Mataura, Kamihi, Woodlands, One Tree Point.

All stations on the North Island main lines, Auckland to Wellington, previously equipped with fixed signals, have now been fitted with distant signals, also all stations on the South Island main lines, Lyttelton to Bluff, with the exception of nine stations, which are in hand.

The total number of officered stations (including tablet stations) is 494, of which 295 are equipped with fixed signals, 96 are interlocked, and 103 are unequipped.

Eighty-nine electric repeaters have been fitted to signals. The total number now in use is 324.

#### *Interlocking of Points and Signals.*

The electric pneumatic installation at Dunedin has again worked satisfactorily during the year.

The following stations have been equipped with signalling and interlocking: Silverstream, Trentham, and Pitcaithly's (partial scheme).

The interlocking at the following stations has been altered and added to: Westfield, Parnell Tunnel, Morningside, Mount Eden, Mount Albert, Waikumete, Auckland, Palmerston North, Lower Hutt, Christchurch, and Greymouth.

The following sidings and flag stations have been interlocked with the tablet system, viz.: Summit Station; Waro Station; Hikurangi Coal Company's private sidings (two); Northern Coal Company's private sidings (two); J. R. Reyburn's private siding, Whangarei Section; service sidings at 14 m. 64 ch., 15 m. 52 ch., 16 m. 49 ch., 25 m. 20 ch., and 27 m., Auckland District; Southdown Station; Runciman Station; Opaheke Station; Firth's Pumice Company's private siding near Ohinewai; Ngaruawahia ballast-pit siding; Canterbury Roller Flour-mills private siding and sale-yards siding near Ashburton; Orari ballast-pit siding; Christchurch Meat Company's and Timaru Agricultural and Pastoral Association's private siding at Smithfield; J. and T. Meek's private siding, Oamaru; New Zealand Pine Company's private siding at Ryal Bush; Federal Steam Navigation Company's private siding at Ocean Beach.

Four additional stations in the North Island and thirteen in the South Island have been equipped with special switch-locks interlocking the facing-points with home signals.

Three switch-out tablet stations have been equipped with special locking arrangements for points and signals.

Total stations now interlocked, 96; tramway crossings, 7; sidings and flag stations interlocked with tablet, 102; stations where Wood's locks are installed, 246.

The expenditure for the year on signalling and interlocking works was as follows: New works, £22,584 Os. 11d.; maintenance, £13,317 ls. 4d.

#### *Block-working (Electric Tablet).*

During the year sixteen additional tablet instruments and thirty-seven miles of line have been fitted with electric-tablet working and brought into use, embracing the Rangiora-Waikari and Hornby-Lincoln Sections; also Kakariki and Smart Road have been installed as switch-out stations in place of Bell Block and Rangitikei Bridge.

The total mileage now equipped with tablet apparatus is 1,657 miles of single line, out of 2,925 miles of single line open for traffic.

The number of tablet instruments now in use is 900, at 376 stations.

Eleven automatic tablet-exchangers have been installed at nine additional stations. The total now in use is 345.

#### *Lock and Block.*

During the year the electric lock-and-block system for double-line working has worked satisfactorily.

The total mileage equipped is forty-four miles of double line.

Lock-and-block instruments in use, eighty, at thirty-six stations.

Parnell tunnel-box has been converted to a switch-out during the year.

#### *Telegraph and Telephone Facilities.*

Forty-two miles of new line and three miles of poles have been brought into use, and various alterations and additions have been made to improve existing wires.

The Culverden-Hammer wire and various local circuits have been converted to metallic circuits.

Forty telephone connections to railway wires, five connections to public-telephone exchanges, and seven extensions to existing telephone connections have been made.

Ten electric bells have been installed.

Total now in use: Morse sets, 278; telephones, 1,575; electric bells, 263; miles of wire, 7,000; miles of poles, 2,591.

#### *Electric Light and Power.*

During the year electric light has been installed at three additional stations—viz., Khandallah, Trentham, and Sawyer's Bay; also in the new engine-shed and goods-yards at Auckland, Stationmaster's house at Stratford, Burnside, and Mosgiel.

Additional lighting has been provided in the drill-yards at Auckland, Wellington, and Dunedin; signals at Mangaweka and Mataura; new carriage-yard, locomotive-yard, and dining-car store, Thorndon; goods-offices, Te Kuiti; goods-yard, Lambton Station; yards at Kaiwarra and Stratford; locomotive workshops at Petone and Hillside; gas-house, Christchurch; and goods-yard, Invercargill.

Electric heaters have been installed in the Railway booking-office and dining-car depot, Auckland, and Railway Battalion Headquarters, Wellington.

The Newmarket Workshops have been partially electrified. A transformer-house has been provided equipped with transformers of sufficient capacity for the complete electrification of all the shops, and eleven motors aggregating about 85 horse-power have been installed and brought into use.

Additional motors have been installed at Hillside Workshops and at Christchurch engine-depot.

A main-switchboard house has been provided at Addington Workshops to provide for eventual complete electrification equipment, and some temporary gear installed; seven additional motors have been installed, aggregating 49 horse-power, making a total of 243 horse-power now installed.

#### *Level-crossing Automatic Warning-bells.*

Seventeen level crossings have been fitted with automatic electric warning-bells at the following places: Mount Eden (two); Newmarket (two crossings); Helensville South; Hamilton; Palmerston North (two crossings); Napier; Featherston (five crossings); Lower Hutt; Chertsey; Styx. The present number now completed is twenty-three.

The alarm bells and switches have been installed at level crossings at Christchurch (two) and Temuka.

An automatic mechanical alarm-bell has been installed in the Lyttelton Tunnel.

#### *Expenditure.*

Particulars of expenditure on electric block-working, telegraph and telephone facilities, and electric lighting for the year are as follows:—

New works—				£	s.	d.
Electric tablet-working	...	...	...	4,383	0	2
Telephone and telegraph lines	...	...	...	1,415	15	6
Electric light	...	...	...	2,535	14	5
Electric motors, cranes, &c.	...	...	...	2,771	3	3
Level-crossing alarms	...	...	...	5,198	9	9
<b>Total</b>	...	...	...	<b>£16,304</b>	<b>3</b>	<b>1</b>
<b>Maintenance—</b>				£	s.	d.
Electric block-working and telegraph and telephone facilities	...	...	...	12,079	3	1
Lines, &c., maintained by Post and Telegraph Department	...	...	...	1,772	17	0
Electric light	...	...	...	2,516	14	2
<b>Total</b>	...	...	...	<b>£16,368</b>	<b>14</b>	<b>3</b>

#### TRAFFIC.

Mr. H. Buxton, Chief Traffic Manager, reports that the following are the leading features of the traffic in the various districts:—

##### *Whangarei Section.*

Revenue, £53,965; increase, £2,815.

Passengers increased 3,828.

Live-stock increased 7,834.

Timber increased 2,832 tons, and general goods 2,533 tons.

Minerals decreased 14,263 tons in consequence of the flooding of a coal-mine.

##### *Kaihu Section.*

Revenue, £6,478; increase, £594.

Passengers decreased 5,864.

Timber increased 8,196 tons, but other goods traffic declined.

##### *Gisborne Section.*

Revenue, £27,971; decrease, £807.

Passengers decreased 3,294.

Live-stock decreased 58,537, owing to the operation of new freezing-works inland.

Goods tonnage increased 4,844. General goods increased 3,227 tons, and minerals 4,477 tons, but timber decreased 2,860 tons.

*North Island Main Line and Branches.*

Revenue, £2,683,080; increase, £179,863.

The principal items of traffic were—

	Number.	Number.
Passengers ... ..	8,436,175; increase,	115,735
Season tickets ... ..	223,044; ,,	18,739
Parcels revenue ... ..	£140,664; ,,	£6,558
Live-stock ... ..	3,529,382; decrease,	272,512
	Tons.	Tons.
Goods ... ..	1,928,619; increase,	2,166

The revenue per mile of railway increased from £2,269 8s. 5d. to £2,421 11s., and per train-mile from 9s. 4½d. to 10s. 3d.

The variations of traffic in the individual districts were approximately as under:—

*Auckland.*—Revenue, £934,451; increase, £77,169.

Passengers decreased 93,161. The traffic was affected by bad weather conditions causing floods and slips. There was also some reduction in the northern suburban area on account of tramway competition. In the southern portion of the district the business improved.

Season tickets increased 6,643.

Parcels revenue increased £3,147.

Cattle and calves increased 19,365; but sheep and pigs decreased 6,800.

Timber decreased 9,257 tons.

General goods increased 27,890 tons, and minerals 9,465 tons.

*Ohakune.*—Revenue, £321,649; increase, £5,738.

Passengers increased 7,065, and season tickets 393.

Parcels revenue increased £165.

Cattle and calves increased 12,359, and sheep 14,222, but pigs decreased 748.

Timber decreased 14,030 tons.

General goods increased 3,396 tons, and minerals (road-metal) 395 tons.

*Wanganui.*—Revenue, £474,231; increase, £3,558.

Passengers decreased 102,044, chiefly due to the military camp at Rangiotu causing unusual traffic during the previous year.

Season tickets increased 534.

Cattle and calves increased 5,472, but sheep decreased 192,032, due largely to the establishment of freezing-works at Feilding and Wanganui.

Timber decreased 3,670 tons, and general goods 2,349 tons.

Minerals increased 11,092 tons.

*Wellington.*—Revenue, £952,749; increase, £93,398.

Passengers increased 303,875, caused chiefly by traffic in connection with the military camps at Trentham and Featherston.

Season tickets increased 11,962.

Parcels revenue increased £2,961, also largely due to the military camps.

Cattle and calves decreased 8,855, sheep 110,853, and pigs 621.

Timber decreased 4,270 tons, general goods 3,181 tons, and minerals 14,122 tons.

The decrease in general goods is due to the shortage of shipping for frozen meat, and in minerals to the reduced traffic in road-metal for local bodies, bricks for building, and sea-borne coal.

*Picton Section.*

Revenue, £29,844; increase, £1,620.

There was little variation in the passenger and parcels revenue, though there was a decline in the number of passengers.

Live-stock increased 16,403 in number, and general goods 8,451 tons, but timber decreased 388 tons and minerals 1,087 tons.

*Nelson Section.*

Revenue, £34,019; increase, £86.

Passengers, parcels, and luggage revenue increased £345, but goods and miscellaneous revenue decreased £259.

Live-stock decreased 4,954 in number, timber 1,048 tons, and minerals 244 tons; general goods normal.

*Westport Section.*

Revenue, £113,101; increase, £4,649.

Passenger and parcels revenue increased £222, and goods and miscellaneous revenue £4,427.

Minerals increased 9,371 tons, and timber decreased 401 tons; general goods normal.

*Westland Section.*

Revenue, £162,529; decrease, £206.

Passenger and parcels revenue decreased £397, but there was a small increase in goods and miscellaneous revenue.

Live-stock increased 5,088 head.

Timber increased 428 tons, but minerals decreased 7,840 tons, and general goods 2,573 tons.

*South Island Main Line and Branches.*

Revenue, £1,682,638; increase, £63,898.

The principal items of traffic were—

	Number.	Number.
Passengers ... ..	4,727,908; decrease,	95,599
Season tickets ... ..	120,142; increase,	5,739
Parcels revenue ... ..	£89,024; ,,	£224
Live-stock ... ..	3,814,797; ,,	212,944
	Tons.	Tons.
Goods ... ..	2,192,189; decrease,	144,055

The annual revenue per mile of railway increased from £1,152 19s. to £1,198 9s. 2d., and per train-mile from 9s. 9½d. to 10s. 4¾d.

The variations of traffic in the individual districts were approximately as follows:—

*Christchurch.*—Revenue, £720,359; increase, £12,110.

Ordinary passengers decreased 72,778, but season tickets increased 2,408.

Parcels and luggage revenue increased £200.

Cattle decreased 1,864, sheep 87,994, and pigs 10,618.

Timber decreased 10,883 tons, general goods 53,365 tons, and minerals 29,166 tons.

*Dunedin.*—Revenue, £571,237; increase, £20,843.

Ordinary passengers decreased 15,561; season tickets increased 3,379.

Parcels revenue decreased £286.

Cattle decreased 7,249 and pigs 1,763, but sheep increased 110,729.

Timber decreased 2,390 tons, general goods 20,396 tons, and minerals 27,416 tons.

*Invercargill.*—Revenue, £391,042; increase, £30,945.

Ordinary passengers decreased 7,260; season tickets increased 241.

Parcels revenue increased £310.

Cattle increased 5,060, and sheep 204,840.

Timber decreased 8,598 tons, and general goods 7,774 tons.

Minerals increased 19,958 tons.

*Lake Wakatipu Steamers.*

Revenue, £7,184; decrease, £59.

Ordinary passengers decreased 1,701 and £108 in revenue.

Parcels and luggage revenue increased £35.

Sheep increased 7,600.

Timber decreased 120 tons, minerals 224 tons, and general goods 370 tons.

The train services have been maintained with punctuality, as will be seen from the following table:—

*Average Late Arrival of Trains, Year ended 31st March, 1917.*

Year ended	Period ended											Average for Year, in Minutes.		
	April 29.	May 27.	June 24.	July	Aug. 19.	Sept. 16.	Oct. 14.	Nov. 11.	Dec. 9.	Jan. 6.	Feb. 3.		Mar. 3.	Mar. 31.
<i>Express and Mail Trains.</i>														
March 31, 1917	.. 3.16	2.60	3.15	1.31	1.54	1.77	1.64	1.36	1.34	4.15	3.05	3.35	2.62	2.38
March 31, 1916	.. 3.72	1.89	1.84	1.58	1.74	0.67	0.70	1.46	1.74	3.61	2.35	3.22	3.17	2.13
<i>Long-distance Mixed Trains.</i>														
March 31, 1917	.. 4.45	4.03	3.94	2.16	1.71	1.82	1.77	2.24	2.90	3.63	3.84	3.83	4.04	3.10
March 31, 1916	.. 4.13	2.71	2.29	2.29	1.78	1.38	1.40	1.65	2.58	3.14	3.10	4.13	5.18	2.73
<i>Suburban Trains.</i>														
March 31, 1917	.. 0.67	0.44	0.65	0.50	0.36	0.32	0.23	0.27	0.20	0.76	0.35	0.40	0.53	0.36
March 31, 1916	.. 0.44	0.34	0.43	0.34	0.22	0.28	0.33	0.51	0.22	0.61	0.42	0.37	0.44	0.38

## LOCOMOTIVE.

Mr. H. H. Jackson, Chief Mechanical Engineer, reports as follows:—

*Locomotives.*—On the 1st April, 1916, there were 585 engines in service, and on the 31st March, 1917, there were 607 engines. Four second-hand tank engines were sold and written off. Twenty-six new engines were added to stock. Of the new engines added to stock seventeen were built in the Government railway workshops, and comprised seven *Pacific type* simple superheated tender engines, Class AB, and ten 4-6-4 (*Baltic type*) heavy tank engines, Class Ww; nine 4-8-0 simple superheated heavy tender engines, Class BB, were completed under contract with Messrs. A. and G. Price (Limited), of Thames.

In the Government railway workshops to date 172 engines have been built, and twenty-four old locomotives have been rebuilt to modern designs.

Six hundred and seventy-five locomotives passed through the workshops during the year, the details of work done being as follows:—

Particulars.	Number and Type.					Total.
	Four-cylinder Balanced- compound Tender Engines.	Tender Engines.	Tank Engines.	Fell Engines.	Single Fairies.	
Number passed through shops ..	75	229	349	6	16	675
Built new .. .. .	..	7	10	..	..	17
Re-erected .. .. .	..	2	11	..	..	13
Converted .. .. .	..	1	..	..	..	1
Thoroughly overhauled ..	11	42	32	..	2	87
Heavy repairs .. .. .	31	60	105	6	6	208
Light repairs .. .. .	33	117	191	..	8	349
Painted .. .. .	26	66	52	4	3	151
Paint touched up .. .. .	19	93	58	1	4	175

Included in the above are two engines for private lines and five engines for the Public Works Department.

At the close of the year there were under construction in the railway workshops twenty engines, consisting of nine *Pacific type* simple superheated tender engines, Class Ab, one heavy suburban tank engine, 4-6-4 type, Class Ws, and ten heavy tank engines, 4-6-4 type, Class Ww. Under contract with Messrs. A. and G. Price (Limited), of Thames, there were seven 4-8-0 type simple superheated tender engines to complete. Thus at the end of the year there were altogether in hand twenty-seven locomotive-engines.

The new locomotives added, together with boiler renewals, increased the total tractive power by 479,301 lb., or equal to 5.70 per cent. The new engines being built and the boilers under construction will when completed still further materially increase the tractive power.

*Boilers.*—The work on new boilers, renewals, and repairs has been kept well up to date.

The following statement shows details of the boiler-work done:—

Description.	Number passed through Shops.	Built new.	Heavy Repairs.	Light Repairs.	New Tubes (Sets).	Tubes pieced and Second-hand (Sets).	New Smokebox Tube-plate.	New Firebox.	New Firebox Tube-plate.	Boilers patched
Boilers .. .. .	375	18	143	214	64	49	3	16	9	114

Twenty new boilers were under construction at close of year, and comprised nine Class Ab, one Class Ws, and ten Class Ww.

*Carriages.*—The stock on the 1st April, 1916, was 1,452 cars, and on the 31st March, 1917, the number was 1,480. Two cars were sold and written off. Twenty-nine new bogie cars were built, and one rail motor-car was added to stock.

The following table shows details of car-work done during the year:—

Particulars.	Number and Type of Carriages.			Total.
	Bogie.	Six-wheel.	Four-wheel.	
Number passed through shops ..	1,941	87	23	2,051
Built new .. .. .	29	..	..	29
Converted .. .. .	3	..	..	3
Heavy repairs .. .. .	1,198	8	2	1,208
Light repairs .. .. .	711	79	21	811
Painted .. .. .	534	9	2	545
Touched up .. .. .	805	7	1	813

Forty-six cars were under construction in the railway workshops at close of the year.

*Brake-vans.*—The number of brake-vans on the line on the 1st April, 1916, was 440, and the number on the 31st March, 1917, was 440. Two new bogie vans were built to replace one old four-wheeled van sold and one old four-wheel van written off.

The following table shows the work done on brake-vans during the year :—

Description.	Number passed through Shops.	Built new.	Rebuilt.	Heavy Repairs.	Light Repairs.	Painted.	Paint touched up.
Brake-vans .. .. .	587	2	2	315	268	131	243

Included in the above is one brake-van rebuilt for a private line. Sixteen bogie vans are under construction.

*Wagons.*—The wagon stock on the 1st April, 1916, consisted of 21,554 vehicles, and the number on the 31st March, 1917, was 21,940. Twenty-nine worn-out wagons were broken up and written off, six wagons were sold to the Public Works Department, and twelve second-hand wagons were sold to private companies. Four hundred and thirty-three new wagons were built and added to stock. Of this number, 390 were additional stock, and the balance, forty-three, was to replace wagons sold and wagons worn out and written off.

The carrying-capacity of wagon stock was increased by 4,714 tons, equal to 2·56 per cent., or an equivalent of 786 ordinary wagons.

The following table gives particulars of work done on wagons during the year :—

Description.	Number passed through Shops.	Built new.	Rebuilt.	Heavy Repairs.	Light Repairs.	Painted.	Paint touched up.
Wagons .. .. .	21,128	433	18	5,911	14,766	2,792	5,628

One thousand one hundred and eighty-three wagons were under construction in the railway workshops at the close of the year, and comprised 205 bogie and 978 four-wheel wagons.

*Tarpaulins.*—The tarpaulin stock on the 1st April, 1916, was 17,282, and on the 31st March, 1917, the number was 17,532. Two hundred and sixty-two new tarpaulins were made in railway workshops, 250 being additional stock, and 12 for the Public Works Department; 517 worn-out tarpaulins were condemned and written off and replaced with a similar number of new tarpaulins.

The following table gives details of the work on tarpaulins for the year :—

Description.	Number passed through Shops.	Manufactured new.	Condemned and replaced with New Tarpaulins.	Repaired.
Tarpaulins .. .. .	21,139	262	517	20,360

One thousand and fifty tarpaulins were being manufactured in the railway workshops at the close of the year.

*Stationary Engines and Cranes.*—The repairs and renewals during the year were as follows :—

Description.	Number passed through Shops.	Heavy Repairs.	Light Repairs.	Painted.	Touched up.	Boiler-repairs.				
						Heavy Repairs.	Light Repairs.	New Tubes (Sets).	Tube: pieced (Sets).	Boilers patched.
Hand-cranes .. .. .	24	8	16	1	10	..	..	..	..	..
Steam-cranes .. .. .	30	14	16	11	4	..	5	..	..	1
Stationary engines .. .. .	39	..	1	1	..	8	31	1	3	12
Pile-drivers and hoisting-engines .. .. .	6	1	5	1	2	..	..	..	..	..
Pneumatic cranes .. .. .	3	2	1	..	..	..	..	..	..	..

*Axles.*—During the year 176 car, van, and wagon axles were replaced with modern steel axles; this number, however, does not include axles for new rolling-stock. The steel axles increase the carrying-capacity of each wagon by 2 tons.

*Westinghouse Brake.*—The work of equipping engines and rolling-stock on the Westland Section is in hand. Efficient arrangements are in force for the examination and upkeep of the Westinghouse brake. All new engines and rolling-stock built for sections upon which the air-brake is in operation are equipped with it before being put into service.



*Car-lighting.*—The oil-gas manufactured at the five separate Pintsch-gas works during the year amounted to 11,466,500 cubic feet, and cost to manufacture 2s. 7·10d. per 100 cubic feet, the increase in cost of production being due to increased charges for oil owing to war conditions.

On sections not provided with Pintsch gas all cars are lighted with acetylene gas.

*Motor-cars.*—The motor-cars in use on the Culverden—Hanmer service have been kept in good and efficient working-order.

*Rail Motor-cars.*—The Thomas transmission-rail motor-car was erected during the year and employed on suburban services. The Westinghouse petrol-electric rail motor-car has also been employed on suburban services.

*Steamers.*—The Railway Department's steamers on Lake Wakatipu service have been maintained in good working-order.

*Renewals and Replacements.*—During the year four second-hand tank engines, two cars, one brake-van, and eighteen wagons were sold, and one brake-van and twenty-nine worn-out wagons were written off; also 517 worn-out tarpaulins were condemned and written off. To replace the engines and rolling-stock sold or written off three heavy tank engines, one car, two bogie brake-vans, and forty-three wagons were built, and 517 tarpaulins were made. To replace the remaining wagons sold new stock is under construction.

*Train Running and Mileage.*—There has been a decrease in train-mileage amounting to 210,191 miles as compared with 1915-16. This has been due chiefly to the provision of new and more powerful locomotives.

There has been a decrease in the engine-mileage of 424,033 miles as compared with 1915-16. The decrease is partly due to the lesser number of work-trains supplied and the use of Class A locomotives, mentioned in my last report. More of these engines have been built, and there are now twelve of this type at work. These locomotives are cheaper in first cost than the Class A locomotives, haul greater loads, and are much more economical to work and maintain. A heavy tank engine, with boiler, cylinders, wheels, &c., interchangeable with the A, is almost completed, and will be used for the heavy passenger trains on the grades between Taihape and Taumarunui and Wellington—Paekakariki.

The following table shows particulars of the expenditure per train-mile:—

Year.	Train-mileage.	Engine-mileage.	Cost, in Pence, per Train-mile.		
			Locomotive Branch.	Car and Wagon Branch.	Total.
1916-17 .. ..	9,146,331	12,295,455	25·02	6·27	31·29
1915-16 .. ..	9,356,522	12,719,488	24·55	5·80	30·35

The increased cost per train-mile in locomotive branch is due to enhanced prices for fuel; the car and wagon branch increase is principally due to extra charges for material.

#### STORES.

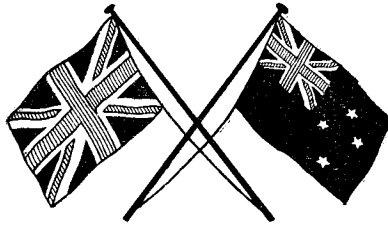
Mr. H. Baxter, Comptroller of Stores, reports as follows:—

The value of stores, material, and plant (purchased under the Railway vote) on hand at the 31st March, 1917, at the various stores, depots, and sawmills amounted to £392,597 13s. 8d., as against £428,065 15s. 5d. on the 31st March, 1916.

The value of stores on hand on account of additions to open lines amounted to £15,212 6s. 8d., as against £25,945 5s. 6d. on the 31st March, 1916.

The whole of the stock is in good order, has been carefully and systematically inspected, and is valued for the amounts stated.

## NEW ZEALAND GOVERNMENT RAILWAYS.

**Roll of Honour.****Railway Employees who have fallen in Defence of the Empire.**

Name.	Branch.	Military Unit.
Ahern, R. J.	Locomotive	F Company, 9th Reinforcements.
Aldridge, A. G.	Traffic	Auckland Infantry Battalion.
Ander, E. F.	Locomotive	E Company, 8th Reinforcements.
Andrews, J. R. D.	Locomotive	Machine-gun Section, 2nd Battalion, N.Z.R.B.
Ballantyne, A. S.	Traffic	Otago Infantry Battalion.
Bannerman, E. I.	Locomotive	Wellington Infantry Battalion.
Bateman, H. O.	Locomotive	4th Battalion, N.Z.R.B.
Beekman, A.	Traffic	N.Z. Field Engineers.
Bennett, C. F.	Maintenance	D Company, 14th Reinforcements.
Blackie, J.	Traffic	Otago Infantry Regiment.
Blaikie, S. J.	Traffic	4th Battalion, N.Z.R.B.
Bond, A.	Traffic	Auckland Infantry Battalion.
Boyes, A. C.	Locomotive	2nd Battalion, Otago Regiment.
Brambley, P. R.	Traffic	F Company, 16th Reinforcements.
Brennan, L. J.	Locomotive	Auckland Infantry, 7th Reinforcements.
Brown, M. C.	Locomotive	Otago Infantry Battalion.
Bruce, H. S.	Locomotive	Otago Infantry Battalion.
Brydon, R. O.	Traffic	1st Battalion, N.Z.R.B.
Burke, D. P.	Traffic	Wellington Infantry Battalion.
Burns, A. C.	Traffic	Wellington Infantry Battalion.
Butler, W. M.	Locomotive	A Company, 2nd Battalion, N.Z.R.B.
Cardno, G. A.	Traffic	1st Battalion, N.Z.R.B.
Charleston, A. A.	Locomotive	Wellington Infantry Battalion, Main Body.
Christophers, H. H.	Maintenance	2nd Battalion, N.Z.R.B.
Clark, G. K.	Traffic	10th Reinforcements, N.Z.E.
Clark, S. G.	Traffic	Wellington Infantry Battalion.
Clayton, J.	Locomotive	Machine-gun Corps.
Cloke, J.	Locomotive	4th Battalion, N.Z.R.B.
Codlin, P.	Locomotive	A Squadron, 8th Reinforcements.
Cogle, J. F.	Locomotive	A Company, 3rd Battalion, N.Z.R.B.
Colley, W. L.	Locomotive	Canterbury Infantry Battalion.
Coote, P. S.	Locomotive	Canterbury Infantry Battalion.
Couperthwaite, P.	Maintenance	Otago Infantry Battalion.
Crean, P. L.	Traffic	B Company, 1st Battalion, N.Z.R.B.
Dale, A. E.	Traffic	Canterbury Infantry, 7th Reinforcements.
Dale, A. E.	Locomotive	2nd Battalion, N.Z.R.B.
Davidson, J. H.	Locomotive	Wellington Infantry Battalion.
Davies, F.	Traffic	D Company, 1st Battalion, N.Z.R.B.
Dick, H. J.	Traffic	N.Z. Field Engineers.
Downes, T. S.	Maintenance	Otago Infantry Battalion.
Doyle, J. J.	Traffic	A Company, 9th Reinforcements.
Falla, L. M.	Locomotive	N.Z.F.A., 7th Reinforcements.
Fearon, A. E.	Traffic	F Company, 8th Reinforcements.
Findlay, J.	Maintenance	Otago Infantry Battalion.
Finlayson, K. C.	Traffic	Otago Infantry Battalion, Main Body.
Fotheringham, W. L.	Locomotive	11th Reinforcements, N.Z.E.
Fowler, R. G.	Locomotive	2nd Battalion, N.Z.R.B., 5th Reinforcements.
Fry, F. L.	Traffic	D Company, 10th Reinforcements.
Galvin, G. B.	Maintenance	E Company, 13th Reinforcements.
Gambling, E. W.	Traffic	Auckland Infantry, 1st Battalion.
Glastonbury, A. G.	Maintenance	E Company, 1st Battalion, N.Z.R.B.
Goodhue, C. N.	Maintenance	A Company, 8th Reinforcements.
Gordon, J.	Maintenance	4th Battalion, 3rd N.Z.R.B.

RAILWAY EMPLOYEES WHO HAVE FALLEN IN DEFENCE OF THE EMPIRE—*continued.*

Name.	Branch.	Military Unit.
Guinness, W. J. P.	Traffic	C Company, 2nd Battalion, N.Z.R.B.
Hall, A. C.	Traffic	
Hansen, J. A.	Maintenance	D Company, 13th Reinforcements.
Harding, L. C.	Locomotive	Otago Infantry Battalion.
Harvey, L. G.	Maintenance	E Company, 1st Battalion, N.Z.R.B.
Hastings, N. F.	Locomotive	Wellington Mounted Rifles.
Hayward, A. R.	Locomotive	Otago Infantry Battalion.
Hickey, E.	Locomotive	H Company, 12th Reinforcements.
Hislop, R.	Traffic	Railway Engineers.
Hooper, G. S.	Locomotive	E Company, 1st Battalion, N.Z.R.B.
Hunter, H.	Traffic	Otago Infantry Battalion.
Jackson, J. G.	Traffic	Wellington Infantry Battalion.
Johnston, J. E.	Traffic	B Company, 1st Battalion, N.Z.R.B.
Kelly, F. G.	Traffic	Otago Mounted Rifles.
Kenyon, B. D.	Locomotive	N.Z. Engineers, 9th Reinforcements.
Knowles, T. E.	Locomotive	West Riding Regiment.
Lambert, E.	Locomotive	Auckland Infantry Battalion.
Lambeth, T. A.	Traffic	Otago Infantry Regiment.
Lindop, W. H.	Maintenance	B Company, 7th Reinforcements.
Lockett, R. L. B.	Locomotive	Wellington Infantry Battalion.
McArthur, A. A.	Locomotive	B Company, 11th Reinforcements.
McCombe, J. S.	Locomotive	D Company, 12th Reinforcements.
McEachen, P. J.	Traffic	Otago Infantry Battalion.
McFarlane, D. S.	Locomotive	Wellington Mounted Rifles.
McGahan, C. W.	Maintenance	A Company, 3rd Battalion, N.Z.R.B.
McGinn, J. H.	Traffic	2nd Battalion, 3rd N.Z.R.B.
McKinstry, L. G.	Traffic	7th Reinforcements.
McKone, J.	Traffic	D Company, 3rd Battalion, N.Z.R.B.
McLean, F. A.	Locomotive	B Company, 2nd Battalion, N.Z.R.B.
McMahon, E.	Traffic	Otago Infantry Battalion.
McMurtie, D. A.	Traffic	Otago Infantry Battalion.
McVicar, W. R.	Traffic	C Company, 19th Reinforcements.
Mackay, J. R.	Traffic	D Company, 3rd Battalion, N.Z.R.B.
Massicks, E. J.	Locomotive	A Company, 9th Reinforcements.
Mather, A. B. W.	Locomotive	Wellington Infantry Battalion.
Mattingley, F. A.	Traffic	F Company, 17th Reinforcements.
Menzies, S.	Traffic	D Company, 1st Battalion, N.Z.R.B.
Miles, I.	Traffic	Canterbury Infantry Battalion.
Moosman, L. J.	Locomotive	A Company, 12th Reinforcements.
Murcott, S. G.	Traffic	Otago Infantry Battalion.
Nankivell, A.	Locomotive	N.Z.F.A.
O'Connor, P. M.	Locomotive	E Company, 13th Reinforcements, N.Z.R.B.
O'Donnell, D.	Maintenance	Otago Infantry Battalion.
O'Keefe, J.	Locomotive	Wellington Infantry Battalion.
O'Leary, J. W.	Locomotive	C Company, 2nd Battalion, N.Z.R.B.
Owens, J. D. H.	Locomotive	Otago Infantry Battalion.
Parker, W. E.	Traffic	N.Z.F.A., 9th Reinforcements.
Perry, S.	Maintenance	B Company, 3rd Battalion, N.Z.R.B.
Porter, S.	Traffic	A Company, 12th Reinforcements.
Potts, J. K.	Maintenance	Wellington Infantry Battalion.
Pratt, A. M.	Head Office	No. 1 Stationary Hospital.
Pugh, F. G.	Traffic	A Company, 2nd Battalion, N.Z.R.B.
Quigley, R.	Traffic	Canterbury Infantry Battalion.
Ramsay, R. G.	Traffic	C Company, 7th Reinforcements.
Reynolds, S.	Maintenance	Canterbury Infantry Battalion.
Robinson, H.	Maintenance	N.Z. Field Ambulance, 2nd Battalion, N.Z.R.B.
Ross, J.	Maintenance	C Company, 7th Reinforcements.
Rowland, C. K.	Locomotive	C Company, 4th Battalion, N.Z.R.B.
Russell, G. E.	Locomotive	Auckland Infantry Battalion.
Scott, A.	Locomotive	D Company, 17th Reinforcements.
Selby, W. G.	Locomotive	Otago Infantry Battalion.
Shannon, E. A.	Locomotive	Otago Infantry Battalion.
Shaw, G. E.	Traffic	Auckland Infantry Battalion.
Short, J.	Traffic	10th Reinforcements, A.M.R.
Smith, E.	Traffic	N.Z. Field Engineers.
Spowart, M. W.	Locomotive	D Company, 13th Reinforcements.
Stansell, L. B.	Traffic	4th Battalion, N.Z.R.B.

RAILWAY EMPLOYEES WHO HAVE FALLEN IN DEFENCE OF THE EMPIRE—*continued.*

Name.	Branch.	Military Unit.
Stewart, W. D.	Locomotive	Otago Infantry Battalion.
Strachan, J. B.	Traffic	D Company, 8th Reinforcements.
Sullivan, J. B.	Locomotive	1st Battalion, N.Z.R.B.
Sutherland, H.	Locomotive	11th Reinforcements, A.M.R.
Sutherland, T.	Traffic	Otago Infantry Battalion.
Tapsell, R.	Traffic	B Company, 2nd Maori Contingent.
Tawhai, H. T.	Traffic	No. 2 Platoon, 4th Maori Contingent.
Taylor, J. C.	Traffic	J Company, 11th Reinforcements.
Taylor, S. A. R.	Locomotive	Auckland Infantry, 7th Reinforcements.
Thrupp, G. E.	Traffic	8th Wellington Infantry Battalion.
Tonkin, R. E.	Locomotive	Auckland Infantry Battalion.
Trewern, H. A.	Locomotive	Otago Infantry Battalion.
Vile, F. C. R.	Locomotive	A Company, 3rd Battalion, N.Z.R.B.
Walinek, J.	Locomotive	Imperial Reservist.
Wallace, J. R.	Locomotive	D Company, 8th Reinforcements.
Walters, C.	Traffic	2nd Battalion, N.Z.R.B.
Ward, A. L.	Locomotive	Otago Infantry Battalion.
West, J. B.	Locomotive	Otago Infantry Battalion.
Westerholm, N. B. O.	Locomotive	1st Battalion, N.Z.R.B.
Whitaker, J. H.	Traffic	Wellington Infantry Battalion.
Wiggins, H. A.	Traffic	2nd Battalion, 3rd Reinforcements.
Wilkes, R.	Locomotive	N.Z. Medical Corps.
Willcox, G. H. C.	Traffic	C Company, 3rd Battalion, N.Z.R.B.
Williams, G.	Locomotive	Otago Infantry Battalion.
Williams, H. J. T.	Traffic	Canterbury Mounted Rifles.
Williams, W. E.	Traffic	F Company, 3rd Reinforcements.
Wilson, A.	Locomotive	Otago Infantry Battalion.
Wilson, V. H. G.	Locomotive	N.Z.R. Battalion.
Wilton, H. O.	Traffic	Died whilst proceeding to camp.
Wyatt, A.	Maintenance	D Company, 11th Reinforcements.
Yorston, T. E. M.	Traffic	1st Battalion, Auckland Infantry Regiment.

## NEW ZEALAND EXPEDITIONARY FORCES.

### EMPLOYEES OF RAILWAY SERVICE WHO HAVE JOINED EXPEDITIONARY FORCES.

Abernethy, G. C.	Atkinson, S.	Beekman, A.	Boyce, H. B.
Ackland, C. W.	Aubrey, W. H.	Beer, A. A. G.	Boyd, J. W.
Adams, E. R.	Auld, W. R.	Beetham, A. M.	Boyd, R. J.
Affleck, K. J.	Austin, F. O.	Begbie, R. C.	Boyes, A. C.
Agnew, M.	Auton, S. M.	Begg, A.	Bradbury, A. F.
Agnew, W.	Avey, G. A.	Begg, I. W. D.	Bradley, E. J.
Ahern, L. J.		Bell, G. J.	Bradley, F. S.
Ahern, R. J.	Bagnall, L. J.	Bell, J. C.	Bradshaw, G. B.
Aickin, F. W.	Bailey, A. G.	Bell, J. S.	Brady, J. J.
Aickin, T. R.	Bailey, L. A.	Bennett, C. F.	Braithwaite, H. W.
Aiken, R. V.	Baillie, F. W.	Bennett, J. W.	Brambley, P. R.
Aitchison, P.	Baillie, W. M.	Benrose, J.	Bray, A. P.
Aitken, C.	Bainbridge, C. W.	Berkett, H. F.	Bray, B. R.
Aitken, J. (casual labourer).	Baker, E. J.	Berry, J. S.	Bray, H.
Aitken, J. (guard).	Baker, J.	Bicknell, F. G.	Brebner, R. B.
Aitken, W. J.	Baker, L.	Biggs, W. A.	Bremner, W. L.
Aldridge, A. G.	Ball, F. E.	Billesdon, A. E.	Brenan, A. T.
Alington, A. L.	Ball, H. E.	Billington, T. G.	Brennan, L. J.
Allan, A. R. L.	Ballantine, D.	Bills, H. B.	Breslin, E.
Allan, C.	Ballantyne, A. S.	Binsted, J.	Brice, C. C.
Allan, L. S.	Ballantyne, J. M.	Birmingham, W.	Bridges, A. G.
Allen, C.	Ballantyne, W. W.	Bishop, S. A.	Bright, D. N.
Allen, W. S.	Balneaves, H. E.	Black, A.	Bright, L.
Allender, L. M.	Banfield, W. H.	Black, F. D.	Britton, E. A.
Allison, G.	Banks, C.	Blackburn, N. C.	Broad, C. O. E.
Allright, R. S.	Bannerman, E. I.	Blackburn, P.	Broad, T. E.
Alves, R.	Barber, W. H.	Blackburn, R. E.	Brockliss, F. J.
Ames, H.	Barber, W. S. J.	Blackie, J.	Brogan, W. A.
Amodeo, L. M.	Barclay, A. J.	Blaikie, A. J.	Brookie, V. A.
Ander, A. E.	Barclay, G.	Blaikie, S. J.	Brooks, H. H.
Ander, C. L.	Barker, C.	Blair, T. R.	Brooks, T. E.
Ander, E. F.	Barker, W. E.	Blake, D. H.	Broome, H. S.
Anderson, C. E.	Barnard, C. V.	Bland, A. J.	Broomhall, W. W.
Anderson, D. D.	Barnes, H.	Bluett, H. W.	Brophy, J.
Anderson, H. D.	Barnes, L. C.	Bluett, L. L.	Brosnahan, D.
Anderson, J. J.	Barnes, W. A.	Bock, E. T.	Brosnahan, P. J.
Anderson, N.	Barnett, B. S.	Bode, J. R.	Brough, L. H.
Anderson, S. C. R.	Barr, W. G.	Bolger, J. C.	Broughton, D. S.
Anderson, W. T.	Barrett, W.	Bollingher, H.	Brown, A. C.
Andrew, L. W.	Barrett, W. E.	Bold, C.	Brown, A. H.
Andrews, A. J.	Barrowman, M. F.	Bond, A.	Brown, C. J.
Andrews, E. W.	Barry, C.	Bond, J.	Brown, C. S.
Andrews, H. L.	Barry, G.	Bond, R.	Brown, D. H.
Andrews, J.	Barry, J. P.	Bond, V. R.	Brown, E.
Andrews, J. R. D.	Bartle, J. M.	Bond, W. F.	Brown, E. O.
Anglim, T.	Barton, H. A.	Bonisch, E. J.	Brown, E. V. H.
Angove, T. J. W. F. G.	Bashford, R. H. P.	Booth, A. W.	Brown, H.
Angus, A. J. C.	Bassett, H. H.	Booth, G.	Brown, H. C.
Angus, N.	Batchelor, H. J.	Borland, R. W.	Brown, J. E.
Angus, P. R.	Bateman, F. H.	Borlase, W. J.	Brown, M. C.
Angus, R.	Bateman, T. H.	Bosley, H. E.	Brown, N. E.
Annan, S. F.	Bateman, H. O.	Boswell, R.	Brown, R. J.
Ansell, F. T.	Bayldon, T.	Boswell, V. R.	Brown, R. L. T.
Arbuckle, E. A. B.	Beardsmore, G. A.	Boult, A. A. B.	Brown, W.
Armstrong, J.	Beaton, T.	Bowen, G. J. W.	Brownlie, J. H.
Arnold, E. J.	Beattie, H. E.	Bower, J. M.	Bruce, H. S.
Arthur, L. H.	Beauchamp, E. G.	Bowles, P. McL.	Bruce, L.
Arrowsmith, W.	Beaufort, H. C.	Bowles, W. B.	Brunton, W. G.
Ashley, A. W.	Beaumont, H. W.	Bowmar, A. J.	Bryant, F. A.
Ashley, C. J.	Beck, G.	Bowman, J.	Bryant, T.
Askew, E. J.	Beck, G. M.	Bowman, R.	Bryden, W. C.
	Beck, W. C.	Boyce, F.	Brydon, R. O.

EMPLOYEES OF RAILWAY SERVICE WHO HAVE JOINED EXPEDITIONARY FORCES—*continued*

Budge, J. A.	Casey, T. J.	Collins, A. H.	Daniel, J.
Bullock, F. J.	Casey, W. P.	Collins, D. J.	Daniels, D. B.
Bulman, J.	Cassels, A. Mc.	Collins, H. P.	Darling, J. G.
Bulman, T. A. G.	Cassidy, J.	Collins, J. J.	Darragh, J. A.
Burdett, J.	Cathcart, W.	Colston, G. W.	Dash, S. H.
Burge, P.	Cavanagh, J.	Connell, E.	Dasler, A.
Burke, D.	Cayford, B.	Connell, J.	Davidson, A.
Burke, D. P.	Chalmers, C. I. F.	Connett, F. C. W.	Davison, J. E.
Burnell, T. J.	Chambers, P. S. H.	Connolly, A. E.	Davidson, J. H.
Burnett, A.	Chammen, H. F.	Connolly, E. J.	Davidson, R. W.
Burnett, P. J.	Champ, C. N.	Connor, A. M.	Davies, F.
Burnley, H. B.	Champion, J. R.	Connor, J.	Davies, W. D.
Burns, A. C.	Chapman, E. J.	Connor, W. W.	Davis, C. T. F.
Burns, C. R.	Chapman, E. W. S.	Cook, R. G.	Davis, E.
Burns, D.	Chapman, H. J. L.	Cook, R. J.	Davis, F. E.
Burns, T. R. L.	Chappell, M. L.	Cook, T.	Davis, J. A.
Burrell, H. E.	Charleston, A. A.	Cooke, R. G.	Davis, M.
Burt, O. C.	Charlton, A. R.	Cooke, W. F.	Day, W. H.
Burt, T.	Chitty, W. W.	Cooney, J.	DeClifford, L. J.
Burton, J. A.	Christie, A.	Coote, P. S.	Dean, A. J.
Burton, J. W.	Christie, J.	Coppin, W.	Dee, H. W. E.
Burton, T. H.	Christie, W. C.	Corbett, R. S.	De Fillipi, D.
Busby, G. H.	Christie, W. J.	Corcoran, J. P. A.	Delahoyde, W.
Bush, M. E.	Christopher, J. G.	Cornwall, J. H.	Delaney, R. A.
Butler, G. S.	Christophers, H. H.	Coster, G. W.	Delaney, J.
Butler, G. T. W.	Church, A. E.	Cotter, F. T. P.	Delaney, N. L.
Butler, W. M.	Church, F.	Cottle, S. H.	De Lucca, F. L.
	Ciochetto, C. V.	Couling, J.	Dender, F. A.
Cahill, S.	Clapham, H. A. G.	Couperthwaite, P.	Dent, C.
Cain, J.	Clark, C. H.	Coutts, M.	Dent, G. B.
Cains, J. M.	Clark, F. G.	Cowan, F. H.	Deuchrass, W.
Cairns, J.	Clark, G.	Cowens, R. J.	Devine, J.
Cairns, R. J.	Clark, G. K.	Cowie, J. H.	Devine, T. E.
Caldwell, A. S.	Clark, H. G.	Cox, A. J.	Deyell, H. J.
Caldwell, R. T.	Clark, H. J.	Coxon, T.	Dick, H. J.
Callender, E. J.	Clark, J. A.	Craighead, L.	Dickson, A. F.
Callick, W. S.	Clark, M. B.	Craw, G.	Dickson, H. A.
Calton, E. A.	Clark, S. G.	Crawford, A. N.	Dickson, L.
Cameron, A. A.	Clark, W. J.	Crawford, H.	Diebert, R. P.
Cameron, C. W. M.	Clarke, D. A.	Crawford, S.	Dilliard, T. W.
Cameron, J.	Clay, J. O.	Crawford, T.	Dimmock, A. R.
Cameron, J. R.	Clayton, J.	Crawley, J. A. M.	Dine, R. L.
Cameron, L. D.	Cleary, L.	Craze, S. F.	Dingle, E. J.
Cameron, R. L.	Cleave, F. T. R. V.	Crean, P. L.	Diver, F.
Campbell, D.	Cleave, J. P.	Crisp, C. A. B.	Dobby, G. T.
Campbell, T. G.	Cliffe, W. L.	Critchfield, J. V.	Dobbyn, A. J.
Campbell, G. M.	Clingberg, W. C.	Crocker, T. R.	Dobson, W. J.
Campbell, J. G.	Clive, P. D.	Cronin, T.	Dodds, J. D. V.
Campbell, L. H.	Cloke, J.	Crossen, M.	Doherty, P.
Campbell, M. D.	Close, P. M.	Crosswell, A.	Doidge, O. J.
Campbell, R. (fireman).	Chunan, P. J.	Culley, F. J.	Doig, J.
Campbell, R. (machinist).	Cobden, L. L. B.	Culley, J. A.	Don, J.
Campbell, T.	Cochran, J. I. Y.	Culpitt, H. W.	Donald, E. J.
Campbell, T. M.	Cochran, R. D.	Cullen, T.	Donaldson, A. A.
Campbell, W. F.	Cockburn, E.	Cummane, S. L.	Donaldson, J. R.
Cannell, H. N.	Cockerell, A. R.	Cummings, J. S.	Donne, S. E.
Cardno, G. A.	Cockerell, D. B.	Cundy, J. A. F.	Donnelly, J.
Carleton, A. H.	Cocklin, J. E.	Cunneen, J. P.	Dooley, J.
Carr, E. M.	Cockroft, A. G.	Curran, T.	Doran, W. J.
Carroll, F. J.	Cockshott, G. A.	Curtis, G. M.	Dormer, H. W.
Carroll, J. D. F.	Codd, R. E.		Dornigan, W. J.
Carroll, R. C.	Codlin, P.	Dale, Alfred E.	Douglas, A. L.
Carroll, T. J.	Coggins, W. A.	Dale, Archie E.	Douglass, J. R.
Carruthers, A. K.	Cogle, J. F.	Daley, T. P.	Dow, J. W.
Carruthers, M. T.	Cole, W. A.	Dalgleish, J. B.	Dowdle, W. P.
Carruthers, R. A.	Coleman, J. W.	Dallard, S. D.	Dowker, R. H.
Carruthers, W. T.	Coles, F. M.	Dalley, C.	Downes, D. E.
Carson, M.	Colgan, H. R. O.	Dalley, J. T.	Downes, G. R.
Carter, T.	Colley, W. E.	Dalley, J. J. A.	Downes, T. S.
Casey, E. B.	Collie, D. R.	Dalley, S. M. C.	Dowsett, A. R. D.
Casey, J. J.	Collier, H.	Dalton, T. D.	Doyle, J. J.

MEMBERS OF RAILWAY SERVICE WHO HAVE JOINED EXPEDITIONARY FORCES—*continued.*

Dreaver, R.	Farquharson, W.	Furber, C. P.	Gray, J. A.
Drewery, L. O.	Farrow, W. J.	Furber, P.	Greatbatch, J. H.
Duffy, A. N.	Fearon, A. E.	Furey, D. J.	Gredsell, W. J.
Dukes, W. H.	Feasey, F. D.		Green, H. C.
Dunbar, H. W. F.	Felton, T. A.	Gaffney, T.	Green, J. G.
Duncan, J.	Fenton, J. N.	Gall, W.	Green, S. W.
Duncan, J. F.	Ferguson, A. L. S.	Gallagher, A. W.	Green, T.
Duncan, W. M.	Ferguson, R.	Gallagher, C. A.	Greenhalgh, E.
Dunlop, W. T.	Ferguson, W. F.	Gallagher, E. M.	Greenslade, J. G.
Dunn, J.	Ferrall, E. T.	Galvin, G. B.	Greenwood, E. P.
Dunn, S. M.	Ferriday, J. M.	Gambling, E. W.	Greenwood, S. I.
Dunstan, G.	Field, D. J.	Gapes, P. F.	Greer, H. A.
Duston, C.	Fielding, F.	Garard, C. R. E.	Gregge, H. A. F.
Dwan, A. P.	Findlater, J. S.	Gardner, J. H.	Greig, A. M.
Dyer, C. F.	Findlay, A. N.	Gardner, W.	Gribble, N. W.
Dyer, N. T.	Findlay, J.	Garlick, R. T.	Grieve, J.
Dykes, W. H.	Finlayson, K. C.	Garner, A.	Griffin, M.
Dysart, J. A.	Finlayson, P.	Garvey, P.	Grigg, M. H.
Dysart, P. G.	Findlayson, W. A.	Gavin, J. V.	Grigg, N. C. M.
	Firkin, S. S.	Gatehouse, C. H.	Grose, T. S.
Eadie, J.	Firman, A. E.	Gawn, T. G.	Guerin, W. B.
Eagleson, R.	Firth, M. J.	Gee, A.	Guinness, W. J. P.
Ebbett, L. G.	Fisher, J. T.	Gibb, A.	Gunn, W. G.
Ede, A. J.	Fitch, J. F.	Gibbs, L. I.	Gunn, J.
Eden, J. A.	Fitzgerald, J. G.	Giblin, J. F. B.	Guthrie, A. H.
Edmonds, A. W.	Fitzgerald, J. J.	Gibson, J. A.	Guthrie, A. W.
Edwards, A. M.	Fitzpatrick, A. F.	Gibson, T. A.	Guthrie, J.
Edwards, C. P.	Fitzpatrick, D.	Gifford, H. F.	Guthrie, M.
Edwards, E.	Fitzpatrick, J.	Gilbert, J. J.	Guthrie, T. J.
Edwards, J.	Fletcher, E.	Gilbert, L. C.	Gwilliam, G. W. A.
Edwards, R.	Flett, J.	Gilchrist, G.	Gyton, E. S.
Edwards, S. G.	Florey, V. C.	Gillon, J.	
Edwards, T. A.	Flynn, A. M.	Gilmore, A. F.	Haddock, O. H.
Egan, J.	Flynn, J. D. J.	Gilmore, R. J.	Hailwood, C.
Egan, J. M.	Flynn, P.	Gilmour, F. D.	Haire, G. W.
Egglestone, A. R.	Flugge, A. F.	Ginnane, J.	Haley, J. L.
Elder, T. D.	Foley, W.	Girven, A.	Halkett, F. A.
Elias, D. D.	Forbes, J. M.	Girven, E. A.	Hall, A. C.
Elliott, J.	Ford, A. J.	Gjersen, E. W. H.	Hall, J. H.
Elliott, J. B.	Ford, S. R.	Glading, F. A. W.	Hall, W. E.
Elliott, R. K.	Forde, J. P.	Glastonbury, A. G.	Hall, W. V.
Elliott, T. H. V.	Fordham, R. E. W.	Godfrey, A. T.	Hallett, N.
Ellis, L. M.	Foreman, J. W.	Godfrey, J. A.	Halley, W.
Ellis, R.	Forrest, J. H.	Godfrey, W. A. D.	Halligan, W. J.
Elvy, H. L.	Forsyth, N. L.	Going, J.	Halpin, A.
Emerson, A. A.	Forsyth, R.	Gooch, L. C. H.	Halpin, L. G.
Emery, L. A. J.	Poster, E. J.	Goodall, C.	Halsey, W. J.
Emmett, A. L.	Foster, E. J.	Goodhue, C. N.	Hamblin, W. J.
English, C.	Foster, J. N.	Goodley, A.	Hamblyn, H. E.
Ennis, W. O.	Fotheringham, W. L.	Goodley, J. K.	Hamill, C. P.
Ettershank, L. R.	Fountain, N. C. M.	Gordon, J.	Hamilton, A. R.
Evans, D. T.	Fowler, R. G.	Gordon, R. H.	Hamilton, A. S.
Evans, J. H.	Fox, C.	Gordon, W. D.	Hamilton, J. E.
Evans, J. V.	Fox, W. M. G.	Gordon, W. E.	Hamilton, W.
Evans, R. D. J.	Foy, J. M.	Goston, L. J.	Hamilton, W.
Evans, W. D.	Frame, D.	Govau, D. A.	Hammond, H.
Evenden, A. H. W.	Frame, F. S.	Gow, R. R.	Hammond, J. C.
Ewart, T.	Frame, G. S.	Graham, F. J.	Hammond, L. J. B.
	Francis, J. A. G.	Graham, J.	Hampton, R.
Fahey, P. M.	Frank, J. F.	Graham, L.	Hanan, J. A. N.
Fahey, M.	Fraser, A. A.	Graham, W.	Hancock, A. A.
Fahey, S.	Fraser, G. F.	Grammer, W.	Hancock, J.
Fahy, E. W.	Fraser, J. C.	Granfell, A. E.	Handcock, T.
Fail, P. G.	Fraser, W. A.	Grant, A. G.	Hanna, J.
Fairbairn, G.	Fray, J. L. H.	Grant, D. H.	Hannah, A. D.
Falconer, A. D.	Freed, F. B.	Grant, H. W.	Hannah, J.
Falla, L. M.	French, P. W.	Grant, R. O.	Hannan, W. P.
Fama, L. C.	Fruin, F. G.	Grant, W. J. V.	Hannigan, J. P.
Fanselow, H. A.	Fruin, F. L.	Gray, A. F.	Hanrahan, E.
Fanselow, W. S.	Fry, F. L.	Gray, E. E.	Hansen, H. R.
Farland, C. T.	Fry, W.	Gray, F. S.	Hansen, J. A.
Farnsworth, E. E.	Fulton, H. J.	Gray, G. C.	Hanson, W. P.

MEMBERS OF RAILWAY SERVICE WHO HAVE JOINED EXPEDITIONARY FORCES—*continued.*

Harbridge, W. H.	Henderson, T. W.	Hurley, J.	Kay, J. P.
Harcus, J.	Henderson, W.	Hutchings, C. R.	Keane, J.
Hardbottle, W. J.	Henley, J.	Hutchins, A. R.	Kearney, E.
Hardcastle, L.	Henry, J. W.	Hutchison, T. D. H.	Keat, L. I.
Hardham, W. J.	Henry, L.	Hyland, J. J.	Keats, C.
Hardie, A.	Henson, J. H. H.	Hymen, C. H.	Keble, G.
Hardie, R. G.	Henwood, A. L.		Keegan, P. J.
Hardie, W. A.	Herbert, S.		Keenan, P. St. J.
Hardiman, W.	Herd, J. A.	Ibbotson, H.	Keith, A. C.
Harding, A. E.	Herman, A.	Iles, W. A.	Keith, W. H.
Harding, L. C.	Heslin, P.	Ingham, H.	Kelleher, H. W.
Hardman, F.	Hewett, M.	Ingpen, F. G.	Kellett, G. E.
Hardy, C. L.	Hewson, J. C.	Ingram, S.	Kelly, F. G.
Hare, J.	Hickey, E.	Irving, R.	Kelly, L. A.
Harkess, W. H.	Hickey, M.	Irwin, E. E.	Kelly, M.
Harland, A. E. B.	Hickman, A. C.	Islip, E. E.	Kemp, R.
Harley, J. C.	Hiddlestone, J.		Kennedy, D. C.
Harper, J.	Higginson, N. L.	Jackson, A.	Kennedy, J.
Harper, J. L. T.	Hill, F.	Jackson, A. W.	Kennedy, K. J.
Harper, J. W.	Hill, G. D.	Jackson, C. P. M.	Kennedy, R.
Harpur, W. P.	Hill, G. H.	Jackson, F.	Kenny, D. J.
Harris, A. C.	Hill, H. E.	Jackson, J. G.	Kenyon, B. D.
Harris, E. A. H.	Hill, S. R.	Jackson, J. T.	Kenyon, G. H. S.
Harris, J. H.	Hill, W. H. A.	Jackson, R.	Kerambrum, J. B. M.
Harris, T.	Hill, W. P.	Jackson, W.	Kernick, J.
Harrison, G.	Hilliard, G. V.	Jacobs, H. D.	Kerr, C. J.
Harrison, T. A.	Hills, A. H.	Jacobson, E.	Kerr, C. V.
Harrison, T. H. A.	Hilton, J. P.	Jaggat, A. N.	Kerr, E.
Hartley, D.	Hintz, H. A. H.	James, C.	Kerr, R. J. L.
Hartley, E.	Hipwell, A. C.	Jamieson, S. W.	Kiely, P.
Harvey, H. W.	Hislop, A.	Jamieson, R. L.	Kiernan, H. A. D.
Harvey, L. G.	Hislop, W. A.	Jemison, W. L.	Kilburn, D. A.
Haslemore, J.	Hoare, D.	Jeffery, R.	Kilkenny, M. H.
Hastedt, K. G.	Hobbs, R. H.	Jenkin, R. M.	Killen, J.
Hastings, N.	Hodgman, G. F.	Jenkins, A. A.	Kilner, F. T.
Hatch, A.	Hodgson, O. J.	Jenner, F. T. R.	Kilpatrick, D.
Hatton, J. E.	Hoff, L. P.	Jessen, J.	Kimber, G.
Hatwell, F. A. L.	Hogan, G. B.	Jobberns, J.	King, F. E.
Hawke, H. G.	Hogarth, J. Y.	Johanson, H.	King, F. L.
Hawkey, T.	Hogg, R. S.	Johnson, J. W.	King, G. H. F.
Hawkins, F. J.	Holland, A. E.	Johnson, N. W.	Kingi, I.
Haxton, G. W.	Holland, E. J. L.	Johnson, S. H.	Kippenberger, L. J.
Haxton, W. T.	Hollinger, A. J.	Johnson, W.	Kirby, F. W.
Hay, D. A. H.	Holmes, F. G.	Johnson, W. J.	Kirk, L. B.
Hay, J. B.	Hood, W. D.	Johnston, C. G.	Kirton, T.
Hay, J. D.	Hoole, C.	Johnston, F. C.	Kissell, E. N.
Haydon, A. L.	Hooper, G. S.	Johnston, G.	Kissell, W. G.
Hayes, A. P.	Hopkins, W. A.	Johnston, J. E.	Kitto, E. H.
Hayes, E.	Hopkirk, R. E. B.	Johnston, N. F.	Knaggs, W. D.
Hayes, J.	Hornblow, H. H.	Johnston, P.	Knight, R. P.
Hayles, A.	Hornebrooke, W. T.	Johnston, T.	Knights, S.
Hayles, R. F.	Horrobin, F. W.	Johnston, W. J.	Knock, G. E.
Hayward, A. R.	Horsnell, C.	Jones, C.	Knowles, T. E.
Healy, M.	Hotere, J.	Jones, C. B.	Kunst, F. J. H.
Heap, E.	Houston, W. H.	Jones, D. R. R.	
Heard, G.	Howden, R.	Jones, F. A. A.	Laing, R. F.
Heath, C. M.	Howell, G. W. J.	Jones, F. R.	Laloli, J. H.
Heathcote, R. E.	Howell, I. J.	Jones, J. T.	Lamb, A. D.
Heaton, E. D. H.	Howells, I. J.	Jones, K.	Lambert, E.
Hebditch, W.	Howie, J. A.	Jones, R. H.	Lambeth, T. A.
Hedge, C. G.	Howie, S. G.	Jones, T. B.	Lambie, A. L.
Hedges, A. H.	Howie, W. J.	Josland, F. W.	Lamont, A.
Hedlund, A. C.	Howlett, L. V.	Joyce, J.	Lamont, P.
Heginbotham, G. R.	Hudson, C. E.	Judd, E. R.	Lang, C. H.
Helm, A. M.	Hudson, T. H.	Julian, D. M.	Langford, J. G.
Henderson, H. C.	Hughes, W.	Jull, A. E.	Latimer, A.
Henderson, H. H.	Hughes, W. C.	Jull, J. A.	Latimer, E. R.
Henderson, H. S. L.	Hunt, A. E.	Junge, C. R.	Latimer, L. H.
Henderson, L. A.	Hunt, F.	Junker, C. F. R.	Lauder, O. S.
Henderson, M.	Hunter, A. J.	Jury, S. D.	Laverty, E.
Henderson, R.	Hunter, E. G.	Kaue, P. J.	Lawless, T.
Henderson, R.	Hunter, H.	Katene, F.	Lawlor, D.
Henderson, T. J. F.	Hunter, W. L.	Kay, H.	Lawlor, J. W.



MEMBERS OF RAILWAY SERVICE WHO HAVE JOINED EXPEDITIONARY FORCES—*continued.*

Lawson, D. W.	Mackay, W. M.	Milburn, G. K.	Mullany, E. J.
Lawson, T. M.	Mackenzie, A.	Milburn, R.	Mulligan, E. J.
Lawton, M. R.	Maclachlan, R.	Miles, I.	Mullins, B. J.
Leathley, G. W.	Maclelan, H. E.	Miles, M. F.	Munn, S. D.
Le Brun, A. W.	Madden, H.	Mill, J. W.	Munn, W. G.
Leckey, J. C.	Madeley, S. T.	Millar, A. G. J.	Munro, H. A.
Le Comte, J. P. D.	Magnusson, O.	Millar, J. S.	Munro, P. A.
Le Comte, R. A.	Maher, J.	Miller, A.	Murch, H. C.
Leggett, A. E.	Main, W. J.	Miller, A. W. I.	Murcott, S. G.
Ledingham, A. R.	Malcon, F. J.	Miller, G. A.	Murfit, C. L. A.
Lee, E.	Male, W. H.	Miller, W. R.	Murray, A. I.
Lee, E. W.	Malmanche, F. H. T.	Milligan, P. E. O.	Murray, A. R.
Lee, H.	Malone, J.	Millin, D.	Murray, W. J.
Lee, R. C.	Maloney, W. J.	Millin, W. G.	Myerscough, R. G.
Leedon, A. G.	Manderson, P.	Mills, A. C.	McAlinden, C. R. M.
Leigh, T. J.	Manley, C. H.	Mills, F.	McAnnally, H. J.
Leitch, R. E.	Manly, E. G. P.	Mills, W. G.	McArley, J. L.
Leitch, W. J.	Mann, W.	Milne, C.	McArthur, A. A.
Lennon, G. E.	Manning, P. S.	Minifie, A.	McArthur, J. N.
Le Noel, N. E.	Mansell, F. J.	Mintrom, F. H.	McArtney, A.
Lepper, E. A. H.	Marr, R. M.	Mitchell, A. M.	McAuley, F. G.
Lepper, J. O. H.	Marriott, P. S.	Mitchell, G.	McAuliffe, W.
Lepper, L. H.	Marris, B. A.	Mitchell, J. B.	McBride, J.
Leslie, W.	Marsh, G.	Mitchell, J. J.	McCabe, B. A.
Leslie, W. E.	Marsh, J. W.	Mitchell, V.	McCallum, W. A.
Leslie, W. M.	Marshall, A.	Mole, H. P.	McCarten, F. E.
Letford, F. E.	Marshall, C. D.	Molloney, J. A.	McCarthy, D.
Levick, W. A. P.	Marshall, E. J.	Molloy, J. P.	McCarthy, J. C.
Lewin, H. A.	Marshall, J.	Monro, W.	McCarthy, L. R. S.
Lewton, E. J. G.	Marshall, L. L.	Monteith, W.	McCauley, J.
Leydon, B. E. E.	Marquet, J. D.	Moody, F. H.	McChesney, J. F.
Lilly, C. D.	Martin, A. G.	Moody, L.	McCloy, D. G.
Lilly, W. H. T.	Martin, A. V.	Moller, A. W.	McCombe, J. S.
Lindop, W. H.	Martin, C. F.	Moon, W. G.	McComish, J. D.
Lineen, J.	Martin, F. O.	Mooney, E. M. A.	McConnell, C. D.
Linehan, C. A.	Martin, G. W.	Mooney, J. P.	McConnell, R. J. P.
Lister, H. R.	Martin, H. L.	Mooney, T. N.	McCormick, A. N.
Lloyd, D. J. L.	Martin, J. H.	Moorcroft, S.	McCormick, B.
Lloyd, E. L.	Martin, R. R.	Moore, G.	McCrae, A. R.
Lloyd, G. M.	Martin, W. J.	Moore, G. R.	McCready, R.
Lloyd, T. E. L.	Massieks, E. J.	Moore, J. C.	McCreanor, J.
Lock, B. G.	Masters, A. R.	Moorhouse, W. C. S.	McCrossen, W.
Lockett, R. L. B.	Matches, W. T.	Moosman, L. J.	McCullough, L. F.
Lockhart, R.	Mather, A. B. W.	Morey, P. H.	McCullough, H.
Lockie, L. W.	Matheson, N. M.	Morgan, W. T.	McDonald, C.
Lockie, N. J.	Matheson, R. D.	Moroney, E. J.	McDonald, D. A.
Logie, E. H.	Matthewson, W. G.	Morris, E. G. M.	McDonald, D. C.
Long, T.	Mattingley, F. A.	Morris, H. W.	McDonald, E. J.
Longstaff, T.	Maxwell, A. C.	Morris, R.	McDonald, H.
Lorimer, H. S.	Maxwell, D. M.	Morris, R. M.	McDonald, H. E.
Louden, J.	May, Frank.	Morrisey, G. P.	McDonald, J.
Lough, J.	May, Frederick.	Morrison, J.	McDonald, L. F.
Lucas, E.	May, J. G.	Morrison, K.	McDonald, M.
Lucas, J.	Mayfield, J.	Morrison, W. H.	McDonald, W. J. C.
Lucy, T. M.	Mayo, C. E.	Morrow, T.	McDonnell, J. A.
Luhrs, J. A.	Meadowcroft, E. H.	Morton, T. H.	McDougall, A.
Luks, E. F.	Meads, H. T.	Mosley, C. C.	McDougall, G. M.
Lunan, J. W. W.	Medlin, H. B.	Moss, H. O.	McDougall, H. F.
Luscombe, C. E.	Meekin, J.	Moss, T. M.	McDougall, J. M.
Lyall, J. R.	Mellor, L. W.	Motion, W. A.	McDowell, W. G.
Lynch, A. P.	Melrose, R. M.	Mouat, F.	McEachen, P. J.
Lynch, R.	Menzies, F. W.	Moylan, E.	McEnirney, P. J.
Lynn, G. H.	Menzies, J. W. C.	Moyna, E. T. J.	McEwan, D.
Lyons, J.	Menzies, S.	Moynihan, D.	McEwin, J. J.
Lyons, M.	Menzies, T. D. J.	Muir, J. C.	McFarlane, D. S.
MacArthur, J. I.	Metrick, J. H. D.	Muir, R. M.	McFarlane, H.
Mace, W. H. C.	Meyenberg, W. R.	Muirhead, J.	McFaul, J. E.
Mackay, A. J.	Meynell, H. F.	Muirhead, J. W.	McGahan, C. W.
Mackay, J. R.	Middlemass, V. C.	Mulcahy, M.	McGee, F. N.
Mackay, R. M.	Middlemiss, W. T.	Mulholland, G.	McGill, A.
	Middleton, W.	Mullany, C. L.	McGillon, M. T.

MEMBERS OF RAILWAY SERVICE WHO HAVE JOINED EXPEDITIONARY FORCES—*continued*

McGinn, J. H.	Neill, C. H.	Paget, A. W.	Porter, J. C.
McGonagle, D. L.	Neilsen, E. R. B.	Pallesen, N.	Porter, S.
McGrail, C. H.	Neilson, A. L.	Parfitt, L. C.	Potts, J. K.
McGrath, G.	Neilson, J. J.	Parker, H. A. J.	Power, A. E.
McGrath, H.	Neilson, W.	Parker, F. R.	Power, J. M.
McGrath, J.	Nelson, C. A.	Parker, W. E.	Pratt, A. M.
McGrath, P. M.	Nelson, G. O.	Parker, W. H.	Prenderville, E. C.
McGrath, T. C.	Nelson, R.	Parkes, A. T.	Prentice, L. K.
McGregor, A. J.	Nerheny, S.	Parkes, G. W. M.	Prentice, W. R.
McGregor, J.	Nesbit, A. O.	Parkin, G. I. H.	Prentis, V. E.
McIlroy, H.	Nevin, F. L.	Parr, E. A.	Prestidge, F. W. T.
McInnes, A. H.	Newman, A. V.	Parr, R. E.	Price, C.
McIntosh, J. B.	Newsam, C. S.	Parr, T. E.	Price, H. R.
McIntosh, W. L.	Newsham, W. P.	Parvin, H. A.	Price, H. M.
McIvor, J.	Newton, A. W. H.	Passman, J. W.	Priest, A. C. W.
McIwraith, R.	Newton, G.	Patterson, A. G.	Pritchard, A. J.
McKain, E. T.	Nicholls, H. M.	Patterson, E. W.	Pritchard, A. T.
McKay, A.	Nicholson, C. J. S.	Patterson, G.	Procter, G.
McKay, D. O.	Nicholson, E. C. E.	Patterson, L.	Prosper, J.
McKay, W. E.	Nicholson, H. K.	Patterson, W. P.	Pugh, F. G.
McKearney, M. P.	Nicolson, A. J.	Patterson, W. S.	Pullan, J. H.
McKellar, A. D.	Nicolson, J. N.	Pattle, T. T. P.	Pullin, W. F. G.
McKellar, D. I.	Nixon, F. J.	Patton, H. L.	Pye, W. V.
McKellar, P. A.	Nobes, G. T.	Pauling, W. W.	Pye, W. W.
McKenzie, M.	Noon, R. G.	Payne, A. W.	Qualter, M. F.
McKenzie, W.	Norman, J.	Payne, J. P.	Quested, W. P.
McKenzie, W. L.	Norton, W. J.	Pearce, J. G.	Quigley, R.
McKinstry, L. G.		Pearson, J. W.	Quinlan, C. P.
McKone, J.	O'Brien, A. M.	Pearson, L. R.	Quinn, C.
McKone, M.	O'Brien, E. A.	Pearson, W. J.	Quinn, E. J. F.
McKubre, J. M.	O'Brien, W. J.	Peart, S.	Quinn, W. J.
McLaren, E.	O'Brien, W. P.	Peddle, C.	
McLaren, P. A.	O'Callaghan, T. F.	Peden, J. D.	Radford, E. W.
McLaughlin, A. J.	O'Connor, M.	Pedersen, H.	Radford, L. R.
McLay, T. B.	O'Connor, P. M.	Peel, R.	Rac, F.
McLean, Felix A.	O'Connor, T.	Penberthy, B. J.	Raine, R. F.
McLean, Francis A.	O'Donnell, D.	Pengelly, R.	Ralston, W. J.
McLean, G. H.	O'Donnell, J.	Pennell, J. J.	Ramsay, J. F.
McLean, H. E.	O'Donnell, P. J.	Pepper, S.	Ramsay, J. W.
McLean, J. Malcolm	O'Donohue, D.	Pepperell, R. A.	Ramsay, M. H.
McLean, J. Murdock	O'Flaherty, M. C.	Percival, H. R.	Ramsay, R. G.
McLean, L. D.	O'Hanlon, F. G.	Percy, L. C. F.	Ramsden, C. E.
McLean, T. H.	O'Hanlon, W. H.	Perkins, C. A. R.	Rasmussen, C. L. M.
McLean, A. J. W.	O'Keefe, A.	Perkins, S.	Rasmussen, L. C.
McLennan, A.	O'Keefe, J.	Perry, S.	Ravenwood, H. C.
McLennan, T. F.	Oldham, A. W.	Persson, O. E.	Rawson, R. C.
McLeod, W. P.	Olds, H. L.	Peryer, C. N.	Ray, F. C.
McMahon, E.	Olds, W. K.	Peryer, S. M.	Rayner, J.
McMahon, T. J.	O'Leary, D. A.	Petersen, J. D.	Read, F. J.
McManus, B.	O'Leary, J. W.	Petersen, P. A.	Redpath, C. A.
McMaster, P.	O'Leary, T. D. J.	Petersen, R. F.	Reed, J. A.
McMillan, J. J. G.	Oliver, J. W.	Pettit, C. A.	Reed, S. H.
McMinn, W. E.	Oliver, L. D.	Phaup, T. M.	Reeve, B. L. R.
McMullen, F.	O'Loughlin, W. A.	Phelan, P. M.	Reeve, E. J.
McMurtrie, D. A.	Olsen, A. J.	Phillips, C. T.	Reid, J.
McNeil, A.	Olsen, N. C.	Phillips, H.	Reid, J. K.
McNeil, J. D.	Olsen, W. J.	Phillips, J. H.	Reid, T. M.
McNeill, N. J.	O'Neill, W.	Phillips, J. J.	Reid, W. M.
McNulty, J. E.	O'Reilly, W. B.	Phillips, J. T.	Reidy, D. B.
McPeak, J. R.	Ory, J. W.	Pickens, J. J.	Reidy, P.
McPherson, G.	Osborne, L. K.	Pickering, L.	Renner, E. H.
McQuarrie, E. D.	Osborne, M. B.	Pilkington, J.	Rennie, J.
McQueen, J. A.	O'Sullivan, H. J.	Piper, A. L.	Revell, H. J.
McRae, T. M. F.	O'Sullivan, L. M.	Plumb, S. S.	Reynolds, J. A.
McTaggart, J.	O'Sullivan, J. F.	Pocknall, W. T.	Reynolds, L. B.
McVicar, W. R.	Otten, J. B.	Pointon, R. J.	Reynolds, S.
	Otto, W. E.	Pollard, T.	Rhind, C. E.
	Owens, J. D. H.	Pollock, A. R.	Rice, J.
		Poole, G. T.	Richards, S.
Naukivell, A.		Pope, H. A.	Richards, T. J.
Nash, F.	Page, F.	Poppleton, G. P.	Richardson, J.
Neale, J.	Page, S.	Porritt, J. O.	
Needham, J. I.	Page, W. E.		

MEMBERS OF RAILWAY SERVICE WHO HAVE JOINED EXPEDITIONARY FORCES—*continued.*

Richardson, W. R.	Ryan, W. H.	Simpson, H.	Stringer, A. E.
Richdale, H. T.	Ryan, W. J.	Simpson, J.	Stringleman, E. S.
Richie, A. H.		Simpson, S.	Stuart, G. L.
Rickman, J. G.	Sage, A. H.	Simpson, W. G.	Stuart, J.
Riddler, H.	Salt, C. H.	Singer, F.	Stuart, W. G.
Ridler, H. T.	Samson, W.	Sinnott, D. F.	Styles, W. W.
Riesop, C. R.	Samuel, J. J.	Sired, P. C.	Sullivan, B.
Riggs, B.	Samuel, W.	Sirett, G. L.	Sullivan, F. J.
Roach, W. R.	Sanderson, A. R.	Sisley, H. C.	Sullivan, J.
Robb, J.	Sandford, H. W. H.	Skilling, E. G.	Sullivan, J. B.
Robb, R. D.	Sangster, W.	Skilton, E. A.	Suters, C. G.
Roberts, J. P.	Saunders, E.	Slatter, H. A.	Sutherland, A.
Roberts, J. S.	Saunders, F. G.	Slaughter, H. V. M.	Sutherland, D. W.
Roberts, P. G.	Savage, H. G.	Sloan, T. C.	Sutherland, F. N.
Roberts, W. H.	Saville, G. H.	Slodden, J. E.	Sutherland, F. V.
Robertson, A.	Sawers, J.	Smale, R. R.	Sutherland, H.
Robertson, A. M.	Scanlan, T.	Small, C. R.	Sutherland, T.
Robertson, C. B.	Scannell, M.	Small, E. M. P.	Sutherland, W. A.
Robertson, D. C.	Schaw, A. H.	Smith, A.	Sutton, G. H.
Robertson, D. L. J.	Schaw, H. J.	Smith, A. B.	Swann, G.
Robertson, D. M.	Schultz, W. T.	Smith, A. L.	Swanson, A. G. A.
Robertson, F. W.	Scott, A.	Smith, B. A.	Sweetman, M.
Robertson, J. T.	Scott, A. N.	Smith, E.	Swindale, E.
Robieson, G. H.	Scott, C.	Smith, F. H.	Swinney, R.
Robinson, F. J.	Scott, J. A.	Smith, F. J.	Sykes, J. W.
Robinson, G. J.	Scott, J. C.	Smith, F. W.	Syme, R.
Robinson, H.	Scott, J. J.	Smith, H. L. P.	Syme, R. A.
Robinson, W. H.	Scott, W. F.	Smith, L.	Symes, H. A.
Roche, J.	Scoullar, J. S.	Smith, N. R.	Symister, H. C.
Rodgerson, R.	Scoullar, W. A.	Smith, R. E.	Symonds, A. H.
Roe, D. J.	Scully, M.	Smith, S. E.	Symonds, C. J.
Rogers, A. A. H.	Scully, P.	Smith, W.	Symonds, C. T.
Rogers, J.	Seabourn, A. A.	Smith, W. B.	Symons, B.
Rogers, J. L.	Seager, H. E.	Smylic, A.	
Rogers, L. E.	Seccombe, A. P.	Smyrk, E. W.	Tandy, J. G.
Rogers, S. D.	Selby, W. G.	Snelling, J. M.	Tangney, B.
Rogerson, A. W.	Semple, J. N.	Snow, R. J.	Tapsell, R. R.
Rogerson, F.	Setter, W. R.	Snowden, A. C.	Tarrant, L. T.
Rohloff, A. F. R.	Sexton, M. D.	Sole, H. J.	Tassell, S. T.
Rolland, A. F.	Shannon, E. A.	Southwell, R. H. S.	Tatham, L. J.
Rollings, E. A.	Sharman, J. I.	Spencer, R. T.	Tawhai, H. T.
Rollo, C.	Sharp, T.	Spillane, C.	Taylor, H. A.
Rollo, A. C.	Shaw, E. A.	Spowart, M. W.	Taylor, H. K.
Rope, R. P.	Shaw, G. E.	Stanley, B. T.	Taylor, J. C.
Roskruge, E. R.	Shea, J. H.	Stansell, L. B.	Taylor, J. J.
Ross, F.	Sheldon, G. M.	Stanton, A. R.	Taylor, P. A.
Ross, H. L.	Shelley, J. M.	Starkey, L. E.	Taylor, S. A. R.
Ross, J.	Shepherd, J. W.	Starnes, J.	Taylor, W.
Rouse, F. J.	Shepherd, T.	Stead, R. M.	Taylor, W. C.
Rowe, W. H.	Sheppard, J. H.	Steer, G. S.	Taylor, W. L.
Rowland, C. K.	Sherlock, H. C.	Steers, H. A.	Teague, H.
Rowland, J. B.	Sherlock, W.	Stemp, H. L.	Tempest, E.
Roxburgh, J.	Sherwood, S. H.	Stephenson, A. O.	Tennet, A. W.
Ruane, A. T.	Shirley, H. H. O.	Stevens, A. M.	Tepene, A. F. W.
Ruff, A. J.	Shore, W. H.	Stevens, J.	Terras, R. M.
Rumble, C. E.	Short, J.	Stevens, R. B.	Terrell, F. H.
Ruscoe, H. L.	Sievwright, G. L.	Stevenson, P. H.	Terry, J. H.
Rush, D.	Simmonds, H.	Stewart, A. G.	Teward, T.
Russell, F.	Simmonds, W. H.	Stewart, C.	Theakstone, J. E.
Russell, L. E.	Simmonds, W. H. R.	Stewart, D. M. A.	Thom, A.
Russell, R. D.	Simmons, W. H.	Stewart, W. D.	Thomas, A. C.
Rustbatch, A.	Simons, A. S.	Stewart, W. E.	Thomas, A. R.
Ryan, A.	Simpkins, H.	Still, A. E.	Thomas, C. R.
Ryan, C. P.	Simpson, A.	Stimpson, A. M.	Thomas, D.
Ryan, E.	Simpson, E. G.	Stock, E. P.	Thomas, F. V.
Ryan, L. T. J.	Simpson, F. W. (Inver-	Stockdale, W.	Thomas, G. H.
Ryan, T.	cargill).	Stokes, A. J. S.	Thomas, G. W.
Ryan, T.	Simpson, F. W. (Petone).	Stokes, C. H.	Thomas, J. H.
Ryan, T. J.	Simpson, G.	Stout, R. G. K.	Thomas, R. P.
Ryan, T. P.	Simpson, G. R.	Strachan, J. B.	Thomas, S.

MEMBERS OF RAILWAY SERVICE WHO HAVE JOINED EXPEDITIONARY FORCES—*continued*

Thompson, B. J.	Vial, J. M.	Whishaw, B. G.	Wilson, G. R.
Thompson, C. P.	Vile, F. C. R.	Whitaker, J. H.	Wilson, J. A.
Thompson, C. W.	Vincent, A. E.	White, A. G. F.	Wilson, John.
Thompson, E.	Vollemaere, A. J.	White, C. W. S.	Wilson, Joseph.
Thompson, J. H.	Vosper, E. J. L.	White, D. L.	Wilson, J. M.
Thompson, M. W.		White, J. L.	Wilson, J. O.
Thompson, R.	Wakefield, E. W.	White, M. J.	Wilson, J. W.
Thompson, W. R.	Wakelin, L. T.	White, R. L.	Wilson, R.
Thomson, G. W. G.	Walinek, J.	White, T. F.	Wilson, R. G. J.
Thomson, W. T. H.	Walker, A.	White, T. G. O.	Wilson, R. L.
Thorn, G. B.	Walker, A.	White, W. A.	Wilson, V. H. G.
Thornton, W.	Walker, A. T.	Whitehorn, S. H.	Wilson, W. D.
Thorpe, H.	Walker, C. E. S.	Whiten, S.	Wilson, W. E.
Thrupp, G. E.	Wall, D. D.	Whitfield, E. G.	Wilson, W. H.
Thurlow, G. F.	Wallace, G. N.	Whitfield, G. E.	Wilton, H. O.
Thwaites, T.	Wallace, J. R.	Whiting, N. A.	Winder, F. J.
Tierney, G. T.	Wallace, K. J.	Whittaker, G. C.	Winter, D. W.
Timings, M. T.	Wallace, P. C.	Whittington, S. G.	Winter, R. G.
Timmins, E.	Wallace, R. W.	Whittlestone, C. T.	Winter, W. G.
Tims, F. S. V.	Waller, W. J.	Wiggins, H. A.	Wisnofski, A. C.
Titchener, W. H.	Wallis, J.	Wilkes, R.	Withers, C. H.
Todd, C. M.	Walters, C.	Willcox, G. H. C.	Wood, O. J.
Todd, J.	Wansbone, J.	Williams, A. P.	Woodall, A. D.
Todd, W.	Ward, A. L.	Williams, A. V.	Woodfield, J. L.
Tomkies, W. E.	Ward, B.	Williams, C. F. T.	Woodhead, C. D.
Tomkins, W. E.	Ward, C. W.	Williams, G.	Woodrow, T. M.
Toner, J.	Ward, H. T.	Williams, H. J. T.	Woodrow, W. W.
Tonge, C. H. A.	Warren, C. H.	Williams, J. H. B.	Woods, N. G.
Tonkin, R. E.	Washington, M. C.	Williams, L.	Woollett, W.
Towers, A. D.	Watkins, R.	Williams, R. E.	Woolfield, W. H.
Townsend, F. P.	Watson, C. R.	Williams, T. J.	Woolley, D. S.
Trench, J.	Watson, R.	Williams, T. L.	Wormald, G. H.
Trerise, N. E.	Watt, J.	Williams, W.	Worsfold, J. H.
Trevor-Smith, H. S.	Watt, J.	Williams, W. A.	Wrack, C. S.
Treweek, C. W.	Wattam, R. E.	Williams, W. E.	Wray, W. G.
Trewern, H. A.	Watts, E. F.	Williams, W. E. (cleaner).	Wren, T.
Trim, F. E.	Weale, J. P.	Williams, W. H.	Wren, V.
Tritt, W. C.	Webb, J. S.	Williams, W. P.	Wright, A. H. B.
Trolove, F. L. A.	Webb, W.	Williamson, H. M.	Wright, G. M.
Troon, F. A.	Webb, W. W.	Williamson, L. J.	Wright, J. W.
Trower, A. L.	Webster, G. F.	Williamson, N. L.	Wright, P. J.
Truman, L. R.	Weeber, R. J. S.	Williamson, T. J.	Wright, W.
Truman, T. H.	Weenink, C. B.	Willis, E. J.	Wright, W. J.
Tucker, J. N.	Weir, A. C.	Willis, P. G.	Wyatt, A.
Tullett, A. J.	Weir, J. K.	Wills, W. O.	Wylde, B.
Tunbridge, P. A.	Weir, R.	Willsted, W. B.	
Turkington, W. M.	Wellings, W.	Wilson, A.	Yates, A. W.
Turner, W.	Wellman, G. C.	Wilson, A. (cleaner).	Yorsten, T. E. M.
Turnwald, B. J.	Wells, K. C.	Wilson, A. D. B.	Young, C. H.
Tyack, W. H.	Wellsted, A. W.	Wilson, A. G. H.	Young, F. G. R.
Tye, T.	Welsh, F. W. J.	Wilson, C. G.	Young, J. B.
	Welsh, J.	Wilson, D. M.	Young, J. F. H.
Valentine, W. J.	West, H. C.	Wilson, D. V.	Young, J. R.
Vaughan, P. J.	West, J. B.	Wilson, E. H.	Young, R. R.
Vaughan, R. P.	Westerholm, N. B. O.	Wilson, F.	Young, R. W. F.
Vernon, J. S. F.	Westfield, A.	Wilson, F. C.	Yule, A. A.
Veysey, E. W.	Wharepapa, T.	Wilson, F. W.	
Veysey, R.	Wheeler, E. R.	Wilson, G. M.	Zellman, Otto

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11. Return of Passenger Bookings at Excursion Fares.
12. Revenue of Stations.
13. Carriage and Wagon Stock, and Tarpaulins.
14. Locomotive Stock.
15. Comparative Statement of Mileage, Capital Cost, Earnings, and Expenditure on Colonial Railways.
16. Comparative Statement of Mileage, Capital Cost, Earnings, Expenditure, and Traffic, New Zealand Government Railways.
17. Renewals of Rails.
18. Renewals and Removals of Sleepers.
19. Number of Stations and Private Sidings.
20. Mileage of Railways open for Traffic and under Maintenance.
21. Weights of Rails in various Lines.
22. Mileage of Track, Main Line and Sidings, South Island Main Line and Branches.
23. Sleepers laid and removed each Year.
24. Accidents.
25. Locomotive Returns.



RETURN NO. 1:

GENERAL REVENUE ACCOUNT FOR THE YEAR ENDED 31ST MARCH, 1917.

		Dr.		Cr.			
	£	s.	d.	£	s.	d.	£
To Cash in hand, freights, &c., outstanding at stations, 1st April, 1916 ..	157,673	18	2	By Gross payment to Public Account ..	5,065,982	6	4
Revenue from passenger, parcels, and goods traffic, as per Return No. 5 ..	4,800,809	13	7	Less collections for refund ..	233,429	16	11
				Cash in hand, freights, &c., outstanding at stations, 31st March, 1917 ..			*4,832,552 9 5
							125,931 2 4
							<u>£4,958,483 11 9</u>
To Net payment to Public Account ..	4,832,552	9	5	By Working-expenses, as per Return No. 4 ..			2,926,863 19 8
Less cash in hand, freights, &c., outstanding at stations, 1st April, 1916, as above ..	157,673	18	2	Balance—Net earnings, available for interest ..			1,873,945 13 11
	4,674,878	11	3	* Receipts as per Treasury accounts ..	£4,836,275	0	6
				Balance, Refund Account, 31st March, 1916, as below ..	14,986	4	2
					4,851,261	4	8
				Balance, Refund Account, 31st March, 1917, as below ..	18,708	15	3
					<u>£4,832,532 9 5</u>		
Cash in hand, freights, &c., outstanding at stations, 31st March, 1917, as above ..	125,931	2	4				<u>£4,800,809 13 7</u>

COLLECTIONS FOR REFUND TO HARBOUR BOARDS, SHIPPING COMPANIES, CARRIERS, ETC., FOR THE YEAR ENDED 31ST MARCH, 1917.

		Dr.		Cr.			
	£	s.	d.	£	s.	d.	£
To Balance brought forward, 1st April, 1916 ..	14,986	4	2	By Treasury payments ..			229,707 5 10
Collections for refund ..	233,429	16	11	Balance, 31st March, 1917, carried forward ..			18,708 15 3
							<u>£248,416 1 1</u>

J. MACDONALD, Chief Accountant.

RETURN NO. 2.

GENERAL EXPENDITURE ACCOUNT FOR THE YEAR ENDED 31ST MARCH, 1917.

	£	s.	d.	Cr.	£	s.	d.
<b>Dr.</b>							
To Balance brought forward,—							
Accounts due to the Department outstanding at 1st April, 1916, for stores,	39,500	8	1				
work done, &c.					113,679	5	6
Stock of stores at 1st April, 1916*							
.. .. .	428,065	15	5				
Payments.—							
Per Treasury Vote 18*	3,266,920	4	11				
Liabilities outstanding at 31st March, 1917, carried forward,—							
Wages and supplies for March paid from Treasury in April					128,915	19	1
Recoveries to credit of Vote 18,*—							
Other Government Departments, and personal accounts					363,714	19	10
for stores, work done, &c.					31,228	4	11
Miscellaneous recoveries					394,943	4	9
Accounts due to the Department outstanding at 31st March, 1917, for stores,							
work done, &c.							
.. .. .					35,318	3	11
Stock of stores at 31st March, 1917							
.. .. .					392,597	13	8
	<u>£3,863,402</u>	<u>7</u>	<u>6</u>		<u>£3,863,402</u>	<u>7</u>	<u>6</u>

\* Payments per Treasury ... £3,266,920 4 11  
 Recoveries ... 394,943 4 9  
 Net charge to Vote ... £3,671,977 0 2

J. MACDONALD, Chief Accountant.



RETURN No. 3.  
CLASSIFIED EXPENDITURE FOR THE YEAR ENDED 31st MARCH, 1917.

Section.	Maintenance of Way and Works.				Locomotive Power.					General Charges.	Total.	Carriages.	Wagons.	Traffic.	Head Office.	Departmental Offices.	Lake Wakatipu Steamers.	Totals.		
	Permanent-way.	Structures.	Buildings.	Miscellaneous.	General Charges.	Total.	Working Locomotives.	Fuel and Water.	Oil, Tallow, &c.										Renewals and Repairs.	
WAGES AND SERVICES.																				
Whangarei .. ..	£ 7,411 14 6	£ 2,502 1 6	£ 713 19 7	£ 2 10 5	£ .. ..	£ 10,030 6 0	£ 3,837 15 8	£ 350 17 3	£ .. ..	£ 1,613 8 11	£ .. ..	£ 5,802 1 10	£ 187 18 4	£ 1,295 3 1	£ 7,269 6 2	£ 356 2 3	£ 1,166 13 6	£ .. ..	£ 26,707 11 2	
Kaihu .. ..	2,399 1 6	1,426 14 10	17 2 5	.. ..	.. ..	3,842 18 9	505 11 0	24 16 7	.. ..	389 14 1	.. ..	920 1 8	36 12 4	177 3 1	1,332 7 0	42 12 9	34 10 3	.. ..	6,386 5 10	
Gisborne .. ..	5,017 4 11	479 5 5	226 13 2	.. ..	.. ..	5,723 3 6	1,863 15 1	156 13 6	.. ..	737 5 3	.. ..	2,757 13 10	212 13 11	429 13 2	2,863 11 8	182 19 5	148 5 8	.. ..	12,318 1 2	
North Island Main Lines and Branches	156,420 5 10	48,585 10 1	29,800 12 11	5,542 3 7	.. ..	240,348 12 5	169,846 4 0	11,859 16 9	.. ..	63,969 16 8	.. ..	245,675 17 5	35,049 19 0	44,560 0 1	400,339 1 4	17,488 10 1	44,216 8 5	.. ..	1,027,678 8 9	
South Island Main Lines and Branches	137,198 1 11	30,223 1 9	25,489 18 11	3,174 2 6	.. ..	196,085 5 1	110,390 13 10	10,582 9 1	.. ..	46,149 15 4	.. ..	167,122 18 3	19,956 2 10	26,135 2 9	317,423 10 8	10,946 19 11	29,708 7 6	.. ..	767,378 7 0	
Westland .. ..	16,980 19 11	3,469 17 0	1,700 11 4	41 16 2	.. ..	22,193 4 5	10,285 0 6	432 15 7	.. ..	3,959 12 1	.. ..	14,677 8 2	1,236 10 8	3,777 2 9	24,557 12 5	1,075 5 11	3,923 11 6	.. ..	71,440 15 10	
Westport .. ..	3,659 9 9	1,269 0 11	672 12 0	2 5 10	.. ..	5,603 8 6	5,615 19 10	300 13 2	.. ..	2,171 11 1	.. ..	8,088 4 1	387 5 0	4,800 12 3	14,217 12 1	752 1 9	2,967 1 7	.. ..	36,816 5 3	
Nelson .. ..	4,713 19 3	1,673 2 7	576 2 5	14 18 1	.. ..	6,978 2 4	2,182 13 2	103 12 11	.. ..	610 3 10	.. ..	2,896 9 11	369 12 6	305 11 8	9,264 18 7	221 7 3	179 12 6	.. ..	20,215 14 9	
Pierson .. ..	5,523 6 7	752 11 2	921 7 11	.. ..	.. ..	7,197 5 8	2,652 18 8	76 1 2	.. ..	567 18 9	.. ..	3,296 18 7	129 19 1	393 17 4	5,970 7 6	194 10 0	156 19 7	.. ..	17,339 17 9	
Lake Wakatipu Steamers	.. ..	.. ..	.. ..	.. ..	.. ..	.. ..	.. ..	.. ..	.. ..	.. ..	.. ..	.. ..	.. ..	.. ..	.. ..	.. ..	.. ..	.. ..	.. ..	4,508 0 8
Totals .. ..	339,324 4 2	90,381 5 3	60,119 0 8	8,777 16 7	.. ..	498,602 6 8	307,180 11 9	23,887 16 0	.. ..	120,169 6 0	.. ..	451,237 13 9	57,566 13 8	81,874 6 2	783,238 7 5	31,260 9 4	82,501 10 6	4,508 0 8	1,990,789 8 2	
STORES.																				
Whangarei .. ..	404 19 5	394 18 2	182 1 5	2 15 1	.. ..	984 14 1	2,686 8 0	283 4 0	971 3 10	.. ..	3,940 15 10	153 18 4	567 14 10	817 15 7	39 19 6	12 13 1	.. ..	.. ..	6,517 11 3	
Kaihu .. ..	309 4 8	164 4 11	109 9 3	.. ..	.. ..	582 18 10	332 14 4	10 16 8	123 6 3	.. ..	466 17 3	.. ..	131 6 9	73 13 1	4 17 0	1 10 6	.. ..	.. ..	1,261 3 5	
Gisborne .. ..	213 10 1	144 14 6	177 3 8	.. ..	.. ..	535 8 3	2,351 1 5	167 5 8	337 1 2	.. ..	2,855 8 3	201 11 2	177 3 10	234 16 9	20 19 8	6 8 11	.. ..	.. ..	4,031 16 10	
North Island Main Lines and Branches	42,021 12 11	14,805 3 2	27,394 9 5	4,617 14 4	.. ..	88,838 19 10	213,567 8 8	11,989 13 2	35,110 5 11	.. ..	260,667 7 9	20,635 19 2	18,962 18 0	34,960 11 2	2,005 10 10	614 15 3	.. ..	.. ..	426,686 2 0	
South Island Main Lines and Branches	46,730 18 3	12,774 6 0	23,894 2 8	2,082 19 6	.. ..	85,482 6 5	125,998 4 10	5,568 12 5	24,757 14 10	.. ..	156,324 12 1	9,385 12 7	11,022 12 7	21,348 13 11	1,260 13 10	384 12 3	.. ..	.. ..	285,209 3 8	
Westland .. ..	5,464 17 7	2,053 13 9	1,115 0 7	64 6 3	.. ..	8,697 18 2	5,449 4 7	589 8 11	2,021 8 5	.. ..	8,090 1 11	533 3 8	2,066 10 0	1,944 19 2	124 2 3	39 5 3	.. ..	.. ..	21,466 0 5	
Westport .. ..	371 15 5	292 0 11	459 2 11	0 7 8	.. ..	1,123 6 11	2,686 17 2	320 15 10	682 8 6	.. ..	3,690 1 6	73 3 8	2,834 11 10	969 13 1	87 12 7	27 16 8	.. ..	.. ..	8,806 6 3	
Nelson .. ..	482 13 11	521 2 11	505 10 4	26 16 9	.. ..	1,536 3 11	2,073 3 6	166 7 9	266 16 0	.. ..	2,506 7 3	312 4 11	194 1 3	463 19 6	25 15 1	7 16 9	.. ..	.. ..	5,046 8 8	
Pierson .. ..	775 19 9	105 1 2	116 11 11	.. ..	.. ..	997 12 10	2,040 11 6	134 11 11	549 2 1	.. ..	2,724 5 6	49 10 10	47 6 3	375 16 4	23 3 0	7 0 0	.. ..	.. ..	4,224 14 9	
Lake Wakatipu Steamers	.. ..	.. ..	.. ..	.. ..	.. ..	.. ..	.. ..	.. ..	.. ..	.. ..	.. ..	.. ..	.. ..	.. ..	.. ..	.. ..	.. ..	.. ..	.. ..	1,519 12 2
Totals .. ..	96,775 12 0	31,255 5 6	53,953 12 2	6,794 19 7	.. ..	188,779 9 3	357,185 14 0	19,230 16 4	64,819 7 0	.. ..	441,235 17 4	31,345 4 4	36,004 5 4	61,189 18 7	3,592 13 9	1,101 18 8	1,519 12 2	.. ..	764,768 19 5	
MISCELLANEOUS.																				
Whangarei .. ..	14 7 10	53 5 2	4 10 4	.. ..	25 6 10	97 10 2	.. ..	42 7 4	.. ..	594 5 7	15 2 9	651 15 8	62 12 7	404 14 3	478 14 4	.. ..	.. ..	.. ..	1,695 7 0	
Kaihu .. ..	0 10 9	15 10 0	0 12 1	.. ..	1 15 9	18 8 7	.. ..	.. ..	.. ..	83 13 6	1 15 7	85 9 1	4 4 11	10 4 7	55 15 2	.. ..	.. ..	.. ..	174 2 4	
Gisborne .. ..	15 17 8	113 7 10	100 8 4	.. ..	88 2 3	317 16 1	.. ..	.. ..	.. ..	222 14 9	9 17 7	232 12 4	6 7 6	58 15 11	296 9 5	.. ..	.. ..	.. ..	912 1 3	
North Island Main Lines and Branches	1,541 2 7	4,583 1 1	5,938 19 7	1,037 11 10	3,920 5 5	17,021 0 6	.. ..	97 19 3	.. ..	18,708 15 6	1,901 14 3	20,708 9 0	7,918 8 11	10,614 10 9	29,163 9 8	.. ..	.. ..	.. ..	85,425 18 10	
South Island Main Lines and Branches	1,180 16 0	4,453 14 9	5,593 2 11	455 0 6	2,171 18 11	13,854 13 1	.. ..	109 5 3	.. ..	20,177 16 2	1,100 3 8	21,387 5 1	4,995 2 6	6,586 17 11	23,099 12 1	.. ..	.. ..	.. ..	69,923 10 8	
Westland .. ..	284 19 8	489 5 6	229 9 11	10 12 3	63 5 4	1,077 12 8	.. ..	6 9 3	.. ..	1,163 15 4	82 4 6	1,252 9 1	Cr. 273 15 7	491 3 0	3,733 19 11	.. ..	.. ..	.. ..	6,281 9 1	
Westport .. ..	67 19 10	166 10 11	130 1 5	0 7 6	484 12 5	849 12 1	.. ..	0 5 2	.. ..	534 3 1	77 14 7	612 2 10	Cr. 186 19 10	1,135 19 0	2,347 2 5	.. ..	.. ..	.. ..	4,757 16 6	
Nelson .. ..	15 13 3	36 15 9	1 12 10	0 6 7	25 8 11	79 17 4	.. ..	4 3 4	.. ..	180 5 2	9 14 6	194 3 0	108 17 7	88 14 5	497 16 6	.. ..	.. ..	.. ..	969 8 10	
Pierson .. ..	38 3 7	63 7 10	21 9 9	.. ..	19 0 11	142 2 1	.. ..	.. ..	.. ..	171 6 0	10 14 7	182 0 7	Cr. 13 9 3	64 16 7	216 10 2	.. ..	.. ..	.. ..	592 0 2	
Lake Wakatipu Steamers	.. ..	.. ..	.. ..	.. ..	.. ..	.. ..	.. ..	.. ..	.. ..	.. ..	.. ..	.. ..	.. ..	.. ..	.. ..	.. ..	.. ..	.. ..	.. ..	573 17 5
Totals .. ..	3,159 11 2	9,974 18 10	12,020 7 2	1,503 18 8	6,799 16 9	33,458 12 7	.. ..	260 9 7	.. ..	41,836 15 1	3,209 2 0	45,306 6 8	12,621 9 4	19,455 16 5	59,889 9 8	.. ..	.. ..	.. ..	573 17 5	171,305 12 1
Grand totals .. ..	439,259 7 4	131,611 9 7	126,093 0 0	17,076 14 10	6,799 16 9	720,840 8 6	307,180 11 9	381,333 19 7	19,230 16 4	226,825 8 1	3,209 2 0	937,779 17 9	101,533 7 4	137,334 7 11	904,317 15 8	34,853 3 1	83,603 9 2	6,601 10 3	2,926,863 19 8	



RETURN NO. 5.

COMPARATIVE STATEMENT OF PASSENGER AND GOODS TRAFFIC FOR THE YEAR ENDED 31ST MARCH, 1917.

Section.	Length Open for Traffic.	Passengers.				Live-stock.					Goods.				Gross Total Tonnage.					
		First Class.		Second Class.		Total.	Season Tickets.	Cattle.	Calves.	Sheep.	Pigs.	Total.	Equivalent Tonnage.	Timber.		Minerals.		Other Goods.		Total.
		Single.	Return.	Single.	Return.											Number.	Number.	Number.	Number.	
1916-17.	Miles.																			
Whangarei ..	74	18,062	8,582	75,720	93,132	1,847	5,922	443	23,568	445	30,378	2,957	44,449	103,418	20,975	168,842	171,799			
Kaihu ..	20	640	1,458	11,889	14,344	39	17	..	78	7	102	10	17,626	153	2,862	20,641	20,651			
Gisborne ..	44	7,024	5,802	38,826	43,018	213	867	11	104,795	392	106,065	4,498	11,304	30,613	17,649	59,566	64,064			
North Island Main Lines and Branches	1,108	250,155	742,544	1,638,222	5,805,254	223,044	251,079	32,860	3,111,545	133,898	3,529,382	215,154	249,319	731,298	948,002	1,928,619	2,143,773			
South Island Main Lines and Branches	1,404	168,897	591,698	800,615	3,166,698	120,142	94,998	8,235	3,684,291	27,273	3,814,797	180,541	137,408	703,499	1,351,282	2,192,189	2,372,730			
Westland ..	157	11,713	23,344	91,002	221,942	7,769	4,935	101	32,114	182	37,332	2,941	113,807	496,898	34,457	645,162	648,103			
Westport ..	36	353	1,468	22,123	62,740	1,348	72	43	2,307	2	2,424	118	1,151	701,371	13,373	715,895	716,013			
Nelson ..	61	3,379	6,664	37,956	70,366	1,041	848	122	19,139	81	20,190	1,057	3,482	10,865	23,138	37,485	38,542			
Pictou ..	56	6,346	22,648	23,096	62,830	382	941	854	108,689	1,090	111,574	4,747	592	7,780	43,541	51,913	56,660			
Lake Wakatipu steamers	..	1,546	9,836	3,295	7,888	7	276	145	19,648	..	20,069	885	290	1,628	4,035	5,953	6,888			
Totals ..	2,960	468,115	1,414,044	2,742,744	9,548,212	355,832	359,955	42,814	7,106,174	163,370	7,672,313	412,908	579,428	2,787,523	2,459,314	5,826,265	6,239,173			
1915-16.																				
Whangarei ..	74	17,354	7,650	80,144	86,520	1,744	3,645	182	18,297	420	22,544	1,972	41,617	117,681	18,442	177,740	179,712			
Kaihu ..	20	741	1,546	13,826	18,082	63	25	..	336	30	391	23	9,430	985	4,053	14,468	14,491			
Gisborne ..	44	8,172	5,916	40,106	43,770	148	719	86	163,577	220	164,602	6,796	14,164	26,136	14,422	54,722	61,518			
North Island Main Lines and Branches	1,108	242,478	684,108	1,706,674	5,677,180	204,305	225,707	30,621	3,404,137	141,429	3,801,894	218,590	280,525	724,468	921,460	1,926,453	2,145,043			
South Island Main Lines and Branches	1,404	169,309	617,002	834,994	3,202,202	114,403	99,208	6,176	3,456,716	39,753	3,601,853	173,237	159,279	744,123	1,432,842	2,336,244	2,509,481			
Westland ..	157	13,484	26,484	101,485	230,558	7,232	3,450	192	28,595	7	32,244	2,304	113,379	504,738	37,210	655,327	657,631			
Westport ..	36	383	1,886	25,134	61,808	1,086	31	11	2,468	..	2,510	110	1,552	692,000	13,397	706,949	707,059			
Nelson ..	61	2,893	6,970	39,510	72,696	1,261	334	31	24,668	111	25,144	1,103	4,530	11,109	23,118	38,757	39,860			
Pictou ..	56	6,999	23,576	26,780	68,820	373	518	236	93,944	473	95,171	3,961	980	8,867	35,090	44,937	48,898			
Lake Wakatipu steamers	..	1,719	10,674	3,353	8,520	7	292	65	12,088	..	12,445	585	410	1,852	4,405	6,667	7,252			
Totals ..	2,960	463,532	1,395,812	2,872,006	9,470,156	330,622	333,929	37,600	7,204,826	182,443	7,758,798	408,681	623,866	2,831,959	2,504,439	5,962,264	6,370,945			

RETURN NO. 5—continued.  
COMPARATIVE STATEMENT OF PASSENGER AND GOODS TRAFFIC FOR THE YEAR ENDED 31ST MARCH, 1917—continued.

Section.	Revenue.										Mileage.																
	Ordinary Passengers.		Season Tickets.		Parcels, Luggage, and Mails.		Total Coaching.		Goods.		Miscellaneous.		Rents and Commission.		Total Goods.		Grand Total Revenue.		Train.		Shunting, &c.		Total.				
	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	Number.	Number.	Number.	Number.			
1916-17.																											
Whangarei ..	13,400	14 9	1,013	0 5	1,948	10 7	16,362	5 9	35,607	0 0	740	3 1	1,256	0 3	37,603	3 4	53,965	9 1	125,298	33,073	158,371	33,073	158,371	33,073	158,371		
Kaihu ..	1,652	19 10	124	6 2	490	17 4	2,268	3 4	3,937	5 1	85	3 9	187	1 1	4,209	9 11	6,477	13 3	14,654	3,158	17,812	3,158	17,812	3,158	17,812		
Gisborne ..	8,346	9 4	234	16 4	1,229	6 6	9,810	12 2	16,843	3 5	344	3 1	972	14 5	18,160	0 11	27,970	13 1	51,835	13,963	65,798	13,963	65,798	13,963	65,798		
North Island Main Lines and Branches	1,090,676	7 5	97,604	0 9	140,663	11 8	1,328,943	19 10	1,260,332	0 1	48,347	15 4	45,456	12 8	1,354,136	8 1	2,683,080	7 11	5,233,354	1,574,799	6,808,153	1,574,799	6,808,153	1,574,799	6,808,153		
South Island Main Lines and Branches	550,687	6 1	50,993	9 4	89,023	11 4	690,704	6 9	924,236	5 2	34,997	18 5	32,689	17 4	991,934	0 11	1,682,638	7 8	3,236,230	1,018,078	4,254,308	1,018,078	4,254,308	1,018,078	4,254,308		
Westland ..	27,475	9 3	2,686	7 1	5,330	12 10	35,492	9 2	119,433	18 3	4,657	1 10	2,945	4 9	127,036	4 10	162,528	14 0	245,751	92,577	338,328	92,577	338,328	92,577	338,328		
Westport ..	5,243	1 1	895	6 11	995	2 2	7,133	10 2	100,331	6 5	4,912	10 4	723	16 9	105,967	13 6	113,101	3 8	96,079	73,231	169,310	73,231	169,310	73,231	169,310		
Nelson ..	8,721	10 3	981	11 1	1,644	9 4	11,347	10 8	18,985	13 9	2,401	5 8	1,284	9 11	22,671	9 4	34,019	0 0	78,544	13,749	92,293	13,749	92,293	13,749	92,293		
Pierson ..	8,640	12 9	469	3 4	1,574	15 0	10,684	11 1	16,188	6 1	1,949	12 5	1,021	11 0	19,159	9 6	29,844	0 7	64,586	34,769	99,355	34,769	99,355	34,769	99,355		
Lake Wakatipu steamers	3,002	12 4	198	18 4	930	19 3	4,132	9 11	2,967	8 11	36	16 4	47	9 2	3,051	14 5	7,184	4 4	..	..	..	..	..	..	..	..	..
Totals ..	1,717,847	3 1	155,200	19 9	243,831	16 0	2,116,879	18 10	2,498,862	7 2	98,472	10 3	86,594	17 4	2,683,929	14 9	4,800,809	13 7	9,146,331	2,857,397	12,003,728	2,857,397	12,003,728	2,857,397	12,003,728		
1915-16.																											
Whangarei ..	12,106	17 1	961	11 7	1,822	2 6	14,890	11 2	34,461	17 10	596	0 6	1,201	7 11	36,259	6 3	51,149	17 5	129,211	31,713	160,924	31,713	160,924	31,713	160,924		
Kaihu ..	1,822	11 7	134	0 0	497	10 8	2,454	2 3	3,147	17 4	115	2 0	167	0 11	3,430	0 3	5,884	2 6	15,380	3,324	18,704	3,324	18,704	3,324	18,704		
Gisborne ..	8,541	8 9	230	11 3	1,266	6 8	10,038	6 8	17,181	9 9	638	10 3	919	10 2	18,739	10 2	28,777	16 10	55,233	15,333	70,566	15,333	70,566	15,333	70,566		
North Island Main Lines and Branches	980,774	14 7	100,587	11 8	134,105	16 7	1,215,468	2 10	1,206,644	16 4	37,652	14 11	43,450	16 3	1,287,748	7 6	2,303,216	10 4	5,346,098	1,648,187	6,994,285	1,648,187	6,994,285	1,648,187	6,994,285		
South Island Main Lines and Branches	509,544	8 9	49,450	11 8	88,800	5 5	647,795	5 10	909,221	0 9	29,167	8 9	32,556	8 4	970,944	17 10	1,618,740	3 8	3,305,847	1,055,211	4,361,058	1,055,211	4,361,058	1,055,211	4,361,058		
Westland ..	28,034	19 6	2,579	13 2	5,274	9 5	35,889	2 1	119,662	9 10	4,554	10 9	2,629	6 6	126,846	7 1	162,735	9 2	257,337	96,173	353,510	96,173	353,510	96,173	353,510		
Westport ..	5,213	4 5	692	10 6	1,005	19 5	6,911	14 4	95,696	19 9	5,107	6 10	736	4 2	101,540	10 9	108,452	5 1	98,378	77,656	176,034	77,656	176,034	77,656	176,034		
Nelson ..	8,430	9 6	942	7 11	1,629	19 4	11,002	16 9	19,611	15 5	2,016	10 2	1,301	11 2	22,929	16 8	33,932	13 5	79,314	14,311	93,625	14,311	93,625	14,311	93,625		
Pierson ..	8,799	18 10	416	14 1	1,406	5 5	10,622	18 4	15,006	4 7	1,541	14 2	1,053	4 3	17,601	3 0	28,224	1 4	69,724	33,387	103,111	33,387	103,111	33,387	103,111		
Lake Wakatipu steamers	3,110	16 9	326	16 6	895	19 9	4,333	13 0	2,858	2 9	1	15 0	49	4 0	2,909	1 9	7,242	14 9	..	..	..	..	..	..	..	..	..
Totals ..	1,566,379	9 9	156,322	8 4	236,704	15 2	1,959,406	13 3	2,423,492	14 4	81,391	13 3	84,064	13 8	2,588,949	1 3	4,548,355	14 6	9,356,522	2,975,295	12,331,817	2,975,295	12,331,817	2,975,295	12,331,817		

J. MACDONALD, Chief Accountant.

## RETURN No. 6.

ESTIMATED AMOUNT OF EXPENDITURE ON CONSTRUCTION OF RAILWAYS, ROLLING-STOCK, ETC., TO 31ST MARCH, 1917; NET REVENUE, AND RATE OF INTEREST EARNED ON CAPITAL EXPENDED ON OPENED LINES FOR YEAR ENDED SAME DATE.

Section of Railway.	Cost of Construction.		Net Revenue.	Rate of Interest earned.
	Opened Lines.	Unopened Lines.		
Whangarei .. .. .	£ 763,410	£ ..	£ 19,045	£ s. d. 2 9 11
Kaibu .. .. .	99,962	180,028	— 1,344	..
Tauranga .. .. .	..	17,244	..	..
Gisborne .. .. .	597,241	309,786	..	..
North Island Main Lines and Branches ..	15,421,989	246,557	1,143,290	1 15 10
South Island Main Lines and Branches ..	14,541,345	973,881	560,127	7 8 3
Westland .. .. .	2,075,217	155,044	63,341	3 17 0
Westport .. .. .	602,317	644,771	62,721	3 1 0
Nelson .. .. .	542,406	95,828	7,787	10 8 3
Picton .. .. .	675,857	36,988	7,687	1 8 9
Lake Wakatipu steamer service .. .. .	43,708	18,593	583	1 2 9
<i>In suspense—</i>				
Surveys, North Island .. .. .	..	35,900	..	1 6 8
Miscellaneous, North Island .. .. .	..	5,169	..	..
Surveys, South Island .. .. .	..	5,752	..	..
Miscellaneous, South Island .. .. .	..	5,168	..	..
P.W.D. stock of permanent-way .. .. .	..	77,805	..	..
W.R.D. stock of A.O.L. stores .. .. .	15,212	..	..	..
	£35,378,664	£2,808,509	£1,873,946	£5 5 11
<b>Total cost of opened and unopened lines at 31st March, 1917</b>	<b>£38,187,173</b>		<b>..</b>	<b>£4 18 2</b>

NOTE.—The amount stated in this return as the cost of construction of opened lines includes the Provincial and General Government expenditure on railways. It also includes the Midland Railway and expenditure by the Greymouth and Westport Harbour Boards on railways and wharves under the provisions of section 7 of the Railways Authorization Act, 1885, the information regarding the last mentioned being furnished by the respective Boards.

J. MACDONALD, Chief Accountant.

## RETURN No. 6A.

SPECIAL EXPENDITURE UNDER THE APPROPRIATION ACT, 1916.

War bonus to members of the Railway service ... .. £189,606 1s. 6d.

## RETURN NO. 7.

## EXPENDITURE UNDER VOTE FOR ADDITIONS TO OPEN LINES, CHARGED TO CAPITAL ACCOUNT, FOR THE YEAR ENDED 31ST MARCH, 1917.

		Amount.	Total.
		£ s. d.	£ s. d.
Material on hand at 31st March, 1916	.. .. .	25,945 5 6	
Expenditure charged to Vote 93 by Treasury	.. .. .	285,542 19 5	
		311,488 4 11	
Less material on hand at 31st March, 1917	.. .. .	15,212 6 8	296,275 18 3
Expenditure on works, &c.—			
Way and Works Branch	.. .. .	45,955 0 8	
Locomotive Branch	.. .. .	250,320 17 7	296,275 18 3

## WAY AND WORKS BRANCH: PARTICULARS OF WORKS, ETC.

Railway.	Work, &c.	Amount.	Total.
		£ s. d.	£ s. d.
Whangarei .. .. .	Additions to station buildings .. .. .	67 18 0	
	Siding additions .. .. .	45 1 2	
	Wharf shed, Opua .. .. .	184 12 8	297 11 10
Gisborne .. .. .	Siding additions .. .. .	417 4 10	
	Extension of station yard .. .. .	5,743 7 6	6,160 12 4
North Island Main Line and Branches	Additions to station buildings, extension of station-yards, and other facilities	22,281 12 11	
	Purchase of land .. .. .	595 13 1	
	Tablet-installation .. .. .	2,572 9 8	
	Telegraph and telephone facilities .. .. .	356 1 3	
	Interlocking points at crossing-stations .. .. .	53 19 5	
		25,859 16 4	
	Less reduction of capital cost (building, Palmerston N.)	200 0 0	25,659 16 4
South Island Main Line and Branches	Additions to station buildings, extension of station-yards, and other facilities	1,699 4 9	
	Purchase of land .. .. .	276 2 0	
	Widening George Street Pier, Port Chalmers .. .. .	5,919 3 8	
	Tablet-installation .. .. .	2,346 7 7	
	Telegraph and telephone facilities .. .. .	241 14 3	10,482 12 3
Westland .. .. .	Office for Locomotive Branch .. .. .	56 13 11	
	Interlocking points at crossing-stations .. .. .	16 7 8	73 1 7
Nelson .. .. .	Additional works, water-services, &c., for Locomotive Branch	218 13 1	
	Telegraph and telephone facilities .. .. .	11 5 1	229 18 2
Picton .. .. .	New locomotive-depot .. .. .	3,821 8 2	
	Less reduction of capital cost (engine-shed, Picton)	770 0 0	3,051 8 2
			£45,955 0 8

## RETURN No. 7—continued.

## LOCOMOTIVE BRANCH: PARTICULARS OF ROLLING-STOCK, ETC.

Description of Stock ordered.	Order.	Number Incomplete on March 31, 1916.	Number Complete on 31st March, 1917.	Number Incomplete on 31st March, 1917.	Expenditure in Year ended 31st March, 1917.			
					£	s.	d.	
Wagons, four-wheel, 1910-1911 programme ..	M-8	..	..	..	Cr.	291	17	0
Wagons, four-wheel, 1912-1913 programme ..	E-9	..	..	..	Cr.	597	19	5
Fitting locomotives, cars, and brake-vans with steam-heating gear	M-9	..	..	..	£	367	6	1
Wagons four-wheel, 1913-1914 programme ..	Q-9	..	..	..	£	113	0	7
Fitting Whangarei rolling-stock with Westinghouse brake	T-9	..	..	..		17	5	0
Locomotives, Class Ww, fifth lot ..	V-9	..	..	..	Cr.	950	4	8
Locomotives, Class Bb (Price's contract) ..	W-9	16	9	7		42,636	8	11
Carriages, Class A, 1914-1915 programme ..	X-9	..	..	..	Cr.	79	13	6
Wagons, bogie, 1914-1915 programme ..	Z-9	..	..	..		564	19	8
Wagons, four-wheel, 1914-1915 programme ..	A-10	50	50	..		5,412	7	7
Carriages, Class A, 1915-1916 programme ..	B-10	22	15	7		12,731	5	4
Brake-vans, Class F, 1915-1916 programme ..	C-10	..	..	..		268	0	7
Wagons, bogie, 1915-1916 programme ..	D-10	105	43	62		12,211	12	7
Wagons, four-wheel, 1915-1916 programme ..	E-10	593	212	381		33,232	18	7
Locomotives, Class Ab, first lot ..	F-10	6	6	..		11,410	3	3
Fitting sleeping-cars with electric light ..	G-10	..	..	..		444	2	11
Locomotives, Class Ww, sixth lot ..	H-10	7*	7	..		9,323	14	9
Carriages, Classes A and AA, 1916-1917 programme	I-10	50†	13	37		18,405	9	9
Brake-vans, Class F, 1916-1917 programme ..	J-10	16‡	..	16		3,429	14	8
Wagons, bogie, 1916-1917 programme ..	K-10	158§	15	143		20,704	6	7
Wagons, four-wheel, 1916-1917 programme ..	L-10	635	70	565		27,094	19	6
"Thomas" transmission car ..	M-10	1	1	..		958	1	0
Locomotives, Class Ab, second lot ..	N-10	10	1	9		24,209	18	7
Locomotives, Class Ww, seventh lot ..	Q-10	10	..	10		13,674	6	11
Locomotive, Class Ws ..	R-10	1	..	1		734	9	8
Fitting Westland rolling-stock with Westinghouse brake	S-10	..	..	..		148	1	4
Tarpaulins, 1916-1917 programme ..	T-10	1,300	250	1,050		5,162	4	6
Fitting U3 locomotive with superheater ..	U-10	..	..	..		298	2	10
Carriages, Class A, 1917-1918 programme ..	V-10	2	..	2		..	..	..
Wagons, four-wheel, 1917-1918 programme ..	W-10	10	..	10		..	..	..
Workshop machinery ..	..	..	..	..		8,682	11	0
Total ..	..	..	..	..		£250,320	17	7
Total locomotives ..	..	50	23	27		..	..	..
,, carriages ..	..	75	29	46		..	..	..
,, brake-vans ..	..	16	..	16		..	..	..
,, wagons, bogie ..	..	263	58	205		..	..	..
,, wagons, four-wheel ..	..	1,288	332	956		..	..	..
,, tarpaulins ..	..	1,300	250	1,050		..	..	..

\* Order reduced by 3. † Order increased by 37. ‡ Order increased by 13. § Order increased by 115.  
|| Order increased by 635.

## EXPENDITURE UNDER THE RAILWAYS IMPROVEMENTS AUTHORIZATION ACT, 1914, CHARGED TO CAPITAL ACCOUNT, FOR THE YEAR ENDED 31ST MARCH, 1917.

	£	s.	d.
New stations and station-yards, goods-sheds, and terminal facilities at Auckland, Hastings, and Wellington ..	135,412	3	7
Duplications—			
Horotiu - Frankton Junction ..	384	18	5
Newmarket - New Lynn ..	..	..	..
Grade easements—			
Penrose-Mercer ..	28,175	4	5
Palmerston North - Marton ..	..	..	..
New engine-depot and approach-lines, Auckland ..	21,551	4	10
Additions to workshops, Newmarket and Petone ..	19,923	17	8
New line—Auckland to Westfield ..	449	7	3
Signalling, interlocking, and safety appliances ..	26,353	3	11
Bridge-strengthening—Waiteti Viaduct ..	Cr. 1,254	8	4
Cost of raising loan ..	1	8	0
Less reduction of capital cost—Engine-depot, Auckland ..	230,996	19	9
	5,400	0	0
	<u>£225,596</u>	<u>19</u>	<u>9</u>

J. MACDONALD, Chief Accountant.

RETURN NO. 8.

STATEMENT SHOWING CLASSIFICATION OF EXPENDITURE ON MAINTENANCE OF WAY AND WORKS FOR THE YEAR ENDED 31ST MARCH, 1917.

Classification of Work.	SECTIONS.												Totals.							
	Whangarei.		Kaiti.		Gisborne.		North Island Main Lines and Branches.		South Island Main Lines and Branches.		Westland.		Westport.		Nelson.		Picton.			
	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.		
Track-surfacing .. .. .	5,119	15 7	1,110	17 0	3,870	14 5	117,597	16 6	119,086	3 2	13,509	17 7	3,123	15 4	3,915	15 8	4,218	15 5	271,553	10 8
Track-renewals .. .. .	517	17 6	383	19 5	191	13 10	43,681	3 10	48,149	2 9	5,682	11 10	527	7 1	731	8 8	1,001	3 0	100,866	7 11
Ballasting .. .. .	1,112	13 9	211	1 3	349	15 2	25,602	18 5	8,678	7 7	1,668	6 9	352	18 5	96	16 3	52	19 7	38,125	17 2
Banks, cuttings, ditches, tunnels .. .. .	1,080	14 11	1,002	19 3	834	9 3	13,101	2 7	9,196	2 8	1,870	1 0	95	4 2	468	5 10	1,064	11 11	28,713	11 7
Bridges, culverts, drains .. .. .	1,568	0 9	1,035	13 3	193	7 4	28,783	10 5	19,741	16 5	3,126	9 5	672	16 3	1,096	7 7	287	16 2	56,505	17 7
Fences, gates, cattle-stops, hedges .. .. .	301	19 10	4	6 0	87	8 2	9,954	2 5	8,560	17 10	957	6 11	133	3 9	582	18 4	194	4 8	20,776	7 11
Roads, approaches, &c. .. .. .	83	5 2	2	18 1	133	2 5	4,989	13 3	1,401	19 11	128	1 4	74	19 10	157	1 1	79	13 5	7,050	14 6
Water-services, signals, cranes, appliances .. .. .	605	7 9	78	9 6	323	9 10	21,208	2 0	16,006	8 7	1,507	14 4	745	15 8	278	4 9	275	5 11	41,028	18 4
Wharves .. .. .	391	11 4	485	2 11	..	..	3,038	6 3	1,739	19 9	293	4 3	100	17 3	116	9 6	84	0 0	6,249	11 3
Buildings .. .. .	900	11 4	127	3 9	504	5 2	63,134	1 11	54,977	4 6	3,045	1 10	1,261	16 4	1,083	5 7	1,059	9 7	126,093	0 0
Miscellaneous .. .. .	5	5 6	..	..	..	..	11,197	9 9	5,712	2 6	116	14 8	3	1 0	42	1 5	..	..	17,076	14 10
General charges .. .. .	25	6 10	1	15 9	88	2 3	3,920	5 5	2,171	18 11	63	5 4	484	12 5	25	8 11	19	0 11	6,799	16 9
Totals .. .. .	11,712	10 3	4,444	6 2	6,576	7 10	346,208	12 9	295,422	4 7	31,968	15 3	7,576	7 6	8,594	3 7	8,337	0 7	720,840	8 6
Rate per average mile opened .. .. .	158	5 7	222	4 5	149	9 2	312	9 2	210	8 5	203	12 5	210	9 2	140	17 10	148	17 9	243	10 5



## RETURN No. 9.

STATEMENT OF SEASON TICKETS ISSUED FOR THE YEAR ENDED 31ST MARCH, 1917.

Description of Tickets.					Number.	Amount.		
						£	s.	d.
Travellers' annual, all lines	...	...	...	...	7	539	7	4
Travellers' annual, North Island	...	...	...	...	46	2,698	6	9
Travellers' annual, South Island	...	...	...	...	26	1,480	17	3
Reporters' annual	...	...	...	...	78	866	7	9
Sectional annual, North Island	...	...	...	...	439	15,560	8	9
Sectional annual, South Island	...	...	...	...	305	10,616	4	9
Tourist, all lines	...	...	...	...	393	5,339	10	0
Tourist, North Island	...	...	...	...	2,247	18,684	15	0
Tourist, South Island	...	...	...	...	140	1,167	5	0
Fifty-trip commutation (ordinary)	...	...	...	...	2,960	2,844	6	6
Fifty-trip commutation (family)	...	...	...	...	1,733	2,864	7	2
School	...	...	...	...	32,529	20,051	13	7
Twenty-trip commutation	...	...	...	...	1,170	1,132	8	8
Twelve-trip workmen's	...	...	...	...	91,909	14,141	2	0
Weekly workmen's	...	...	...	...	200,303	20,378	2	3
All other season	...	...	...	...	21,547	36,835	17	0
<b>Totals</b>	...	...	...	...	<b>355,832</b>	<b>155,200</b>	<b>19</b>	<b>9</b>

J. MACDONALD, Chief Accountant.

## RETURN No. 10.

COMPARATIVE STATEMENT OF THE NUMBER OF EMPLOYEES FOR YEARS 1916-17 AND 1915-16.

Department.	Whangarei-Kawakawa.	Kaihu.	Gisborne.	North Island Main Line and Branches.	South Island Main Line and Branches.	Westland.	Westport.	Nelson.	Pictou.	Stores.	Total.
1916-17.											
General	4	1	3	366	127	23	5	4	3	139	675
Traffic	42	6	16	2,499	1,947	126	78	49	35	..	4,798
Maintenance	62	19	34	1,909	1,289	142	33	43	55	..	3,586
Locomotive	45	5	17	2,347	1,917	158	116	22	22	..	4,649
<b>Totals..</b>	<b>153</b>	<b>31</b>	<b>70</b>	<b>7,121</b>	<b>5,280</b>	<b>449</b>	<b>232</b>	<b>118</b>	<b>115</b>	<b>139</b>	<b>13,708</b>
1915-16.											
General	4	1	3	351	128	23	5	5	3	170	693
Traffic	41	6	16	2,610	2,071	134	83	50	30	..	5,041
Maintenance	59	11	34	2,124	1,425	147	36	43	52	..	3,931
Locomotive	47	6	18	2,707	2,211	151	120	21	22	..	5,303
<b>Totals..</b>	<b>151</b>	<b>24</b>	<b>71</b>	<b>7,792</b>	<b>5,835</b>	<b>455</b>	<b>244</b>	<b>119</b>	<b>107</b>	<b>170</b>	<b>14,968</b>

RETURN NO. 11.

RETURN SHOWING NUMBER OF PASSENGER TICKETS ISSUED AT CHEAP EXCURSION RATES FOR YEAR ENDED 31ST MARCH, 1917.

Sections.	SCHOOLS, FACTORIES, AND FRIENDLY SOCIETIES.						HOLIDAY EXCURSIONS.				GROSS TOTAL—SCHOOL AND HOLIDAY EXCURSIONS.					
	Schools, Factories, and Friendly Societies.		Schools only.		Schools, Factories, and Friendly Societies.		First Class.	Second Class.	Total.	Revenue.		Number of Tickets.	Revenue.			
	No.	Children not exceeding 15 Years of Age.	No.	Senior Scholars over 15 but not exceeding 23 Years of Age and Teachers.	No.	Adults.				£	s.		d.	£	s.	d.
Whangarei	301		53		126	480	798	4,086	4,884	1,252	8	3	5,364	1,252	11	8
Kaihu	59				117	176								176	10	19
Auckland	2,306		522		1,118	3,946	10,424	152,317	162,741	55,744	4	7½	166,687	56,000	7	8½
Ohakune	119		109		26	254	2,387	27,236	29,623	16,899	16	0½	29,877	16,911	5	0½
Gisborne	682		18		171	871	1,194	6,426	7,620	672	4	7	8,491	707	13	7
Wanganui	6,836		2,745		5,064	14,645	11,223	96,339	107,562	40,225	19	2½	122,207	41,363	5	10
Wellington	7,485		1,460		5,445	14,300	80,687	171,174	251,861	76,422	18	7	266,251	77,519	9	10
Pictou	971		113		519	1,603	862	1,787	2,649	272	16	11	4,252	342	11	4
Nelson	545		166		13	724	1,375	5,616	6,991	918	8	1	7,715	946	17	5
Westport	261		35		243	539	11	1,471	1,482	231	11	0	2,021	255	6	9
Westland	2,807		226		2,865	5,898	3,122	19,438	22,560	5,754	16	8	28,458	6,185	14	1
Christchurch	8,294		1,748		8,925	18,967	25,675	108,462	134,137	44,113	18	4½	153,104	45,733	11	5½
Dunedin	3,691		747		4,393	8,831	24,341	93,304	117,645	47,625	17	2½	126,476	48,286	15	6½
Invercargill	4,120		846		3,876	8,842	5,999	47,812	53,811	22,871	7	9	62,663	23,619	14	10
Totals	38,477		8,788		32,901	80,166	168,098	735,468	903,566	313,006	7	3½	983,732	319,166	4	10
	43,038		8,198		36,091	87,327	136,401	763,690	900,091	269,097	16	0	987,418	275,170	14	9
Decrease	4,561		590		3,190	7,161	31,697	28,222	3,475	43,908	11	3½	3,686	43,995	10	1
Increase																
Total, year ending—	63,598		5,949		38,467	108,014	50,511	239,164	289,675	50,232	12	11	397,689	57,478	18	8
31st March, 1896	44,610		5,993		33,925	84,528	58,464	313,724	372,188	63,439	0	0	456,716	69,055	2	8
31st March, 1897	39,963		5,398		35,064	80,425	66,012	383,569	449,581	80,822	8	1	530,006	86,392	6	2
31st March, 1898	45,748		6,192		39,955	91,895	70,531	411,747	482,278	84,794	15	6	574,173	91,010	7	2
31st March, 1899	37,839		5,616		31,164	74,619	81,528	501,176	582,704	96,154	7	5	657,323	100,906	11	3
31st March, 1900	38,864		5,602		34,550	79,016	87,544	541,624	629,168	102,932	10	9	708,184	108,167	7	5
31st March, 1901	42,506		5,736		37,708	89,950	95,628	588,813	684,441	136,813	0	1	770,391	142,279	16	10
31st March, 1902	41,540		6,048		41,555	89,143	84,448	517,566	602,014	103,279	8	6	691,157	109,329	19	9
31st March, 1903	50,364		6,975		54,344	111,683	100,417	594,967	695,384	125,624	4	0	807,067	133,049	3	7
31st March, 1904	52,742		7,359		53,558	113,659	110,823	626,852	693,453	130,068	16	3	857,895	148,822	12	4
31st March, 1905	55,478		7,715		57,027	120,220	125,280	731,132	856,412	149,185	2	9	952,076	200,700	1	1
31st March, 1906	48,044		7,837		39,783	95,664	113,617	618,518	732,135	141,519	16	11	845,124	149,124	7	3
31st March, 1907	51,031		8,163		53,886	113,080	122,312	667,867	790,179	166,471	6	3	907,223	174,112	12	1
31st March, 1908	55,199		9,266		52,579	115,405	128,277	735,561	863,838	211,133	6	10	979,243	219,098	2	5
31st March, 1909	53,917		7,811		53,677	117,044	107,208	667,867	790,179	166,471	6	3	907,223	174,112	12	1
31st March, 1910	66,381		10,799		66,695	143,875	135,590	576,251	683,459	153,444	10	11	975,298	164,933	5	6
31st March, 1911	62,289		8,924		63,612	134,825	159,730	704,883	840,473	206,472	13	1	975,298	216,175	8	4
31st March, 1912	63,040		9,723		61,134	133,897	159,730	804,965	964,695	271,611	17	7	1,098,592	281,121	6	2
31st March, 1913	111,029		18,246		59,712	188,997	131,416	683,851	815,267	210,109	0	9	1,004,254	223,344	9	1
31st March, 1914	47,846		7,974		48,197	104,017	144,260	782,355	926,615	259,547	10	6	1,030,632	267,466	12	3
31st March, 1915	43,038		8,198		36,091	87,327	136,401	763,690	900,091	269,097	16	0	987,418	275,170	14	9
31st March, 1916	38,477		8,788		32,901	80,166	168,098	735,468	903,566	313,006	7	3½	983,732	319,166	4	10

RETURN No. 12. STATEMENT OF REVENUE FOR EACH STATION FOR THE YEAR ENDED 31ST MARCH, 1917.

Main table with columns for Stations, Ticket types (First-class Single, First-class Return, Second-class Single, Second-class Return, Total), and various goods (Cattle, Calves, Sheep, Pigs, Timber, Minerals, etc.) for both OUTWARD and INWARD directions.

RETURN NO. 12—continued.

STATEMENT OF REVENUE FOR EACH STATION FOR THE YEAR ENDED 31ST MARCH, 1917—continued.

Table with columns for Stations, Number of Tickets (First-class Single, First-class Return, Second-class Single, Second-class Return, Total), and various goods categories (Cattle, Calves, Sheep, Pigs, Timber, Minerals, Other Goods, Ordinary Passengers, Season Tickets, Parcels, Luggage, Goods, Miscellaneous, Rents and Commission, Total Value forwarded). It is divided into sections: NORTH ISLAND MAIN LINES AND BRANCHES, WHANGAREI SECTION, KAIHU SECTION, and GISBORNE SECTION.

RETURN No. 12—continued.

STATEMENT OF REVENUE FOR EACH STATION FOR THE YEAR ENDED 31ST MARCH, 1917—continued.

Table with columns for Stations, Number of Tickets (First-class Single, First-class Return, Second-class Single, Second-class Return, Total), and various revenue categories (Cattle, Calves, Sheep, Pigs, Timber, Minerals, etc.) for Outward and Inward directions.

RETURN No. 12—continued.

STATEMENT OF REVENUE FOR EACH STATION FOR THE YEAR ENDED 31ST MARCH, 1917—continued.

Table with columns for Stations, Number of Tickets (First-class, Second-class, Total), and various revenue items (Cattle, Calves, Sheep, Pigs, Timber, Minerals, etc.) for Outward and Inward traffic. Includes sub-sections for South Island Main Line, Westland Section, Westport Section, Nelson Section, Picton Section, and Lake Wakatipu Streamers.

## RETURN No. 13.

STATEMENT OF CARRIAGE, BRAKE-VAN, AND WAGON STOCK, AND TARPAULINS, FOR THE YEAR  
ENDING 31ST MARCH, 1917.

Description.	Class.	Whangarei.	Kaihu.	North Island Main Line and Branches.	Gisborne.	South Island Main Line and Branches.	Westland.	Westport.	Nelson.	Pictou.	Total.
<b>CARRIAGES.</b>											
Sleepers, bogie, 50 ft. ..	AA	..	..	10	..	..	..	..	..	..	10
First-class day-cars, bogie, 50 ft. ..	AA	..	..	22	..	..	..	..	..	..	22
Second-class cars, bogie, 50 ft. ..	AA	..	..	31	..	..	..	..	..	..	31
Refreshment-cars, bogie, 50 ft. ..	AA	..	..	13	..	..	..	..	..	..	13
Royal saloon, bogie, 50 ft. ..	AA	..	..	2	..	..	..	..	..	..	2
„ „ 44 ft. ..	A	..	..	..	..	1	..	..	..	..	1
Gallery-cars, bogie, 44 ft. ..	A	..	..	..	..	5	..	..	..	..	5
Saloon, bogie, 44 ft. ..	A	..	..	..	..	1	..	..	..	..	1
„ „ 41 ft. ..	A	..	..	5	..	4	..	..	..	..	9
„ „ 39½ ft. ..	A	..	..	7	..	7	..	..	..	..	14
„ „ 37½ ft. ..	A	..	..	2	..	..	..	..	..	..	2
„ „ 35 ft. ..	A	..	..	1	..	..	2	..	..	..	3
Refreshment-cars, bogie, 52 ft. ..	A	..	..	1	..	..	..	..	..	..	1
„ „ 47½ ft. ..	A	..	..	..	..	6	..	..	..	..	6
„ „ 44 ft. ..	A	..	..	1	..	1	..	..	..	..	2
Motor-train cars, bogie, 60 ft. ..	A	..	..	4	..	1	..	..	..	..	5
First-class, bogie, 50 ft. ..	A	..	..	31	..	..	..	..	..	..	31
„ „ 47½ ft. ..	A	..	..	49	..	61	..	..	..	2	112
„ „ 44 ft. ..	A	..	..	2	..	2	..	..	..	..	4
„ „ 43 ft. ..	A	..	..	11	..	..	..	..	..	..	11
„ „ 30 ft. ..	B	..	..	..	..	2	..	..	..	..	2
Composite, bogie, 60 ft. ..	A	..	..	8	..	..	..	..	..	..	8
„ „ 50 ft. ..	A	..	..	54	..	1	..	..	..	..	55
„ „ 47½ ft. ..	A	..	..	104	2	93	10	1	4	2	216
„ „ 46 ft. ..	A	..	..	..	..	7	..	..	..	..	7
„ „ 44 ft. ..	A	9	..	63	3	83	8	2	1	3	172
„ „ 43 ft. ..	A	..	..	8	..	..	..	..	..	..	8
„ „ 42½ ft. ..	A	..	..	13	..	30	..	..	..	..	43
„ „ 39½ ft. ..	A	..	..	2	..	4	..	1	2	1	10
„ „ 30 ft. ..	B	..	..	16	..	20	..	..	..	..	36
„ 6-wheel ..	C	2	2	..	3	5	2	..	..	..	14
Second-class, bogie, 50 ft. ..	A	..	..	84	..	1	..	..	..	..	85
„ „ 47½ ft. ..	A	..	..	87	..	104	3	3	..	..	197
„ „ 46 ft. ..	A	..	..	..	..	4	..	..	..	..	4
„ „ 44 ft. ..	A	2	..	84	..	101	8	3	3	3	204
„ „ 43 ft. ..	A	..	..	17	..	..	..	..	..	..	17
„ „ 42½ ft. ..	A	..	..	1	..	14	..	..	..	..	15
„ „ 39½ ft. ..	A	..	..	10	..	..	3	..	..	..	13
„ „ 35 ft. ..	A	..	..	3	..	..	..	..	..	..	3
„ „ 30 ft. ..	B	..	..	6	..	16	..	..	..	1	23
„ 6-wheel ..	C	5	2	..	5	15	2	..	4	..	33
„ 4-wheel ..	D	5	..	..	..	2	..	..	..	..	7
Postal, bogie, 50 ft. ..	A	..	..	8	..	2	..	..	..	..	10
„ „ 44 ft. ..	A	..	..	3	..	4	..	..	..	..	7
„ „ 39½ ft. ..	A	..	..	2	..	..	..	..	..	..	2
„ „ 30 ft. ..	B	..	..	..	..	1	..	..	..	..	1
„ „ composite, 44 ft. ..	A	..	..	1	..	..	..	..	..	..	1
Rail-motor, 58 ft. ..	..	..	..	1	..	..	..	..	..	..	1
„ 42½ ft. ..	..	..	..	1	..	..	..	..	..	..	1
Totals..	..	23	4	768	13	598	38	10	14	12	1,480
<b>BRAKE-VANS.</b>											
Brake-vans, 4-wheel ..	F	6	2	8	2	53	7	2	4	3	87
„ bogie ..	F	4	..	206	2	111	9	5	3	3	343
„ Fell ..	F	..	..	7	..	..	3	..	..	..	10
Totals..	..	10	2	221	4	164	19	7	7	6	440

RETURN NO. 13—*continued.*STATEMENT OF CARRIAGE, BRAKE-VAN, AND WAGON STOCK, AND TARPAULINS, FOR THE YEAR  
ENDING 31ST MARCH, 1917—*continued.*

Description.	Class.	Whangarei.	Kaihu.	North Island Main Line and Branches.	Gisborne.	South Island Main Line and Branches.	Westland.	Westport.	Nelson.	Pictou.	Total.
<b>WAGONS, ETC.</b>											
Horse-boxes .. .. .	G	2	..	133	1	99	6	..	1	4	246
Cattle .. .. .	H	19	..	276	4	211	14	4	5	4	537
Sheep .. .. .	J	6	..	875	40	725	7	..	10	29	1,692
Covered goods .. .. .	K	8	1	263	2	359	24	5	6	3	671
Sleeping-vans .. .. .	K	..	..	25	..	41	3	1	1	..	71
High sides .. .. .	L	69	4	4,985	47	4,508	208	17	103	154	10,095
" .. .. .	LA	..	..	500	..	1,526	..	..	..	..	2,026
Wharf .. .. .	LB	..	..	..	..	..	45	..	..	..	45
Low sides .. .. .	M	22	12	428	40	841	50	24	14	21	1,452
" steel .. .. .	MA	..	..	160	..	..	..	..	..	..	160
Work-train .. .. .	MB	..	..	110	..	35	..	..	..	..	145
Timber .. .. .	N	112	40	91	..	165	36	32	8	..	484
Iron hopper .. .. .	O	..	..	39	..	..	..	..	..	..	39
" for ballast .. .. .	OB	..	..	10	..	..	..	..	..	..	10
Platform coal .. .. .	P	159	..	29	..	..	..	..	..	..	188
Movable hopper .. .. .	Q	..	..	..	..	..	495	673	..	..	1,168
Frozen meat .. .. .	W	..	..	205	..	71	..	..	15	..	291
Cool, insulated .. .. .	X	6	..	176	..	29	..	..	..	..	211
" ventilated .. .. .	XA	1	1	102	..	95	..	..	..	7	206
" .. .. .	XB	1	..	62	..	56	..	..	..	..	119
Work-train hopper .. .. .	Y	..	..	..	..	25	..	..	..	..	25
" .. .. .	YB	..	..	211	..	119	20	..	..	..	350
High side, bogie .. .. .	R	..	2	222	..	51	9	..	..	..	284
" .. .. .	RB	..	..	70	..	21	..	..	..	..	91
" .. .. .	RD	..	..	64	..	..	..	..	..	..	64
" .. .. .	RN	..	..	40	..	..	..	..	..	..	40
Sheep, bogie .. .. .	S	..	..	73	..	52	..	..	..	..	125
Cattle, " .. .. .	T	..	..	49	..	26	..	..	..	..	75
Platform, " .. .. .	U	8	..	203	40	62	28	2	4	6	353
Gas-storeholders, bogie .. .. .	UA	..	..	9	..	5	..	..	..	..	14
Platform, " .. .. .	UB	..	..	107	..	90	44	..	..	..	241
Horse-boxes, " .. .. .	UG	..	..	27	..	24	..	..	..	..	51
Frozen meat, " .. .. .	V	..	..	54	..	75	..	..	..	..	129
" .. .. .	VB	..	..	93	..	32	..	..	..	..	125
Covered goods, " .. .. .	Z	..	..	55	..	27	..	..	..	..	82
" .. .. .	ZP	..	..	22	..	13	..	..	..	..	35
Totals.. .. .	..	413	60	9,768	174	9,383	989	758	167	228	21,940
<b>TARPAULINS</b> .. .. .	..	100	24	7,481	115	9,010	285	52	175	290	17,532



RETURN NO. 14.

STATEMENT OF LOCOMOTIVE STOCK FOR THE YEAR ENDING 31ST MARCH, 1917.

Class.	Type.	Cylinder.		Coupled Wheels.		Truck Wheels.		Whangarei.	Kaihu.	North Island Main Line and Branches.	Gisborne.	South Island Main Line and Branches.	Westland.	Westport.	Nelson.	Picton.	Total.
		Dia-meter.	Stroke.	No.	Dia-meter.	No.	Dia-meter.										
A	Tender (4-cyl. balanced compound)	12 & 19	22	6	4 6	6	30½	..	..	50	..	7	..	..	..	..	57
AA	Tender .. ..	18	24	6	4 1	6	30	..	..	10	..	..	..	..	..	..	10
AB	" (simple) .. ..	17	26	6	4 6	6	30½	..	..	1	..	11	..	..	..	..	12
B	" .. ..	16	22	8	3 6½	4	30½	..	..	..	..	8	..	..	..	..	8
BA	" .. ..	16	22	8	3 6½	4	26½	..	..	..	..	10	..	..	..	..	10
BB	" .. ..	17	22	8	3 6½	4	26	..	..	23	..	..	..	..	..	..	23
BC	" (compound)	11½ & 19	20	8	3 7	2	28	..	..	1	..	..	..	..	..	..	1
C	Tank .. ..	9½	18	4	2 6½	2	18	..	..	2	..	..	..	2	..	..	4
D	" .. ..	9½	18	4	3 0½	2	18	1	..	4	..	11	1	..	..	1	18
E	" (articulated compound)	9½ & 16	18	12	3 0½	2	26½	..	..	1	..	..	..	..	..	..	1
F	" .. ..	10½	18	6	3 0½	..	..	..	2	24	..	37	5	2	1	..	71
FA	" .. ..	12	18	6	3 0½	2	24	3	..	4	1	4	1	2	3	2	20
G	" .. ..	10½	18	4	3 0½	4	21	..	..	..	..	..	..	..	..	3	3
H	" (Fell) .. ..	14	16	4	2 8	2	30	..	..	6	..	..	..	..	..	..	6
J	Tender .. ..	14	20	6	3 6½	2	24½	..	..	16	..	15	..	..	..	..	31
K	" .. ..	12	20	4	4 1½	4	30½	..	..	2	..	6	..	..	..	..	8
L	Tank .. ..	12	18	4	3 6½	6	26½	..	..	9	..	1	..	..	..	..	10
LA	" .. ..	12	18	4	3 9	4	26½	..	..	..	..	5	..	..	..	..	5
M	" .. ..	13	20	4	3 6½	6	28½	..	..	4	..	..	..	..	..	..	4
N	Tender .. ..	15	20	6	4 1½	4	30	..	..	10	..	..	2	..	..	..	12
NA	" (compound) ..	10 & 17	20	6	4 1	4	30	..	..	2	..	..	..	..	..	..	2
NC	" .. ..	10 & 17	20	6	4 1	4	30	..	..	2	..	..	..	..	..	..	2
O	" .. ..	15	18	8	3 0½	2	28½	..	..	6	..	..	..	..	..	..	6
OA	" (compound) ..	11 & 18	20	8	3 7	2	30	..	..	1	..	..	..	..	..	..	1
OB	" .. ..	16	20	8	3 7	2	30	..	..	2	..	..	..	..	..	..	2
OC	" (compound) ..	11 & 18	20	8	3 7	2	30	..	..	1	..	..	..	..	..	..	1
P	" .. ..	15	20	8	3 5	2	26½	..	..	4	..	6	..	..	..	..	10
Q	" .. ..	16	22	6	4 1½	4	30	..	..	6	..	7	..	..	..	..	13
R	Single Fairlie ..	12½	16	6	3 0½	4	36	..	..	10	..	8	..	..	..	..	18
S	" .. ..	13	16	6	3 0½	4	36½	..	..	4	..	..	..	..	..	..	4
T	Tender .. ..	15	18	8	3 0½	2	24½	..	..	2	..	4	..	..	..	..	6
U	" .. ..	16	20	6	4 6	4	30½	..	..	..	..	9	..	..	..	..	9
UA	" .. ..	16	20	6	4 1½	4	30	..	..	..	..	6	..	..	..	..	6
UB	" .. ..	16	20	6	4 1½	4	26½	..	..	..	..	20	..	..	..	..	20
UB	" .. ..	16	22	6	4 1½	4	30	..	..	..	..	2	..	..	..	..	2
UC	" .. ..	16	22	6	4 1½	4	30	..	..	..	..	10	..	..	..	..	10
UD	" .. ..	16½	22	6	4 10	4	28	..	..	2	..	..	..	..	..	..	2
V	" .. ..	15	20	6	4 1½	4	26½	..	..	3	..	10	..	..	..	..	13
W	Tank .. ..	14	20	6	3 0½	4	26½	..	..	..	..	..	2	..	..	..	2
WA	" .. ..	14	20	6	3 3½	4	28½	..	..	4	4	..	3	..	..	..	11
WA	" .. ..	14	20	6	3 6½	4	24½	..	..	1	..	..	..	..	..	..	1
WB	" .. ..	14	20	6	3 3½	4	25	6	..	..	..	1	5	..	..	..	12
WD	" .. ..	14	20	6	3 3½	6	25	..	..	14	..	4	..	..	..	..	18
WE	" .. ..	16	22	6	3 6½	8	30½	..	..	1	..	..	1	..	..	..	2
WF	" .. ..	14	22	6	3 9	6	30½	..	..	20	..	16	..	..	1	1	38
WG	" .. ..	14	22	6	3 9	8	26½	..	..	20	..	..	..	..	..	..	20
WH	" .. ..	12	18	6	3 1	4	24½	..	..	2	..	..	..	..	..	..	2
WJ	" .. ..	17	20	8	3 7	4	30	..	..	1	..	..	..	..	..	..	1
WW	" .. ..	15½	22	6	3 9	8	26½	..	..	40	..	..	..	..	..	..	40
X	Tender (4-cyl. balanced compound)	13½ & 22	22	8	3 9	4	26½	..	..	18	..	..	..	..	..	..	18
..	Small Tank .. ..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	1
<b>Totals</b> .. ..		..	..	..	..	..	..	10	2	334	5	212	21	11	5	7	607

RETURN No. 15.

COMPARATIVE STATEMENT OF THE MILEAGE OPENED, CAPITAL EXPENDED, EARNINGS, EXPENSES, ETC., OF RAILWAYS IN THE FOLLOWING STATES (TAKEN FROM LATEST OFFICIAL RECORDS).

	Area in Square Miles.	Population.	Average Miles open.	Gauge.	Total Cost.	Cost per Mile.	Population per Mile of Railway.	Cost per Head of Population.	Train-miles run.	Gross Earnings.	Earning per Train-mile.	Working-expenses.	Working-expenses per Train-mile.	Profit on Working.	Year ending
Victoria ..	87,884	1,405,977	3,955	5 3	54,600,928	13,817	356	38 16 8	13,826,538	5,705,163	99-03	3,705,148	64-31	2,000,015	30 June, 1916.
N.S. Wales	309,460	1,868,648	4,188	4 8½	68,825,592	16,434	446	36 16 8	21,556,034	8,006,078	89-14	5,661,168	63-03	2,344,910	" "
Queensland	670,500	680,446	4,967	3 6	36,838,440	7,417	137	54 2 9	11,571,746	3,745,350	77-75	2,745,061	57-00	1,000,289	" "
S. Australia	380,070	434,000	2,185	3 6	17,616,351	8,057	198	40 11 10	5,630,984	1,965,410	83-77	1,545,489	65-87	419,921	" "
W. Australia	975,920	315,206	3,332	3 6	17,118,195	5,138	95	54 6 2	5,149,289	2,088,110	97-32	1,511,655	70-46	576,455	" "
Tasmania	26,215	198,417	533	3 6	4,628,911	8,684	372	23 6 7	1,005,145	323,265	77-18	225,995	53-96	97,270	30 June, 1915
N. Zealand	103,861	746,673	2,090	3 6	16,404,076	7,849	357	21 19 5	3,968,708	1,469,665	89-00	929,787	56-22	539,928	31 Mar., 1899.
"	103,861	758,616	2,099	3 6	16,703,887	7,958	361	22 0 5	4,187,893	1,623,891	93-00	1,052,358	60-31	571,533	" 1900.
"	103,861	815,349	2,174	3 6	17,207,328	7,915	375	21 2 1	4,620,971	1,727,236	89-75	1,127,848	58-58	599,388	" 1901.
"	103,861	833,137	2,227	3 6	18,170,722	8,159	374	21 16 2	5,066,360	1,874,586	88-75	1,252,237	59-32	622,349	" 1902.
"	103,861	857,985	2,262	3 6	19,081,735	8,436	379	22 4 10	5,443,333	1,974,038	87-00	1,343,415	59-23	630,623	" 1903.
"	103,861	882,097	2,305	3 6	20,692,911	8,977	383	23 9 2	5,685,899	2,180,641	91-75	1,438,724	60-48	741,917	" 1904.
"	103,861	908,114	2,347	3 6	21,701,572	9,141	387	23 17 11	6,107,079	2,209,231	86-50	1,492,900	58-46	812,179	" 1905.
"	103,861	933,111	2,391	3 6	22,498,972	9,410	391	24 2 3	6,413,573	2,349,704	87-75	1,621,239	60-47	728,465	" 1906.
"	103,861	961,604	2,427	3 6	23,504,272	9,570	396	24 8 10	6,755,454	2,624,600	93-00	1,812,482	64-21	812,118	" 1907.
"	103,861	985,318	2,469	3 6	24,365,647	9,861	399	24 14 7	7,051,274	2,761,938	93-75	1,949,759	66-18	812,179	" 1908.
"	103,861	1,016,044	2,556	3 6	27,762,592	10,351	398	27 6 6	7,458,236	2,929,526	94-00	2,114,815	67-89	814,711	" 1909.
"	103,861	1,035,211	2,704	3 6	28,513,476	10,494	383	27 10 10	7,889,166	3,249,790	98-75	2,169,474	65-84	1,080,316	" 1910.
"	103,861	1,055,640	2,742	3 6	29,606,546	10,723	385	28 1 0	8,141,075	3,494,182	102-75	2,303,272	67-75	1,190,910	" 1911.
"	103,861	1,081,344	2,801	3 6	30,506,089	10,864	386	28 4 2	8,371,687	3,676,509	105-25	2,465,896	70-52	1,210,613	" 1912.
"	103,861	1,111,592	2,840	3 6	31,611,220	11,053	391	28 8 9	9,016,224	3,971,002	105-50	2,705,609	71-84	1,265,393	" 1913.
"	103,861	1,139,669	2,861	3 6	32,355,087	11,309	398	28 7 9	9,319,268	4,043,328	104-00	2,880,323	74-00	1,163,005	" 1914.
"	103,861	1,150,430	2,917	3 6	34,133,825	11,702	394	29 13 5	9,383,420	4,105,457	104-75	2,920,455	74-54	1,185,002	" 1915.
"	103,861	1,152,048	2,959	3 6	34,857,882	11,780	389	30 5 2	9,356,522	4,548,356	116-50	2,910,883	74-50	1,637,473	" 1916.
"	103,861	1,150,605	2,970	3 6	35,378,664	11,912	387	30 15 0	9,146,331	4,800,810	125-75	2,926,864	76-63	1,873,946	" 1917.

	Net Earnings per Train-mile	Percentage of Net Earnings to Capital.	Percentage of Working-expenses to Earnings.	Earnings per Head of Population.	Passengers carried.*	Tonnage of Goods.	Earnings per Average Mile open.	Working-expenses per Average Mile open.	Expenses.					Number of Locomotives.	Number of Passenger-carriages.	Number of Wagons and Brake-vans.	Year ending
									Net Earnings per Average Mile.	Maintenance per Mile of Railway.	Locomotive, Car, and Wagon per Train-mile.	Traffic per Cent. of Revenue.	General Charges (including Compensation, &c.) per Cent. of Revenue.				
Victoria ..	31-72	3-13	64-94	4 1 2	115,771,238	5,829,835	1,443	937	506	210	28-97	19-02	2-10	808	1,584	19,778	30 June, 1916.
N.S. Wales	26-11	3-45	70-71	4 5 8	92,850,838	11,915,500	1,920	1,358	562	214	32-48	20-75	2-33	1,211	1,626	22,179	" "
Queensland	20-75	2-72	73-29	5 10 1	24,438,905	4,083,612	758	556	203	149	24-85	19-87	1-72	640	766	13,665	" "
S. Australia	17-90	2-40	78-63	4 10 7	20,512,753	2,336,938	899	707	192	138	36-44	17-81	1-48	470	629	9,032	" "
W. Australia	26-86	3-37	72-39	6 12 6	18,884,541	2,835,648	627	454	173	109	33-32	18-82	2-02	424	409	10,050	" "
Tasmania	23-22	2-10	69-90	1 12 7	1,750,905	387,724	603	422	181	109	23-84	17-88	3-12	80	175	1,727	" 1915.
N. Zealand	32-78	3-29	63-26	1 19 4	4,955,553	2,624,059	712	450	262	173	18-46	16-67	3-00	293	550	9,792	31 Mar., 1899.
"	32-69	3-42	64-80	2 2 10	5,468,284	3,127,824	774	501	273	188	21-32	16-17	2-93	304	577	10,295	" 1900.
"	31-17	3-47	65-30	2 2 4	6,243,593	3,339,687	794	519	275	196	19-99	17-15	2-09	306	603	10,868	" 1901.
"	29-43	3-43	66-80	2 5 0	7,356,136	3,529,177	842	562	280	196	21-35	17-78	3-03	362	701	12,444	" 1902.
"	27-77	3-30	68-05	2 6 0	7,575,390	3,730,394	873	594	279	204	21-36	18-24	3-19	372	751	12,992	" 1903.
"	31-27	3-58	65-98	2 9 5	8,306,383	4,072,576	943	622	321	213	22-21	17-22	3-14	377	809	13,433	" 1904.
"	23-04	3-30	67-58	2 8 8	8,514,112	4,011,511	938	634	304	217	21-05	18-28	3-10	389	864	13,885	" 1905.
"	27-28	3-24	69-00	2 10 4	8,826,382	4,241,422	980	676	304	229	21-99	18-86	3-01	395	906	14,127	" 1906.
"	23-79	3-45	69-06	2 14 7	9,600,786	4,592,099	1,078	744	334	253	23-37	18-90	2-80	398	966	14,605	" 1907.
"	27-57	3-33	70-59	2 16 1	9,756,716	4,834,534	1,114	786	328	258	24-96	19-40	2-76	410	1,002	15,475	" 1908.
"	26-11	3-13	72-19	2 17 8	10,457,144	4,871,874	1,148	828	320	258	25-56	20-73	3-16	452	1,116	16,476	" 1909.
"	32-91	3-80	66-76	3 2 9	11,141,142	5,223,414	1,203	803	400	230	25-35	18-96	2-96	465	1,140	17,220	" 1910.
"	35-00	4-06	65-92	3 6 2	11,200,613	5,555,292	1,275	840	435	254	25-81	18-10	2-81	478	1,166	18,036	" 1911.
"	34-73	3-98	67-07	3 8 0	20,336,577	5,599,756	1,314	881	433	263	27-30	18-27	2-76	493	1,212	18,521	" 1912.
"	33-66	4-04	68-13	3 11 5	22,310,867	5,957,005	1,400	954	446	271	28-20	19-40	2-64	513	1,232	19,514	" 1913.
"	30-00	3-61	71-24	3 10 11	23,173,472	5,661,346	1,416	1,008	408	268	29-72	20-73	2-91	534	1,363	20,251	" 1914.
"	30-21	3-53	71-14	3 11 4	23,542,903	6,075,282	1,410	1,002	408	254	30-26	21-20	2-98	557	1,397	21,226	" 1915.
"	42-00	4-72	64-00	3 19 0	24,600,693	5,960,562	1,540	985	555	251	29-77	19-60	2-50	585	1,452	21,994	" 1916.
"	49-12	5-30	60-97	4 3 5	24,782,602	5,826,265	1,619	987	632	244	30-88	18-87	2-47	607	1,480	22,380	" 1917.

\* The figures for passenger traffic in New Zealand prior to 1912 are exclusive of season tickets.

**RETURN No. 16.**  
**RETURN SHOWING THE MILEAGE, CAPITAL COST, TRAFFIC, REVENUE, AND EXPENDITURE OF THE NEW ZEALAND GOVERNMENT RAILWAYS FROM 31ST MARCH, 1914,**  
**TO 31ST MARCH, 1917.**  
**MILEAGE, CAPITAL COST, TRAFFIC, AND REVENUE.**

Year.	Miles.	Capital Cost.	Train-mileage.		Passengers.		Season Tickets.		Coaching.		Cattle.	Sheep.	Pigs.
			No.	Revenue.	No.	Revenue.	No.	Revenue.	No.	Revenue.			
1914-1915	2,955	£ 34,183,825	9,383,420	£ 1,329,233	13,565,772	£ 1,329,233	302,912	£ 153,150	£ 227,521	314,219	No. 6,923,306	No. 163,155	
1915-1916	2,970	34,857,882	9,356,322	1,566,380	14,201,506	1,566,380	330,622	156,322	236,705	371,529	7,204,826	182,443	
1916-1917	2,970	35,378,664	9,146,331	1,717,847	14,173,115	1,717,847	355,832	155,201	243,832	402,769	7,106,174	163,370	
Year.	Timber.	Minerals.	Other Goods.	Total.	Goods Revenue.	Miscellaneous Revenue.	Rents and Commission.	Total Revenue.	Revenue per Train-mile.				
1914-1915	Tons. 621,963	Tons. 2,988,028	Tons. 2,466,826	Tons. 6,076,827	£ 2,249,399	£ 69,646	£ 76,508	£ 4,105,457	d. 104.75				
1915-1916	625,866	2,881,959	2,504,439	5,962,264	2,423,493	81,391	84,065	4,548,356	116.50				
1916-1917	579,428	2,787,523	2,459,314	5,826,265	2,498,862	98,473	86,595	4,800,810	125.75				

**EXPENDITURE.**

Year.	Expenditure per Train-mile.	Expenditure per Cent. of Revenue.	Maintenance of Way.			Locomotive Power.			Carriages and Wagons.			
			Amount.	Per Cent. of Revenue.	Per Mile of Railway.	Amount.	Per Cent. of Revenue.	Per Train-mile.	Amount.	Per Cent. of Revenue.	Per Train-mile.	
1914-1915	d. 74.54	£ 71.14	£ 738,560	17.99	£ 254.02	18.89	£ 954,868	23.26	d. 24.42	£ 228,145	5.56	d. 5.84
1915-1916	74.50	64.00	740,349	16.30	251.00	18.99	934,737	20.58	23.98	225,968	4.98	5.79
1916-1917	76.63	60.97	720,840	15.04	243.52	18.92	937,780	19.56	24.61	238,868	4.98	6.27
Year.	Traffic.	Head and Departmental Offices.	Lake Wakatipu Steamers.	Total Expenditure.								
	Amount.	Amount.	Amount.	Amount.								
1914-1915	£ 870,392	£ 122,415	£ 6,085	£ 2,920,455								
1915-1916	889,991	113,461	6,377	2,910,883								
1916-1917	904,318	118,456	6,602	2,926,864								
	Per Cent. of Revenue.	Per Cent. of Revenue.	Per Cent. of Revenue.	Per Cent. of Revenue.								
1914-1915	£ 21.20	d. 22.26	£ 2.98	£ 88.83								
1915-1916	19.60	22.83	2.50	88.04								
1916-1917	18.87	23.73	2.47	91.89								

## RETURN No. 17.

STATEMENT OF RAILS RELAID DURING THE YEAR ENDING 31ST MARCH, 1917

Weight.	Whangarei-Kawakawa.	Kaihu.	Gisborne.	North Island Main Line and Branches.	South Island Main Line and Branches.	Westland.	Westport.	Nelson.	Picton.	Total.
RAILS RELAID :—										
55 lb. steel .. ..	..	..	1	..	2,126	..	..	..	..	2,127
70 " .. ..	..	..	..	3,332	2,019	511	..	..	..	5,862
100 " .. ..	..	..	..	..	6	..	..	..	..	6
Totals .. ..	..	..	1	3,332	4,151	511	..	..	..	7,995

## RETURN No. 18.

STATEMENT OF SLEEPERS RELAID AND REMOVED DURING THE YEAR ENDING 31ST MARCH, 1917.

Description.	Whangarei-Kawakawa.	Kaihu.	North Island Main Line and Branches.	Gisborne.	South Island Main Line and Branches.	Westland.	Westport.	Nelson.	Picton.	Total.
SLEEPERS RELAID :—										
Ironbark .. ..	..	..	187	..	5	824	309	291	..	1,616
Jarra .. ..	..	..	31,089	..	48,336	264	..	..	210	79,799
Silver-pine .. ..	..	..	344	7	1,710	4,058	157	467	2,147	8,890
Totara .. ..	502	473	72	..	..	..	..	2	..	1,049
Puriri .. ..	281	677	31	..	..	..	..	..	..	989
Birch .. ..	..	..	..	..	..	..	..	43	..	43
Matai .. ..	..	..	2	..	3	..	..	..	..	5
Powellized .. ..	..	..	..	..	28	..	..	..	..	28
Totals .. ..	783	1,150	31,725	7	49,982	5,146	466	803	2,357	92,419
SLEEPERS REMOVED :—										
Totara .. ..	157	308	25,131	7	5,670	..	..	..	3	31,276
Jarra .. ..	..	..	4,987	..	8,802	..	..	..	59	13,848
Silver-pine .. ..	..	..	184	..	13,843	4,428	157	1	102	18,715
Puriri .. ..	384	140	960	..	1,860	..	..	..	..	3,344
Ironbark .. ..	..	..	433	..	1,026	..	..	..	..	1,459
Powellized .. ..	..	..	..	..	1,943	..	..	..	..	1,943
Matai .. ..	..	..	231	..	3,057	..	..	69	..	3,357
Birch .. ..	..	..	14	..	2,145	438	..	528	2,193	5,318
Grey-gum .. ..	..	..	72	..	166	..	..	..	..	238
Blue-gum .. ..	..	..	..	..	897	..	..	..	..	897
Creosoted .. ..	..	..	133	..	4,990	..	..	..	..	5,123
Yellow-pine .. ..	..	..	..	..	4	..	..	..	..	4
Kauri .. ..	242	702	6	..	..	..	..	..	..	950
Rimu .. ..	..	..	..	..	88	..	..	..	..	88
Kamai .. ..	..	..	..	..	35	..	..	..	..	35
Totals .. ..	783	1,150	32,151	7	44,526	4,866	157	598	2,357	86,595

## RETURN No. 19.

RETURN OF NUMBER OF STATIONS AND PRIVATE SIDINGS ON EACH SECTION FOR THE YEAR ENDING 31ST MARCH, 1917.

Sections.	Length.	Number of Stations and Stopping-places in the Time-tables.	Number of Private Sidings.		
			At Stations.	Out of Stations.	Total.
Whangarei .. ..	M. ch. 74 28	30	7	6	13
Kaihu .. ..	19 41	12	1	2	3
Gisborne .. ..	44 28	16	2	4	6
North Island Main Line and Branches	1,116 75	390	116	34	150
South Island Main Line and Branches	1,405 9	519	171	23	194
Westland .. ..	157 26	71	25	3	28
Westport .. ..	35 78	17	1	1	2
Nelson .. ..	60 20	28	3	..	3
Picton .. ..	56 12	28	4	..	4
Totals .. ..	2,969 77	1,101	330	73	403

RETURN NO. 20.

COMPARATIVE STATEMENT OF MILEAGE OF RAILWAYS OPEN FOR TRAFFIC AND UNDER MAINTENANCE ON 31ST MARCH, 1917.

Section.	Mileage open for Traffic on 31st March, 1916.		Additional Lengths opened during Year.		Reduced Mileage equivalent to Maintenance for whole Period.		Length closed during Year.		Net Addition to Mileage open for Traffic.		Net Addition to Mileage under Maintenance.		Total Mileage open for Traffic on 31st March, 1917.		Equivalent Total Mileage maintained during Financial Year ended 31st March, 1917.	
	M. ch.		Line opened.	Date of Opening.	M. ch.	Length opened.	Line.	Length.	M. ch.		M. ch.		M. ch.		M. ch.	
Whangarei-Kawakawa ..	74	28	..	..	..	..	..	..	..	..	..	..	74	28	74	28
Kaihu ..	19	41	..	..	..	..	..	..	..	..	..	..	19	41	19	41
North Island Main Line and Branches	1,116	75	..	..	..	..	..	..	..	..	..	..	1,116	75	1,116	75
Gisborne ..	44	28	..	..	..	..	..	..	..	..	..	..	44	28	44	28
South Island Main Line and Branches	1,402	65	..	..	..	..	..	..	..	..	..	..	1,402	65	1,402	65
Ditto, Private Line—Nightcaps Branch ..	2	24	..	..	..	..	..	..	..	..	..	..	2	24	2	24
Westland ..	157	26	..	..	..	..	..	..	..	..	..	..	157	26	157	26
Westport ..	35	78	..	..	..	..	..	..	..	..	..	..	35	78	35	78
Nelson ..	60	20	..	..	..	..	..	..	..	..	..	..	60	20	60	20
Pictou ..	56	12	..	..	..	..	..	..	..	..	..	..	56	12	56	12
Totals ..	2,969	77	..	..	..	..	..	..	..	..	..	..	2,969	77	2,969	77

RETURN NO. 21.  
STATEMENT SHOWING WEIGHTS OF RAILS IN VARIOUS LINES ON 31ST MARCH, 1917.

Line.	40 lb. Iron.	40 lb. Steel.	45 lb. Steel.	52 lb. Iron.	52 lb. Steel.	53 lb. Steel.	55 lb. Steel.	56 lb. Iron.	56 lb. Steel.	65 lb. Steel.	70 lb. Iron.	70 lb. Steel.	100 lb. Steel.	Total.
	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.
Whangarei-Kawakawa Section—														
Onerahi-Optua .. .. .	..	..	..	..	..	24 44	28 12	0 50	4 46	..	..	..	..	57 72
Kaikōhe Branch .. .. .	..	..	..	..	..	..	16 36	..	..	..	..	..	..	16 36
Kaiti Section—														
Dargaville-Tarawhahi .. .. .	..	..	..	..	..	17 15	2 26	..	..	..	..	..	..	19 41
North Island Main Line and Branches—														
Auckland-Wellington .. .. .	..	..	..	..	..	0 16	..	..	34 4	25 57	..	365 0	..	425 77
Newmarket-Otamatea .. .. .	..	..	..	..	..	0 41	19 65	..	21 61	..	..	41 77	..	84 7
Penrose-Onchurcha .. .. .	..	..	..	..	..	2 23	7 43	..	..	..	..	0 26	..	2 59
Huntly-Awaroa Railway .. .. .	..	..	..	..	..	..	..	..	..	..	..	..	..	7 43
Frankton-Thames .. .. .	..	..	..	..	..	9 78	..	..	..	..	..	..	..	62 75
Paeroa-Waihi .. .. .	..	..	..	..	..	..	..	..	18 40	..	..	..	..	12 24
Cambridge Branch .. .. .	..	..	..	..	..	6 75	2 36	..	12 22	..	..	0 2	..	12 1
Morrinsville-Rotorua .. .. .	..	..	..	..	..	57 6	..	..	0 9	..	..	0 8	..	68 60
Marton-New Plymouth .. .. .	..	..	..	..	..	8 77	..	..	41 44	..	..	11 45	..	136 65
Waitara Branch .. .. .	0 14	0 48	..	..	..	3 77	..	..	0 3	..	..	86 24	..	4 62
Stratford-Whangamomona .. .. .	..	..	..	..	..	15 45	21 60	..	0 30	..	..	..	..	37 55
Mount Egmont Branch .. .. .	..	..	..	..	..	..	..	..	6 2	..	..	..	..	6 2
Aramoho-Wanganui .. .. .	..	..	..	..	..	..	..	..	1 79	..	..	1 14	..	3 20
Foxton Branch .. .. .	..	..	..	0 7	2 77	11 13	..	..	5 23	..	..	..	..	19 33
Palmerston-Spit .. .. .	..	..	..	2 77	..	1 40	..	..	34 72	..	..	76 41	..	113 72
Wellington-Woodville .. .. .	..	0 75	..	0 1	..	18 78	..	..	14 12	..	..	81 32	..	114 43
Greytown Branch .. .. .	..	..	..	3 7	..	..	..	..	..	..	..	..	..	3 7
Te Aro Branch .. .. .	..	..	..	..	..	1 9	..	..	0 1	..	..	..	..	1 10
Gisborne Section—														
Gisborne-Matawai .. .. .	0 20	..	..	..	..	..	26 26	..	17 62	..	..	..	..	44 28
South Island Main Line and Branches—														
Lyttelton-Bluff .. .. .	..	..	..	..	..	0 48	..	..	2 15	..	..	387 48	1 50	392 1
Adlington-Culverden .. .. .	..	..	..	..	..	28 34	..	..	..	..	..	89 23	..	33 45
Oxford Branch .. .. .	..	11 46	..	..	..	18 37	..	..	3 36	..	..	0 6	..	20 11
Eyreton Branch .. .. .	..	..	..	..	..	20 4	0 7	..	..	..	..	..	..	44 1
Wainara-Parnassus .. .. .	..	..	..	..	..	..	12 52	..	31 29	..	..	..	..	25 39
Southbridge Branch .. .. .	..	..	..	..	..	23 19	1 0	..	1 20	..	..	..	..	22 48
Little River Branch .. .. .	..	8 22	..	1 59	..	0 32	0 3	1 41	4 24	..	..	..	..	72 26
Springfield Branch .. .. .	..	..	..	..	..	4 45	4 60	..	29 30	..	..	33 51	..	11 46
White Cliffs Branch .. .. .	..	..	..	..	..	11 46	..	..	..	..	..	..	..	22 20
Rakaia Forks Branch .. .. .	3 33	24 3	..	..	22 20	..	..	..	..	..	..	..	..	27 36
Mount Somers Branch .. .. .	0 65	..	..	..	..	22 44	4 78	..	7 66	..	..	..	..	36 13
Albury Branch .. .. .	..	..	..	..	2 2	2 44	..	..	..	..	..	..	..	4 46
Waimate Branch .. .. .	..	..	..	8 21	..	..	..	..	..	..	..	..	..	8 21
Waimate Gorge Branch .. .. .	..	..	..	4 34	..	28 18	..	..	..	..	..	..	..	37 41
Duntroon Branch .. .. .	1 16	..	..	..	..	0 40	..	..	..	..	..	..	..	0 63
Oamaru Breakwater Branch .. .. .	0 23	..	..	..	..	..	..	..	..	..	..	..	..	..
Carried forward .. .. .	6 11	45 44	6 27	20 46	24 22	341 11	148 24	2 11	299 29	25 57	..	1,160 34	1 50	2,081 46

RETURN NO. 21—continued.  
STATEMENT SHOWING WEIGHTS OF RAILS IN VARIOUS LINES ON 31st MARCH, 1917—continued.

Line.	40 lb. Iron.	40 lb. Steel.	45 lb. Steel.	52 lb. Iron.	52 lb. Steel.	53 lb. Steel.	55 lb. Steel.	56 lb. Iron.	56 lb. Steel.	70 lb. Iron.	70 lb. Steel.	100 lb. Steel.	Total.
Brought forward	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.
South Island Main Line and Branches—continued.	6 11	45 44	6 27	20 46	24 22	341 11	148 24	2 11	299 29	..	1,160 34	1 50	2,081 46
Ngapara Branch	..	..	..	..	..	11 44	8 52	..	3 45	..	..	..	15 9
Livingstone Branch	1 64	7 5	..	0 59	..	.. 1	..	..	1 39	..	..	..	11 75
Waibemo Branch	..	..	..	..	..	0 17	..	..	1 0	..	1 9	..	8 65
Port Chalmers Branch	..	..	..	..	..	1 49	0 19	..	..	..	0 1	..	1 26
Wilton Park Branch	0 1	..	..	..	..	1 57	..	..	0 59	..	..	..	2 49
Fernhill Branch	..	..	..	..	..	65 72	3 0	..	..	..	..	..	1 57
Otago Central Railway	..	..	..	..	..	6 34	0 69	..	65 59	..	..	..	134 51
Outram Branch	..	..	..	..	..	1 29	18 26	..	1 57	..	..	..	9 0
Lawrence Branch	0 4	..	..	0 25	..	19 2	20 4	..	15 9	..	..	..	34 68
Catlin's River Branch	..	..	..	..	..	10 40	9 3	..	3 37	..	..	..	42 68
Tapanui Branch	..	..	..	..	..	..	12 55	..	6 58	..	..	..	26 21
Waikaka Branch	..	..	..	..	..	9 1	..	..	..	0 2	0 34	..	12 57
Wyndham Branch	..	..	..	..	..	1 63	24 79	..	7 3	..	..	..	9 35
Seaward Bush Branch	..	..	..	..	..	44 59	..	..	23 56	9 63	..	..	33 65
Invercargill-Kingston	..	..	..	..	..	17 76	8 6	..	10 21	..	8 62	..	87 0
Makarewa-Tuatapere	..	..	..	..	..	..	..	..	..	..	12 0	..	48 23
Thornbury-Nightcaps	..	0 7	..	..	..	..	..	..	..	..	24 44	..	24 51
Forest Hill Branch	10 57	10 16	..	..	..	..	2 8	..	0 1	..	..	..	12 66
Mararoa Branch	..	..	..	6 76	..	0 24	..	..	0 1	..	..	..	10 41
Waimea Plains Railway	..	..	..	..	..	4 22	..	..	0 72	..	24 31	..	36 41
Riversdale-Switzers	..	..	..	..	..	1 77	11 69	..	..	..	0 1	..	13 67
Westland Section—	..	..	..	..	..	..	..	..	..	..	..	..	..
Grey mouth-Otira	..	..	..	..	..	20 29	..	..	11 30	..	18 69	..	50 48
Grey mouth-Ross	..	..	..	..	..	18 26	..	..	17 43	..	2 40	..	38 29
Sillwater-Inangahua	..	..	..	..	..	31 25	13 29	..	6 64	..	5 35	..	56 73
Blackball-Ngahere	..	..	..	..	..	..	1 0	..	2 31	..	..	..	3 31
Grey mouth-Rewanui	..	..	..	..	..	0 15	..	..	4 62	..	3 8	..	8 5
Westport-Mokihinui	..	..	..	0 16	..	10 70	..	..	..	..	19 11	..	30 17
Westport-Te Kuha	..	0 1	..	1 1	..	..	5 61	..	..	..	..	..	5 61
Nelson-Glenhope	0 2	0 1	..	..	..	24 41	17 60	..	16 75	..	..	..	60 20
Pictou-Wharanui	0 10	..	..	0 1	..	17 2	22 48	..	16 29	..	0 2	..	56 12
Totals	18 69	63 73	6 27	29 64	24 22	662 6	328 52	2 11	517 0	9 63	1,280 63	1 50	2,969 77

## RETURN NO. 22.

## SOUTH ISLAND MAIN LINE AND BRANCHES.

SHOWING MILEAGE OF TRACK IN MAIN LINE AND SIDINGS OPEN FOR TRAFFIC ON 31ST MARCH, 1917, ON THE SOUTH ISLAND MAIN LINE AND BRANCHES.

Line of Railway.	Main Line.		Branches.	Total Railway.	Main Line.	Sidings.		Total.	Total Equivalent of Single Track.
	Single.	Double.				Branches.	Total.		
<b>CHRISTCHURCH DIVISION :—</b>	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.
Main Line .. .. .	211 57	17 72	.. ..	229 49	99 79	.. ..	99 79	.. ..	329 48
Rangiora—Sheffield and Eyreton Junction—Bennett's	.. ..	.. ..	53 56	.. ..	.. ..	4 79	.. ..	.. ..	58 55
Waipara—Parnassus .. ..	.. ..	.. ..	44 1	.. ..	.. ..	4 45	.. ..	.. ..	48 46
Southbridge and Little River Branches	.. ..	.. ..	48 7	.. ..	.. ..	7 28	.. ..	.. ..	55 35
Springfield and White Cliffs Branches	.. ..	.. ..	83 72	328 32	.. ..	8 29	36 32	.. ..	92 21
Rakaia and Ashburton Forks Branch	.. ..	.. ..	22 20	.. ..	.. ..	3 16	.. ..	.. ..	25 36
Mount Somers Branch .. ..	.. ..	.. ..	27 36	.. ..	.. ..	1 75	.. ..	.. ..	29 31
Albury Branch .. .. .	.. ..	.. ..	36 13	.. ..	.. ..	3 11	.. ..	.. ..	39 24
Waimate Branch .. .. .	.. ..	.. ..	12 67	.. ..	.. ..	2 69	.. ..	.. ..	15 56
<b>Totals, Christchurch Division</b>	<b>211 57</b>	<b>17 72</b>	<b>328 32</b>	<b>558 1</b>	<b>99 79</b>	<b>36 32</b>	<b>136 31</b>	<b>694 32</b>	
<b>DUNEDIN DIVISION :—</b>									
Main Line .. .. .	165 40	11 24	.. ..	176 64	73 17	.. ..	73 17	.. ..	250 1
Dunroon Branch .. .. .	.. ..	.. ..	37 41	.. ..	.. ..	3 26	.. ..	.. ..	40 67
Oamaru—Breakwater Branch ..	.. ..	.. ..	0 63	.. ..	.. ..	1 72	.. ..	.. ..	2 55
Ngapara & Livingstone Branches	.. ..	.. ..	27 4	.. ..	.. ..	2 59	.. ..	.. ..	29 63
Waihemo Branch .. .. .	.. ..	.. ..	8 65	.. ..	.. ..	0 63	.. ..	.. ..	9 48
Port Chalmers Branch .. ..	.. ..	.. ..	1 26	.. ..	.. ..	3 65	.. ..	.. ..	5 11
Walton Park Branch .. .. .	.. ..	.. ..	2 49	301 12	.. ..	0 79	33 27	.. ..	3 48
Fernhill Branch .. .. .	.. ..	.. ..	1 57	.. ..	.. ..	0 24	.. ..	.. ..	2 1
Otago Central Railway .. .. .	.. ..	.. ..	134 51	.. ..	.. ..	10 61	.. ..	.. ..	145 32
Outram Branch .. .. .	.. ..	.. ..	9 0	.. ..	.. ..	0 63	.. ..	.. ..	9 63
Lawrence Branch .. .. .	.. ..	.. ..	34 68	.. ..	.. ..	3 16	.. ..	.. ..	38 4
Cutlin's River Branch .. .. .	.. ..	.. ..	42 68	.. ..	.. ..	4 59	.. ..	.. ..	47 47
<b>Totals, Dunedin Division</b>	<b>165 40</b>	<b>11 24</b>	<b>301 12</b>	<b>477 76</b>	<b>73 17</b>	<b>33 27</b>	<b>106 44</b>	<b>584 40</b>	
<b>INVERCARGILL DIVISION :—</b>									
Main Line .. .. .	82 41	.. ..	.. ..	82 41	35 8	.. ..	35 8	.. ..	117 49
Tapanui Branch .. .. .	.. ..	.. ..	26 21	.. ..	.. ..	2 70	.. ..	.. ..	29 11
Waimea Plains Branch .. .. .	.. ..	.. ..	36 41	.. ..	.. ..	3 29	.. ..	.. ..	39 70
Switzer's Branch .. .. .	.. ..	.. ..	13 67	.. ..	.. ..	2 3	.. ..	.. ..	15 70
Waikaka Branch .. .. .	.. ..	.. ..	12 57	.. ..	.. ..	1 76	.. ..	.. ..	14 53
Wyndham Branch .. .. .	.. ..	.. ..	9 35	.. ..	.. ..	1 0	.. ..	.. ..	10 35
Seaward Bush Branch .. .. .	.. ..	.. ..	33 65	.. ..	.. ..	3 9	.. ..	.. ..	36 74
Kingston Branch .. .. .	.. ..	.. ..	87 0	315 67	.. ..	11 35	41 53	.. ..	98 35
Makarewa—Orepuki Branch ..	.. ..	.. ..	48 23	.. ..	.. ..	9 51	.. ..	.. ..	57 74
Thorburny—Wairio and Wairio-Nightcaps Branches	.. ..	.. ..	24 51	.. ..	.. ..	4 2	.. ..	.. ..	28 53
Forest Hill Railway .. .. .	.. ..	.. ..	12 66	.. ..	.. ..	1 15	.. ..	.. ..	14 1
Lumsden—Mararoa Branch ..	.. ..	.. ..	10 41	.. ..	.. ..	1 3	.. ..	.. ..	11 44
<b>Totals, Invercargill Division</b>	<b>82 41</b>	<b>.. ..</b>	<b>315 67</b>	<b>398 28</b>	<b>35 8</b>	<b>41 53</b>	<b>76 61</b>	<b>475 9</b>	
<b>Grand Totals—Whole Line..</b>	<b>459 58</b>	<b>29 16</b>	<b>945 31</b>	<b>1,434 25</b>	<b>208 24</b>	<b>111 32</b>	<b>319 56</b>	<b>1,754 1</b>	



## RETURN No. 23.

STATEMENT SHOWING APPROXIMATELY SLEEPERS LAID AND REMOVED UP TO 31ST MARCH, 1917.

Year.	Approximate Length opened each Year.			Sleepers.	
	North Island.	Middle Island.	Total.	Laid during Construction. (2,100 per mile.)	Removed during Maintenance.*
	M. ch.	M. ch.	M. ch.		
1867	..	..	45 70	96,338	..
1870-71	..	..	18 58	39,323	..
1871-72	..	..	11 68	24,885	..
1872-73	..	..	27 62	58,327	..
1873-74	10 55	11 21	21 76	46,095	..
1874-75	61 19	126 78	188 17	395,246	..
1875-76	69 23	248 4	317 27	666,409	..
1876-77	64 24	152 39	216 63	455,254	..
1877-78	103 76	94 58	198 54	417,217	..
1878-79	27 19	56 46	83 65	176,006	..
1879-80†	26 33	40 73	67 26	141,382	..
1880-81	68 39	32 71	101 30	212,888	74,261
1881-82	22 67	40 16	63 3	132,379	73,947
1882-83	2 2	40 19	42 21	88,751	106,763
1883-84	22 19	22 50	44 69	94,211	125,632
1884-85	56 0	24 0	80 0	168,000	148,325
1885-86	43 26	47 52	90 78	191,048	137,993
1886-87	58 72	11 39	70 31	147,814	139,040
1887-88	11 47	17 32	28 79	60,874	122,027
1888-89	18 31	..	18 31	42,814	108,690
1889-90	11 57	20 68	32 45	68,381	129,634
1890-91	28 21	5 68	34 9	71,636	133,954
1891-92	..	27 27	27 27	57,408	139,912
1892-93	17 26	..	17 26	36,382	132,569
1893-94	28 38	33 58	62 16	130,620	155,827
1894-95	16 62	27 24	44 6	92,558	170,681
1895-96	14 73	3 48	18 41	38,876	188,291
1896-97	3 64	1 11	4 75	10,370	210,588
1897-98	27 46	10 2	37 48	78,960	243,479
1898-99	22 46	11 13	33 59	70,848	282,326
1899-1900	..	19 26	19 26	40,582	302,354
1900-1901	4 30	103 38	107 68	226,485	345,433
1901-1902	11 20	12 32	23 52	49,665	369,339
1902-1903	28 40	27 43	56 3	117,679	330,029
1903-1904	33 12	4 44	37 56	79,170	309,296
1904-1905	17 61	27 75	45 56	95,970	302,252
1905-1906	23 5	8 52	31 57	66,596	309,183
1906-1907	..	50 7	50 7	105,184	283,293
1907-1908	10 38	4 61	15 19	31,999	331,678
1908-1909	186 21	23 21	209 42	440,003	279,190
1909-1910	3 60	31 43	35 23	74,104	236,390
1910-1911	14 64	29 76	44 60	93,975	282,682
1911-1912	23 30	23 1	46 31	97,414	273,586
1912-1913	25 37	26 77	52 34	110,092	235,378
1913-1914	..	3 6	3 6	6,458	261,748
1914-1915	40 22	51 3	91 25	191,756	227,674
1915-1916	7 43	7 73	15 36	32,445	157,970
1916-1917	..	..	..	..	86,595
Totals	..	..	..	6,170,877	7,748,009

\* Complete information not recorded until 1880-81.

† Nine months only.



Type.	Number of Engines.		Average Speed— Miles per Hour.				Engine-mileage.				Quantity of Stores.				Cost.				Cost per Engine-mile, in Pence.				Days in Steam.	Type.				
			Train.		Shunting and Empty.		Detail.		Total.		Running.		Repairs.		Running.		Repairs.		Running.		Total.							
			Train.		Shunting and Empty.		Detail.		Total.		Running.		Repairs.		Running.		Repairs.		Running.		Total.							
			Train.		Shunting and Empty.		Detail.		Total.		Running.		Repairs.		Running.		Repairs.		Running.		Total.							
D	1	15	3,371	2,665	121	6,157	Cwt.	329	13	71	147	268	£	37	13	71	147	268	£	37	13	71	147	268	10.44	149	D.	
FA	3	17	31,287	12,346	3,349	46,982	18,875	1,495	63	508	1,015	2,173	587	587	63	508	1,015	2,173	587	587	63	508	1,015	2,173	11.10	556	FA.	
WB	6	17	90,640	18,062	2,838	111,540	74,221	4,173	170	2,001	2,325	6,436	1,940	1,940	170	2,001	2,325	6,436	1,940	1,940	170	2,001	2,325	13.84	1,081	WB.		
Totals	10	..	125,298	33,073	6,308	164,679	95,728	5,997	356	2,564	2,580	8,877	2,564	2,564	246	2,580	3,487	8,877	2,564	2,564	246	2,580	3,487	8,877	12.94	1,786		
General charges	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	2.74	..	
Totals	..	..	125,298	33,073	..	158,371	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	15.68	..	

WHANGAREI SECTION.

KAIHU SECTION.

Type.	Number of Engines.		Average Speed— Miles per Hour.				Engine-mileage.				Quantity of Stores.				Cost.				Cost per Engine-mile, in Pence.				Days in Steam.	Type.					
			Train.		Shunting and Empty.		Detail.		Total.		Running.		Repairs.		Running.		Repairs.		Running.		Total.								
			Train.		Shunting and Empty.		Detail.		Total.		Running.		Repairs.		Running.		Repairs.		Running.		Total.								
			Train.		Shunting and Empty.		Detail.		Total.		Running.		Repairs.		Running.		Repairs.		Running.		Total.								
F	2	15	14,654	3,158	5,988	23,800	5,358	372	28	401	551	1,566	597	17	401	551	1,566	597	17	401	551	1,566	597	17	401	551	15.79	361	F.
General charges	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1.36	..	
Totals	..	..	14,654	3,158	5,988	23,800	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..		

GISBORNE SECTION.

Type.	Number of Engines.		Average Speed— Miles per Hour.				Engine-mileage.				Quantity of Stores.				Cost.				Cost per Engine-mile, in Pence.				Days in Steam.	Type.					
			Train.		Shunting and Empty.		Detail.		Total.		Running.		Repairs.		Running.		Repairs.		Running.		Total.								
			Train.		Shunting and Empty.		Detail.		Total.		Running.		Repairs.		Running.		Repairs.		Running.		Total.								
			Train.		Shunting and Empty.		Detail.		Total.		Running.		Repairs.		Running.		Repairs.		Running.		Total.								
FA	1	15	1,358	638	1,019	3,015	1,257	182	14	103	77	337	147	10	103	77	337	147	10	103	77	337	147	10	103	77	26.82	52	FA.
WA	4	15	50,477	12,172	2,854	65,503	27,733	2,847	94	2,324	1,468	4,930	1,015	123	2,324	1,468	4,930	1,015	123	2,324	1,468	4,930	1,015	123	2,324	18.06	692	WA.	
Totals	5	..	51,835	12,810	3,873	68,518	28,990	3,029	108	2,427	1,545	5,267	1,162	133	2,427	1,545	5,267	1,162	133	2,427	1,545	5,267	1,162	133	2,427	18.45	744		
General charges	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	2.68	..	
Totals	..	..	51,835	12,810	1,153	65,798	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	21.13	..	

\* Mileage run by engines performing work-train services for Maintenance Branch "working-expenses" classifications.

† Credits for same from Maintenance Branch.

RETURN NO. 25—continued.

LOCOMOTIVE RETURNS FOR THE YEAR ENDING 31ST MARCH, 1917—continued.

Type.	Number of Engines.	Average Speed—Miles per Hour.	Engine-mileage.			Quantity of Stores.				Costs.				Cost per Engine-mile, in Pence.				Days in Steam.	Type.		
			Detail.		Total.	Running.		Waste.	Repairs.	Running.		Total.	Repairs.		Running.		Total.				
			Train.	Shunting and Empty.		Work-train.	Coal.			Oil.	Tallow.		Wages and Material.	Stores.	Fuel.	Wages.				Wages and Material.	Stores.
A ..	50	25	1,361,001	71,358	4,264	1,436,623	625,149	58,353	3,320	19,997	20,973	2,530	37,650	21,782	82,955	3-50	0-42	6-29	3-64	10,909	A.
AA ..	10	25	191,901	14,558	68	206,527	128,168	8,312	464	3,576	4,144	400	8,319	3,987	16,850	4-82	0-46	9-67	4-63	1,913	AA.
AB ..	1	25	20,726	691	..	21,417	6,059	666	36	207	178	29	405	261	873	1-99	0-33	4-54	2-92	154	AB.
BB ..	23	20	482,670	45,502	448	528,620	302,665	17,468	865	5,844	3,137	773	19,644	9,994	33,548	1-42	0-35	8-92	4-54	4,524	BB.
BC ..	1	20	14,507	1,675	46	16,228	9,013	735	32	181	1,227	30	582	345	2,184	18-15	0-44	8-61	5-10	180	BC.
C ..	2	15	..	4,420	..	4,420	1,234	122	10	63	6	6	81	146	239	0-33	0-33	4-39	7-93	193	C.
D ..	4	15	9,732	14,273	26,342	50,347	7,111	578	53	318	224	27	464	595	1,310	1-07	0-13	2-21	2-83	967	D.
E (simple)	3	20	4,188	6,526	8,174	18,888	4,780	690	49	308	25	33	308	489	855	0-32	0-42	3-91	6-22	255	E (simple).
E (compound)	1	6	236	702	242	1,180	803	135	22	62	51	7	49	40	147	10-37	1-42	9-97	8-13	23	E (compound).
F ..	24	20	7,481	366,608	50,057	424,146	124,864	10,690	686	3,891	3,862	457	5,642	12,028	21,989	2-18	0-26	3-19	6-81	5,437	F.
FA ..	4	20	24,734	39,915	2,515	67,164	28,168	1,669	109	616	910	71	1,102	2,100	4,183	3-25	0-25	3-95	7-50	859	FA.
H ..	6	6	33,911	21,871	26	55,808	53,675	3,803	207	1,894	4,302	181	3,522	2,786	10,791	18-50	0-78	15-15	11-98	1,550	H.
J ..	16	20	199,275	59,553	841	259,669	117,062	8,099	452	3,394	3,017	359	7,204	5,516	16,096	2-79	0-33	6-66	5-10	2,712	J.
K ..	2	25	16,712	3,608	71	20,391	7,986	459	50	318	716	22	500	467	1,705	8-43	0-27	5-88	5-50	315	K.
L ..	9	20	78,750	34,919	4,453	118,122	44,633	3,155	212	1,075	1,451	134	2,435	2,613	6,633	2-95	0-27	4-95	5-31	1,648	L.
M ..	4	20	43,223	11,725	16	54,964	18,766	1,204	85	430	679	56	1,223	1,952	3,010	2-97	0-24	5-34	4-59	548	M.
N (simple)	9	25	177,774	24,171	704	202,649	96,408	6,120	296	2,250	3,812	271	6,249	3,640	13,972	4-51	0-32	7-40	4-31	1,796	N (simple).
N (compound)	1	20	14,818	1,863	..	16,881	7,210	429	14	159	221	19	486	285	1,011	3-18	0-28	6-99	4-10	139	N (compound).
NA ..	2	20	48,995	1,933	365	51,293	27,174	1,747	74	402	819	73	1,765	883	3,540	3-83	0-34	8-26	4-13	406	NA.
NC ..	2	20	42,716	1,979	393	45,088	18,784	1,597	49	416	521	67	1,221	619	2,428	2-77	0-36	6-50	3-29	355	NC.
O ..	6	15	48,916	16,577	..	65,493	37,354	2,475	154	1,220	1,294	119	2,437	1,814	5,664	4-74	0-43	8-93	6-65	984	O.
OA ..	1	20	8,691	5,804	48	14,543	8,665	722	35	180	164	31	557	402	1,154	2-71	0-51	9-19	6-63	211	OA.
OB ..	2	20	53,297	6,026	..	59,323	31,484	1,742	66	559	676	75	2,051	1,074	3,876	2-73	0-30	8-31	4-34	478	OB.
OC ..	1	20	11,671	4,268	..	15,939	9,386	708	35	182	571	32	614	413	1,630	3-60	0-48	9-24	6-22	212	OC.
P ..	4	18	20,989	11,401	24,993	57,383	29,996	1,627	117	774	1,261	72	1,525	1,231	4,089	5-27	0-30	6-38	5-15	664	P.
Q ..	6	25	141,492	14,052	2,543	158,086	99,520	4,816	228	1,829	3,582	214	5,203	3,060	12,059	5-44	0-32	7-90	4-65	1,345	Q.
R ..	10	20	27,532	105,821	7,678	141,031	50,500	5,535	385	2,399	1,478	248	3,192	4,270	9,188	2-52	0-42	5-43	7-27	2,017	R.
S ..	4	20	605	63,737	8,643	72,985	23,966	1,891	134	756	680	97	1,501	2,278	4,556	2-24	0-32	4-93	7-49	889	S.
T ..	2	18	2,492	2,206	17,132	21,830	10,360	629	41	288	1,149	27	539	499	2,214	12-63	0-30	5-91	5-49	255	T.
UD ..	2	30	19,678	2,410	..	22,088	12,844	738	40	265	1,553	32	826	451	2,862	16-87	0-35	8-98	4-90	196	UD.
V ..	3	20	29,869	23,672	..	53,541	22,705	1,559	111	717	434	74	1,478	1,313	3,299	1-95	0-38	6-62	5-89	618	V.
WA ..	5	20	33,935	11,979	23,715	69,629	29,630	2,225	170	1,015	968	110	1,920	1,525	4,523	3-34	0-38	6-62	5-25	839	WA.
WB ..	..	..	918	319	1,542	2,779	1,352	101	6	38	412	4	83	57	556	35-58	0-34	7-17	4-92	31	WB.

NORTH ISLAND MAIN LINE AND BRANCHES.

RETURN NO. 25—continued.  
LOCOMOTIVE RETURNS FOR THE YEAR ENDED 31ST MARCH, 1917—continued.

Type.	Engine-mileage.			Quantity of Stores.				Cost.						Cost per Engine-mile, in Pence.				Days In Steam.	Type.									
	Detail.		Total.	Running.		Waste.	Repairs.	Running.			Total.	Running.		Total.	Repairs.	Running.				Total.								
	Train.	Shunting and Empty.		Work-train.	Coal.			Oil.	Tallow.	Stores.		Fuel.	Wages.			Stores.	Fuel.				Wages.	Wages and Material.	Stores.	Fuel.	Wages.			
	Average Speed—Miles per Hour.			Number of Engines.																								
WD	234,582	53,072	61,977	349,631	Cwt.	177,284	12,651	524	3,409	534	£	5,599	£	594	£	11,545	£	7,325	£	25,003	£	3,84	0.37	7.92	5.03	17.16	3,429	WD.
WE	3,749	6,650	24	10,423		6,300	550	37	257	27	£	560		27	£	410		344		1,341		12.89	0.62	9.45	7.92	30.88	204	WE.
WF	315,033	88,392	43,007	446,432		224,260	13,638	788	5,366	617	£	6,958		617	£	13,015		9,541		30,131		3.74	0.33	7.00	5.13	16.20	4,682	WF.
WG	336,478	93,084	13,506	443,068		233,955	15,443	697	5,023	687	£	9,576		687	£	13,621		9,342		33,226		5.19	0.37	7.38	5.06	18.00	4,653	WG.
WH	2,305	22,789	33,738	38,832		8,827	1,010	69	405	50	£	880		50	£	569		981		2,480		6.26	0.35	4.05	6.98	17.64	459	WH.
WJ	15,804	5,903	21,707	27,614		16,955	948	44	239	43	£	568		43	£	1,014		616		2,241		6.28	0.47	11.21	6.81	24.77	246	WJ.
WW	758,355	129,427	20,085	907,867		417,864	28,143	1,368	9,633	8.831	£	8,831		1,267	£	23,737		18,452		52,287		2.33	0.34	6.27	4.88	13.82	8,876	WW.
X	387,964	27,370	36	415,370		306,431	34,356	1,012	8,205	1,408	£	11,823		1,408	£	19,937		8,664		41,832		6.83	0.81	11.52	5.01	24.17	3,823	X.
Small tank\$	..	4,265	..	4,265		..	..	..	..	..	£	12		..	£	..		..		12		0.68	..	..	0.68	..	278	Small tank\$
Rail motor No. 1	3,426	705	..	4,131		2,016†	269	9	27	11	£	99		11	£	221		68		399		5.75	0.64	12.84	3.95	23.18	171	Rail motor No. 1
Rail motor No. 2	2,224	897	..	3,121		2,746†	253	2	14	12	£	79		12	£	296		134		521		6.08	0.92	22.76	10.30	40.06	108	Rail motor No. 2
Totals	5,233,354	1,428,676	332,598	6,994,628		3,389,350	258,060	13,157	88,201	11,336	£	109,482		11,336	£	205,142		143,482		469,442		3.76	0.39	7.04	4.92	16.11	70,551	Totals
General charges	..	..	..	..		4,762†	..	..	..	..	£	..		..	£	..		..		68,801		..	..	..	2.36	..	..	
Totals	5,233,354	1,428,676	146,123	6,808,153		..	..	..	..	..	£	..		..	£	..		..		538,243		..	..	..	18.47	..	..	

NORTH ISLAND MAIN LINE AND BRANCHES—continued.

\* Mileage run by engines performing work-train service for Maintenance Branch "working-expenses" classifications.  
 † Credits for same from Maintenance Branch.  
 ‡ Gallons petrol.  
 § Gang, fuel, and stores supplied by Stores Branch.  
 ¶ Gang, fuel, and stores for 1 D supplied by Public Works Department.  
 † Gang, fuel, and stores for 1 F supplied by Public Works Department for eleven months.  
 ‡ 1 D sold in April. 1 N transferred to Westland Section in June. 1 WB transferred to Whangarei Section in July. 1 J converted to W.A. 1 E (simple) scrapped.

RETURN NO. 25—continued.  
LOCOMOTIVE RETURNS FOR THE YEAR ENDING 31ST MARCH, 1917—continued.

Type.	Number of Engines.		Average Speed— Miles per Hour.			Engine-mileage.			Quantity of Stores.				Cost.				Cost per Engine-mile, in Pence.				Days in Steam.	Type
	Detail.		Running.			Running.		Running.		Repairs.		Running.		Repairs.		Running.		Repairs.				
	Train.	Shunting and Empty.	Work-train.	Total.	Coal.	Oil.	Tallow.	Waste.	Wages and Material.	Stores.	Fuel.	Wages.	Total.	Wages and Material.	Stores.	Fuel.	Wages.	Total.				
																			Wages and Material.	Stores.		
A (compound)	159,499	9,358	..	168,857	73,166	6,256	281	2,308	4,470	277	4,724	2,608	12,079	6,35	0.39	6.72	3.71	17.17	1,203	A (compound).		
AB (simple) 409	20,078	1,255	..	21,333	9,766	767	51	400	514	36	645	355	1,550	5.78	0.41	7.26	3.99	17.44	204	AB (simple) 409.		
AB ..	242,177	10,386	..	252,563	88,438	6,634	353	2,783	1,694	297	5,866	3,036	10,893	1.61	0.28	5.57	2.89	10.35	1,499	AB.		
B ..	181,216	19,796	..	201,012	140,282	7,834	328	2,579	4,305	336	8,833	4,714	18,188	5.14	0.40	10.55	5.63	21.72	2,008	B.		
BA ..	179,082	36,730	172	215,984	148,880	9,144	444	3,424	4,376	408	9,404	5,122	19,310	4.86	0.45	10.45	5.69	21.45	2,396	BA.		
D ..	270	55,145	1,696	57,111	15,527	1,262	125	853	778	59	795	1,808	3,440	3.27	0.25	3.34	7.60	14.46	1,229	D.		
E ..	78,406	519,478	6,337	604,221	237,404	16,967	1,144	6,420	6,751	691	9,736	20,113	37,291	2.68	0.27	3.87	7.99	14.81	8,989	E.		
FA ..	30,561	16,273	9,372	56,206	18,710	1,540	147	808	1,359	75	1,212	1,567	4,213	5.80	0.32	5.18	6.69	17.99	814	FA.		
J ..	260,032	39,104	9,597	308,733	150,316	7,633	687	3,880	5,186	350	6,878	6,575	18,989	4.03	0.27	5.35	5.11	14.76	3,438	J.		
K ..	50,016	4,725	419	55,160	25,637	1,466	139	875	1,366	68	1,419	1,016	3,869	5.94	0.30	6.17	4.42	16.83	737	K.		
L ..	10,151	2,993	153	13,297	3,730	383	39	212	115	19	247	391	772	2.07	0.34	4.46	7.06	13.93	233	L.		
P ..	104,941	14,306	1,746	120,993	85,789	3,466	313	1,554	1,774	154	3,197	2,625	7,750	3.51	0.31	6.34	5.21	15.37	1,266	P.		
Q ..	191,060	13,417	..	204,477	103,620	2,666	275	2,002	4,352	302	6,596	3,108	14,358	5.11	0.35	7.74	3.64	16.84	1,447	Q.		
R ..	10,816	64,534	25,938	101,288	36,250	7,370	226	1,725	2,024	128	2,312	3,172	7,636	4.79	0.30	5.48	7.52	18.09	1,449	R.		
T ..	47,632	5,716	1,255	54,603	24,840	1,785	149	989	1,570	82	1,650	1,529	4,831	6.90	0.36	7.25	6.72	21.23	870	T.		
U ..	220,726	10,522	89	231,337	119,184	6,117	408	2,728	4,431	265	6,647	3,811	15,154	4.60	0.27	6.89	3.96	15.72	1,912	U.		
UA ..	159,733	6,385	..	166,118	98,244	4,020	299	1,938	2,853	173	5,050	2,844	10,920	4.12	0.25	7.29	4.11	15.77	1,414	UA.		
UB ..	532,246	43,166	272	575,684	293,450	17,441	885	6,516	12,166	767	19,263	10,152	42,348	5.07	0.32	8.03	4.23	17.65	4,985	UB.		
UC ..	197,727	22,822	44	220,293	111,251	6,562	338	2,826	5,122	298	7,296	4,497	17,213	5.58	0.32	7.95	4.90	18.75	2,420	UC.		
V ..	241,214	14,891	174	256,279	179,031	6,101	557	2,845	3,312	261	4,719	4,667	12,959	3.10	0.24	4.42	4.37	12.13	2,311	V.		
WD ..	55,724	17,839	6,428	79,991	33,660	2,738	162	1,183	1,653	124	2,218	1,921	5,916	4.96	0.37	6.65	5.77	17.75	960	WD.		
WF ..	262,923	78,407	14,291	355,621	171,757	11,238	565	4,610	6,513	522	11,205	8,364	26,604	4.39	0.35	7.56	5.65	17.95	4,126	WF.		
Totals	3,236,230	1,006,948	77,983	4,321,161	2,168,932	129,390	7,915	53,458	76,684	5,692	119,912	93,995	296,283	4.26	0.32	6.66	5.22	16.46	45,910			
General charges	..	..	..	..	..	..	..	..	..	..	..	..	51,205	..	..	..	..	2.84	..	..		
Totals	3,236,230	1,006,948	11,130	4,254,308	..	..	..	..	..	..	..	..	347,488	..	..	..	..	19.30	..	..		

SOUTH ISLAND MAIN LINE AND BRANCHES.

\* Mileage run by engines performing work-train services for Maintenance Branch "working-expenses" classifications. † Credit for same received from Maintenance Branch. 1 D sold in November, 2 D sold in March.

RETURN NO. 25—continued.

LOCOMOTIVE RETURNS FOR THE YEAR ENDING 31ST MARCH, 1917—continued.

Type.	Number of Engines.	Average Speed— Miles per Hour.	Engine-mileage.			Quantity of Stores.				Cost.				Cost per Engine-mile, in Pence.				Days in Steam.	Type.	
			Detail.		Total.	Running.		Repairs.	Wages and Material.	Stores.	Fuel.	Wages.	Total.	Repairs.	Stores.	Fuel.	Wages.			Total.
			Train.	Shunting and Empty.		Work-train.	Coal.													
					Cwt.			Qt.	lb.	lb.	£	£	£	£	£	£				

WESTLAND SECTION.

D	1	18	..	2,912	698	149	10	47	14	6	24	110	154	1-16	0-49	1-98	9-07	12-70	63	D.
F	5	20	..	88,098	28,899	3,322	152	1,129	1,482	144	1,039	2,556	5,221	4-04	0-39	2-83	6-96	14-22	1,128	F.
FA	1	20	..	24,459	8,489	824	31	257	527	36	305	501	1,369	4-94	0-33	2-80	4-61	12-58	239	FA.
LA	5	20	..	43,421	17,589	3,068	164	1,170	445	138	937	1,712	3,232	1-53	0-48	3-22	5-89	11-12	1,042	LA.
N	2	25	..	33,357	14,759	1,309	73	472	575	58	528	712	1,873	3-90	0-40	3-58	4-82	12-70	375	N.
W	2	15	..	22,756	18,375	1,758	85	646	851	78	652	992	2,573	6-24	0-57	4-78	7-27	18-86	463	W.
WA	3	20	..	60,591	35,343	2,627	135	1,053	1,482	118	1,266	1,991	4,457	4-99	0-40	4-28	5-36	15-03	728	WA.
WB	1	20	..	16,010	10,457	907	47	390	152	41	373	495	1,061	1-90	0-51	4-65	6-18	13-24	241	WB.
WE	1	15	..	8,127	8,229	685	37	292	754	31	299	426	1,510	15-92	0-66	6-31	9-00	31-89	189	WE.
Totals	21	..	..	245,751	151,461	14,649	734	5,456	6,282	650	5,423	9,095	21,450	4-22	0-44	3-65	6-12	14-43	4,468	
General charges	..	..	..	..	..	..	..	..	..	..	..	..	3,443	..	..	..	..	2-31	..	..
Totals	..	..	..	245,751	151,461	14,649	734	5,456	6,282	650	5,423	9,095	24,893	..	..	..	..	16-74	..	..
	..	..	..	..	..	..	..	..	..	..	..	..	903†	..	..	..	..	..	..	..
Totals	..	..	..	382	338,328	..	..	..	..	..	..	..	23,990	..	..	..	..	..	..	..

WESTPORT SECTION.

C	2	12	..	18,776	5,019	995	58	370	171	41	160	736	1,108	2-19	0-52	2-04	9-41	14-16	300	C.
F	2	15	..	11,074	8,160	1,093	69	482	345	50	260	946	1,601	2-83	0-41	2-14	7-77	13-15	458	F.
FA	2	15	..	8,794	7,825	857	79	519	528	44	249	730	1,551	5-62	0-46	2-65	7-76	16-49	363	FA.
WB	5	20	..	76,211	56,359	4,499	253	1,619	1,916	190	1,794	2,417	6,317	4-57	0-45	4-28	5-76	15-06	1,141	WB.
Totals	11	..	..	96,079	77,363	7,444	459	2,990	2,960	325	2,463	4,829	10,577	4-15	0-46	3-45	6-76	14-82	2,262	
General charges	..	..	..	..	..	..	..	..	..	..	..	..	1,920	..	..	..	..	2-69	..	..
Totals	..	..	..	96,079	77,363	7,444	459	2,990	2,960	325	2,463	4,829	12,497	..	..	..	..	17-51	..	..
	..	..	..	..	..	..	..	..	..	..	..	..	107†	..	..	..	..	..	..	..
Totals	..	..	..	382	169,310	..	..	..	..	..	..	..	12,390	..	..	..	..	..	..	..

\* Mileage run by engines performing work-train services for Maintenance Branch "working-expenses" classifications.

† Credits for same from Maintenance Branch.

RETURN NO. 25—continued.

LOCOMOTIVE RETURNS FOR THE YEAR ENDING 31ST MARCH, 1917—continued.

Type.	Number of Engines.		Average Speed—Miles per Hour.		Engine-mileage.			Quantity of Stores.				Cost.				Cost per Engine-mile, in Pence.				Days in Steam.	Type.
	Detail.		Total.		Running.				Repairs.		Running.		Repairs.		Running.		Total.				
	Train.	Shunting and Empty.	Work-train.	Total.	Coal.	Oil.	Tallow.	Waste.	Wages and Material.	Stores.	Fuel.	Wages.	Total.	Wages and Material.	Stores.	Fuel.	Wages.	Total.			
	lb.	Hb.	lb.	Hb.	Cwt.	Qt.	lb.	Hb.	£	£	£	£	£	£	£	£	£	£			
F ..	4,246	3,960	1,500	9,706	2,908	344	163	75	15	198	258	546	185	037	490	638	1350	233	F.		
FA ..	47,301	8,213	21	55,535	16,206	2,052	92	669	83	1,125	1,083	2,960	289	036	486	468	1279	679	FA.		
WF ..	26,997	1,576	..	28,573	10,745	906	43	141	36	749	472	1,398	118	030	629	397	1174	256	WF.		
Totals	78,544	13,749	1,521	93,814	29,859	3,302	163	885	134	2,072	1,813	4,904	227	034	530	464	1255	1,168	F.		
General charges	..	..	..	..	..	..	..	..	..	..	..	754	..	..	..	..	193	..	..		
Totals	78,544	13,749	..	92,293	..	..	..	..	..	..	..	5,658	..	..	..	..	1448	..	..		
												61†	..	..	..	..	..	..	..		
												5,597	..	..	..	..	..	..	..		

NELSON SECTION.

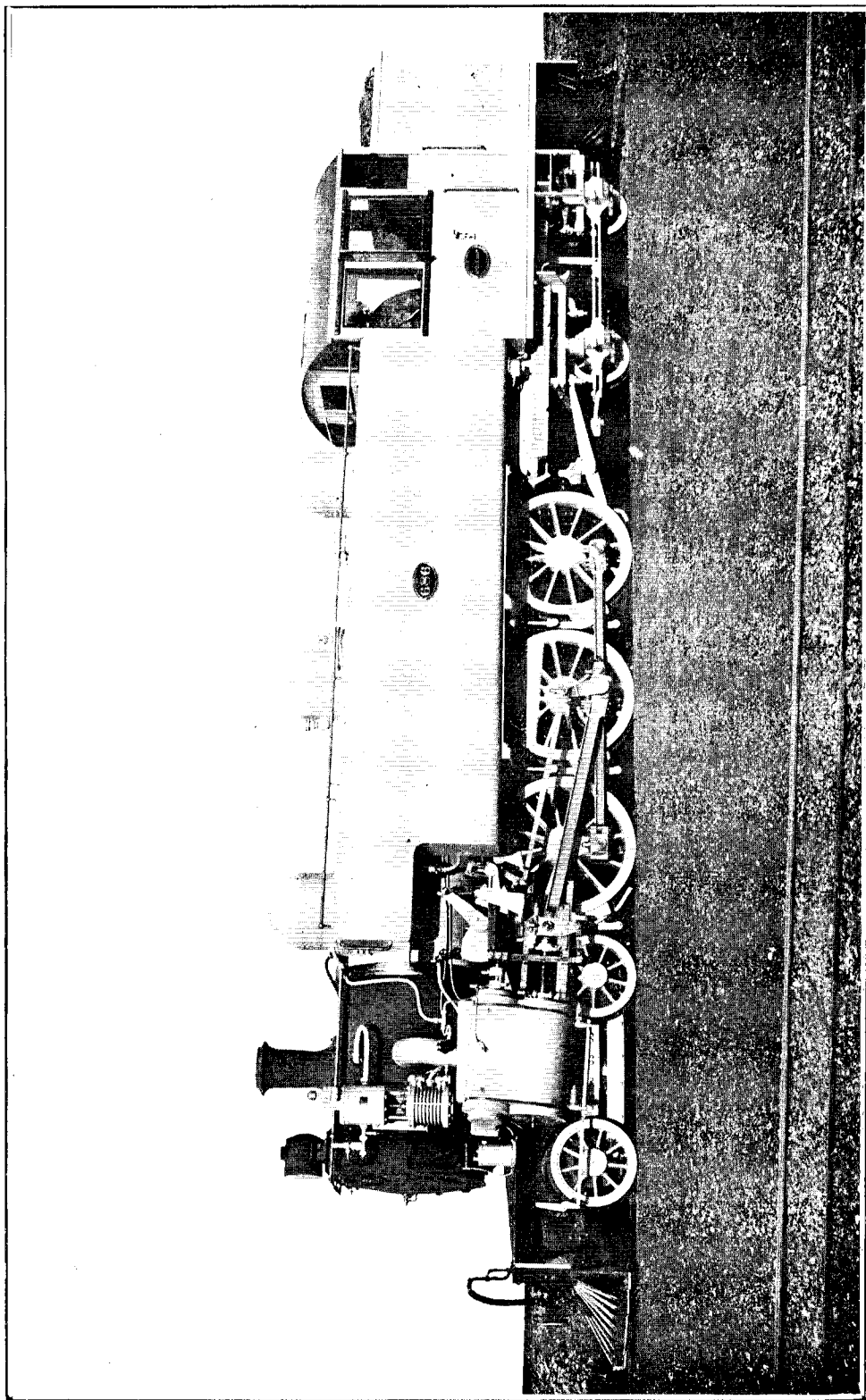
PICTON SECTION.

D ..	123	3,578	313	4,014	760	160	13	140	37	53	184	282	221	048	317	1100	1686	161	D.
FA ..	38,327	6,440	330	45,097	12,574	1,241	33	380	321	895	897	2,164	171	027	476	478	1152	545	FA.
G ..	7,031	7,734	11,748	26,513	6,191	743	31	473	439	438	648	1,561	397	033	397	586	1413	446	G.
WF ..	19,105	6,096	..	25,201	8,989	744	22	222	191	640	567	1,429	182	030	610	539	1361	282	WF.
Totals	64,586	23,848	12,391	100,825	28,514	2,888	99	1,215	988	2,026	2,296	5,436	235	030	482	547	1294	1,434	F.
General charges	..	..	..	..	..	..	..	..	..	..	..	828	..	..	..	..	197	..	..
Totals	64,586	23,848	10,921	99,355	..	..	..	..	..	..	..	6,264	..	..	..	..	1491	..	..
												61†	..	..	..	..	..	..	..
												6,203	..	..	..	..	..	..	..

\* Mileage run by engines performing work-train services for Maintenance Branch "working-expenses" classifications.

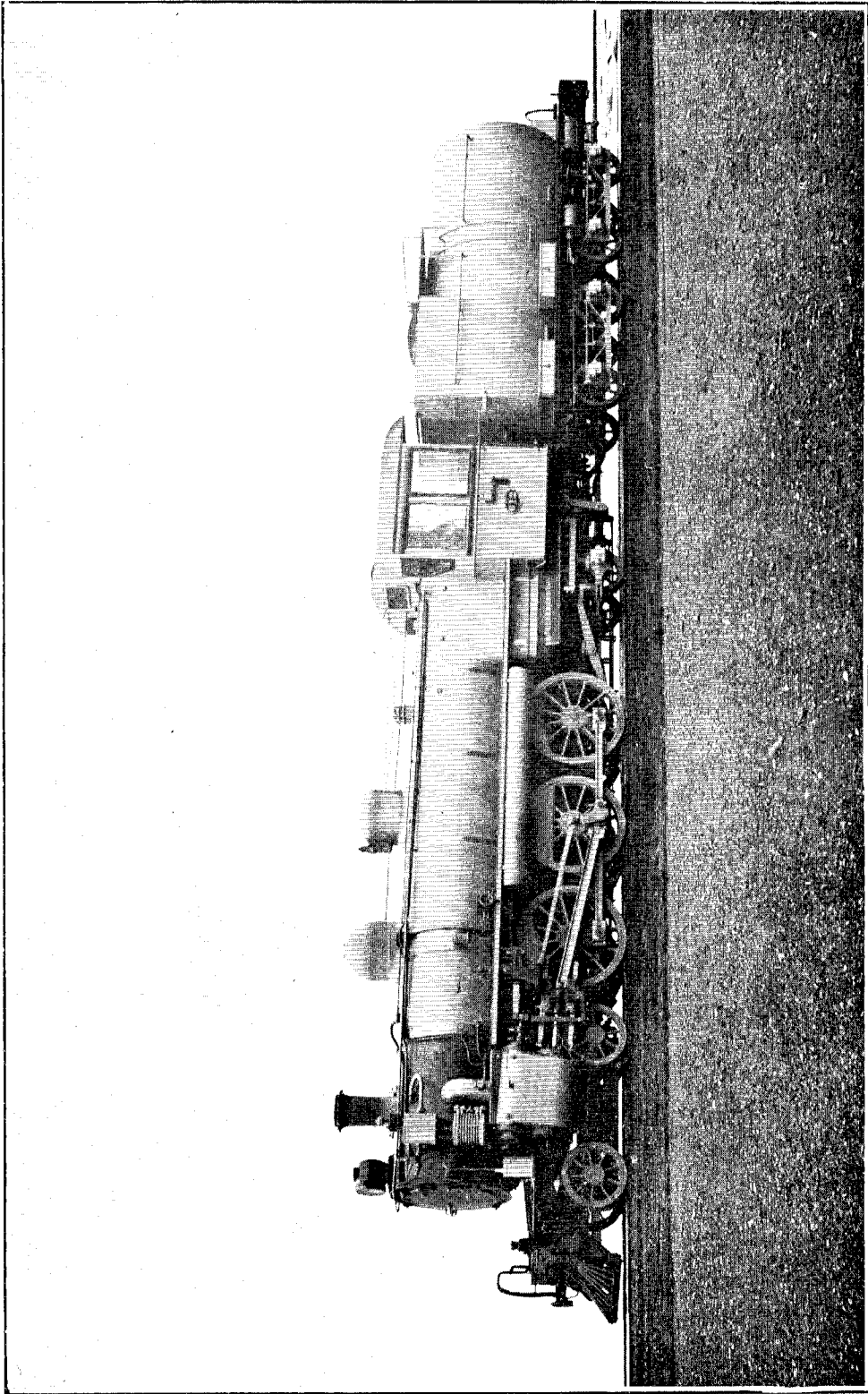
† Credits for same from Maintenance Branch.





CLASS "W," SIMPLE SUPERHEATED TANK ENGINE, 4-6-4 TYPE.

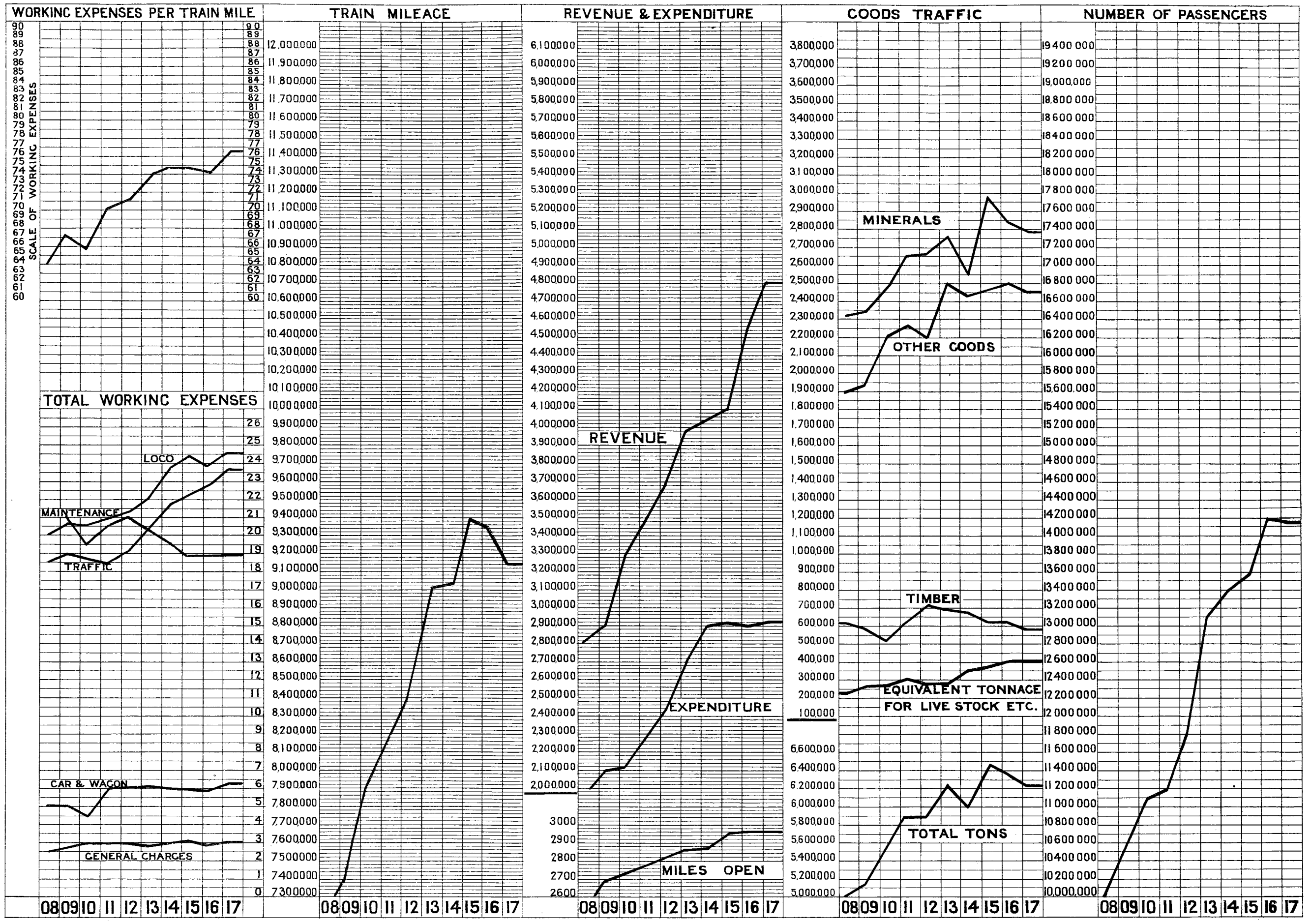
For heavy suburban trains, and for working heavy gradients on North Island Main Trunk line. Built in New Zealand Government Railway Workshops. Diameter of coupled wheels, 4 ft. 6 in.; cylinders, 17 in. by 26 in.; working-pressure, 200 lb. per square inch; tractive-power, 22,250 lb.; weight in working-train, 64 tons.



CLASS "A.B." SIMPLE SUPERHEATED TENDER ENGINE, 1-8-2, "PACIFIC TYPE."

Built in New Zealand Government Railway Workshops. Diameter of coupled wheels, 4 ft. 6 in.; cylinders, 17 in. by 26 in.; working-pressure, 180 lb. per square inch; water capacity, 3,500 gallons; tractive power, 20,000 lb.; weight in working-trim, 79 tons. Designed to run on all lines.

# NEW ZEALAND GOVERNMENT RAILWAYS





# NEW ZEALAND RAILWAYS

NUMBER OF ENGINES & TRACTIVE POWER, NUMBER OF CARRIAGES & SEATING ACCOMMODATION, NUMBER OF WAGONS & CARRYING CAPACITY. IN USE FROM 1907 TO 1917

YEAR	ENGINES TRACTIVE POWER, LBS.								
	1 MILLION	2 MILLION	3 MILLION	4 MILLION	5 MILLION	6 MILLION	7 MILLION	8 MILLION	9 MILLION
1907	N° OF ENGINES 398 3,993,028								
1908	410 4,516,250								
1909	452 5,162,237								
1910	465 5,459,621								
1911	478 5,725,125								
1912	493 5,976,376								
1913	513 6,317,810								
1914	534 6,754,663								
1915	557 7,252,676								
1916	585 7,927,305								
1917	607 8,406,606								
YEAR	CARRIAGES SEATING ACCOMMODATION								
	10 THOUSAND	20	30	40	50	60	70	80	90 THOUSAND
1907	N° OF CARRIAGES 966 40,470								
1908	1002 42,861								
1909	1116 46,722								
1910	1140 47,842								
1911	1166 49,035								
1912	1212 51,286								
1913	1282 53,819								
1914	1363 57,458								
1915	1397 59,013								
1916	1452 61,895								
1917	1480 63,433								
YEAR	WAGONS CARRYING CAPACITY (IN TONS)								
	0 THOUSAND	25	50	75	100	125	150	175	200 THOUSAND
1907	N° OF WAGONS 14,279 1,075,850								
1908	15,142 1,172,550								
1909	16,120 1,280,310								
1910	16,853 1,350,880								
1911	17,663 1,427,790								
1912	18,140 1,487,130								
1913	19,130 1,584,470								
1914	19,845 1,667,370								
1915	20,816 1,766,260								
1916	21,554 1,843,500								
1917	21,940 1,890,640								

Percentage of increase, 1907 to 1917:—

Engines, 52.51 per cent.

Tractive power, 110.53 per cent.

Percentage of increase, 1907 to 1917:—

Carriages, 53.21 per cent.

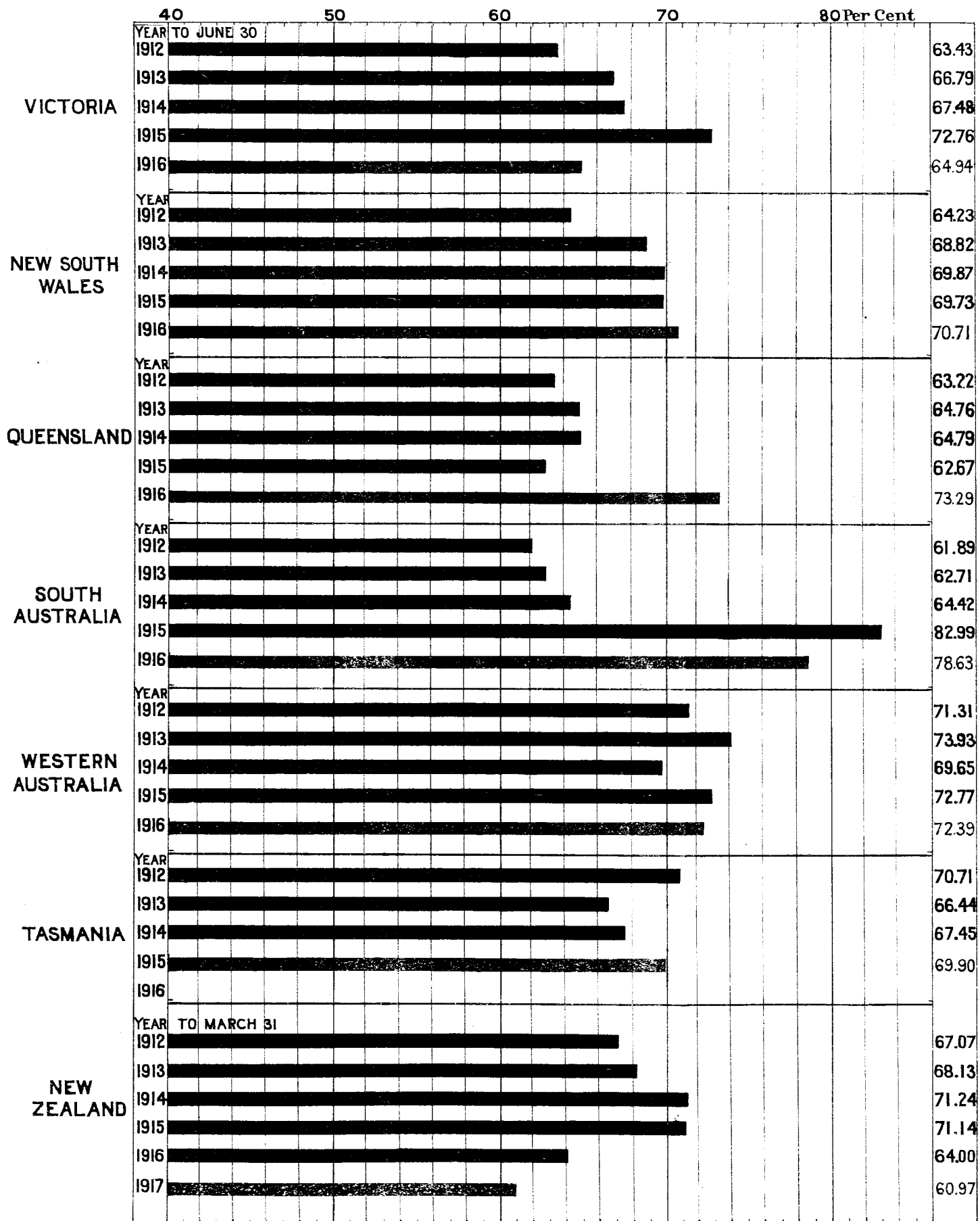
Seating-accommodation, 56.74 per cent.

Percentage of increase, 1907 to 1917:—

Wagons, 53.65 per cent.

Carrying-capacity, 75.73 per cent.

**GOVERNMENT RAILWAYS OF AUSTRALASIA.**  
**COMPARATIVE STATEMENT**  
**PERCENTAGE OF WORKING EXPENSES TO EARNINGS**  
**1912 TO 1917**



**GOVERNMENT RAILWAYS OF AUSTRALASIA.**  
**COMPARATIVE STATEMENT**  
**PERCENTAGE OF NET EARNINGS TO CAPITAL**  
**1912 TO 1917**

