

SESSION II.
1918.
NEW ZEALAND.

RAILWAYS STATEMENT.

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

MR. SPEAKER,—

In presenting the Railways Statement for the year ended 31st March, 1918, I have pleasure in announcing that, notwithstanding the conditions existing throughout the whole year, the gross receipts amounted to £4,687,700, an advance of £487,700 on the estimated revenue.

The following gives a summary of the results compared with the previous year :—

	Year 1918. £	Year 1917. £
Total earnings	4,687,700	4,800,810
Total expenditure	3,042,907	2,926,864
Net profit on working..	<u>£1,644,793</u>	<u>£1,873,946</u>

The mileage of lines open for traffic on the 31st March was 2,993. The following extensions were opened during the year :—

	M.	ch.
Matawai-Motuhora	4	62
Waiuku Branch	5	0
Whangamomona-Kohuratahi..	4	50
Raetihi Branch	8	38

The capital cost of all lines opened for traffic, including the steamers and plant on Lake Wakatipu, advanced from £35,378,664 to £36,001,432.

The net revenue (£1,644,793) is equal to a return of 4·60 per cent. on the capital invested in the lines open for traffic, and 4·24 per cent. on the capital (£38,798,163) invested in the opened and unopened lines.

The gross receipts per train-mile from the North Island main line and branches were 150·25d., against 123·00d. last year, an increase of 27·25d. The South Island main line and branches produced a gross return of 149·25d., against 124·75d. last year, an increase of 24·50d.

The gross earnings per train-mile for all lines amounted to 150·50d., against 125·75d. for the previous year, an advance of 24·75d. per train-mile.

The expenditure for the year (£3,042,907) was £116,043 more than the previous year, and £99,407 over the estimate, £2,943,500.

The percentage of working-expenses to earnings was 64·91 per cent., against 60·97 per cent. last year, an increase of 3·94 per cent.

The sum of £202,130 was expended under the head " Additions to Open Lines " in providing additional rolling-stock, tarpaulins, workshops machinery, Westing-house brake, steam-heating gear, interlocking, telegraph, telephone, and tablet facilities, purchase of land, &c.

During the year 21 new locomotives, 9 carriages, 4 brake-vans, and 149 wagons, and 100 tarpaulins were completed and put into traffic; and 15 locomotives, 38 carriages, 12 brake-vans, 175 bogie and 875 four-wheeled wagons, and 950 tarpaulins were in hand on the 31st March.

RESULTS OF WORKING.

The following is a summary of the results of working for the year ending 31st March, 1918, as compared with 1917:—

PARTICULARS.	Year ended 31st March.	
	1917.	1918.
Total miles open for traffic	2,970	2,993
Average miles open for year	2,970	2,977
Capital cost of opened and unopened lines	£38,187,173	£38,798,163
Capital cost of open lines	£35,378,664	£36,001,432
Capital cost per mile of open lines	£11,912	£12,029
Gross earnings	£4,800,810	£4,687,700
Working-expenses	£2,926,864	£3,042,907
NET PROFIT ON WORKING	£1,873,946	£1,644,793
PERCENTAGE OF PROFIT TO CAPITAL INVESTED	5·30	4·60
PERCENTAGE OF WORKING-EXPENSES TO EARNINGS	60·97	64·91
Earnings per average mile open	£1,619	£1,578
Working-expenses per average mile open	£987	£1,023
NET EARNINGS PER AVERAGE MILE OPEN	£632	£555
Earnings per train-mile	d. 125·75	d. 150·50
Working-expenses per train-mile	76·63	97·54
NET EARNINGS PER TRAIN-MILE	49·12	52·96
Passengers, ordinary	14,173,115	11,408,156
Season tickets	355,832	322,487
Goods tonnage	5,826,265	5,373,136
Live-stock tonnage	412,908	369,832
Train-mileage	9,146,331	7,468,646
Locomotives	607	624
Passenger-cars	1,480	1,488
Wagons and brake-vans	22,380	22,517

With a view to mitigating to some extent the disabilities under which the lower-paid members of the Railway service labour in respect of the enhanced cost of living, a war allowance at the rate of £15 per annum was granted to married members of the First Division in receipt of salaries not exceeding £220 per annum, and 1s. per day to all married members of the Second Division. These allowances became operative on the 9th December, 1917, and are in addition to the war bonus granted on the 1st April, 1916, to members of the Railway staff in receipt of not more than £315 per annum and still in operation. The actual expenditure involved in the allowance and bonus is £230,034.

The volume and movement of railway business were detrimentally affected by the retardation of overseas shipping consequent on the war conditions. Our local manufacturers were unable to procure essential materials from abroad, freezing-works and stores were blocked, and the movement of live-stock and the products of other staple industries were restricted, and the result is reflected in the railway receipts for the year.

The year has been one of exceptional difficulty to the Department, but the same policy has been carried out as was inaugurated at the commencement of the war. That policy may be stated in the following terms: (1) To release for duty at the front as many fit men as possible among the employees of the Department, consistent with carrying on the absolutely essential business of the Dominion; (2) to satisfy the requirements of the Defence Department with respect to transport of men and stores with promptness and despatch; (3) to transport to the various ports of the Dominion as quickly as possible all munitions of war and foodstuffs purchased by the Imperial Government, and all other goods required for the maintenance and support of the Allied Armies or peoples; (4) to maintain a strong financial position; (5) subject to the above conditions, to give the best service possible to the people of the Dominion. In order to carry out the first item of the policy it was found imperatively necessary to curtail railway services. Accordingly, all non-essential train services, especially those for pleasure or recreation, had to be eliminated, and the travelling-facilities generally considerably reduced. All essential business has, however, been carried on without serious inconvenience or loss. I would further point out that even if there had been no shortage of staff due to releasing men for war purposes, the serious shortage of coal during the year under review would have compelled an elimination of those train services that were non-essential.

When travelling-conditions in New Zealand are compared with the real hardships imposed on the users of the railways in the Homeland in order to liberate men for military services the restrictions imposed in the Dominion sink into comparative insignificance. It is pleasing to record that the majority of the users of our railways have been patriotic and public-spirited enough to regard such inconveniences as they have had to suffer as a war service rendered to the Empire.

I do not anticipate that any material improvement will take place in the shipping during the current year, and am constrained, therefore, to take a conservative view in forecasting the revenue and expenditure for the year ending the 31st March, 1919. Having regard to the existing circumstances I estimate the revenue at £4,725,000, and the expenditure at £3,244,231.

With reference to the financial position, I am pleased to be able to say that the position is excellent, as will be seen from a study of the tables attached to this report. The interest earned on capital invested, though not quite so high as that of the previous record year, is very good, and compares favourably with the returns shown in the Australian States. A study of the comparative statements on page iv will show that the financial results of the working of the New Zealand railways during the war period are superior in nearly every respect to those of the railways of the Australian States. During the year under review the whole of the war bonus granted in the previous year was charged against the working-expenses of the Department, instead of being paid by the Treasury out of a separate fund, as in the previous year. This amount and that portion of the allowance to married men previously mentioned which came into the financial year added a sum of about £230,000 to the expenditure of the year under review. To meet this extra expenditure a 10-per-cent. increase was made on fares and freights, with certain exceptions, which increase came into operation on the 25th November, 1917. Certain anomalies of long standing with respect to freights were also adjusted. The greatest care has been taken to strictly limit the expenditure upon new works, additions to buildings, &c., and I regret to say that many reasonable requests from users of the railways for improvements have had to be refused in consequence. The addition of the bonus and allowances for married men, and the enormous increase in the cost of materials, as shown in detail in the General Manager's report, made an increase in expenditure inevitable, despite the utmost care. Notwithstanding these facts, the total increase in gross expenditure in four years of the war from the 31st March, 1914, to the 31st March, 1918, is only £162,584, which is not a large sum considering the bonus given and the increase in the price of material, and compares very favourably with the increases in gross expenditure in such States as New South Wales, Queensland, and South Australia.

Notwithstanding the fact that prudence and the exigencies of the moment impel me to make a conservative estimate for the ensuing year, I desire to again emphasize the desirability of making adequate provision to enable the scheme of works outlined in the General Manager's special report of 1914 to be commenced as soon as it is practicable to obtain men and materials and pushed on vigorously until finished. Unless this is done it is obvious, from the development that has taken place in the railway traffic despite the four years of war conditions, that very serious congestion of business will inevitably occur as soon as normal conditions are again restored.

I desire to place on record my sincere appreciation of the loyal and valuable services rendered by the Railway staff during a year of exceptional difficulties.

SUPERANNUATION FUND.

The total amount standing to the credit of the Government Railways Superannuation Fund at the end of the financial year was £373,098, a decrease of £4,487 on the balance to the credit of the fund on the 31st March, 1917. The gross income for the year was £123,927 6s. 6d., and the outgoing amount £128,414. Of the latter sum £95,971 represented grants to 1,046 members of the service who have retired voluntarily or have been retired medically unfit, and 280 widows and 377 children who are dependants on deceased contributors to the fund who were members of the service at the time of their death. The income from the actual contributions of members totalled £81,250, or £17,074 less than the estimated annual liability.

The receipts are, however, augmented by the Government subsidy of £25,000, and amounts received by way of interest on funds invested and fines imposed under the regulations, and a donation : these amounted to £17,678.

STATEMENT SHOWING THE FINANCIAL RESULTS OF WORKING ON THE NEW ZEALAND RAILWAYS FOR THE LAST FOUR YEARS.

Year.	Net Revenue.	Interest on Cost of Open Lines.	Percentage Working-expenses to Earnings.	Net Earnings per Train-mile in Pence.
	£	£ s. d.		
1914-15	1,185,002	3 10 7	71·14	30·21
1915-16	1,637,473	4 14 4	64·00	42·00
1916-17	1,873,946	5 5 11	60·97	49·12
1917-18	1,644,794	4 12 0	64·91	52·96

COMPARATIVE STATEMENT SHOWING THE FINANCIAL RESULTS OF WORKING ON THE AUSTRALASIAN RAILWAYS FOR THE LAST FOUR YEARS (TAKEN FROM THE LATEST OFFICIAL RECORDS).

Percentage of Net Earnings to Capital.

Year.	New Zealand.	Victoria.	New South Wales.	Queensland.	South Australia.	Western Australia.	Tasmania.
1914-15	3·53	2·00	3·60	4·03	1·81	3·30	2·10
1915-16	4·72	3·13	3·45	2·72	2·40	3·37	2·07
1916-17	5·30	3·86	3·50	2·17	3·06	2·46	1·04
1917-18	4·60	4·18	4·10	1·55	...	...	...

Percentage of Working-expenses to Earnings.

Year.	New Zealand.	Victoria.	New South Wales.	Queensland.	South Australia.	Western Australia.	Tasmania.
1914-15	71·14	72·76	69·73	62·67	82·99	72·77	69·90
1915-16	64·00	64·94	70·71	73·29	78·63	72·39	71·44
1916-17	60·97	63·83	70·59	78·14	75·89	77·15	84·92
1917-18	64·91	63·82	66·34	84·75	...	...	...

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

SIR,— N.Z. Government Railways, Head Office, Wellington, 31st October, 1918.

I have the honour to report on the working of the New Zealand railways for the financial year ended 31st March, 1918.

The total mileage of lines open for traffic at the close of the year was 2,993 miles, an increase of 23 miles, which represents extensions opened for traffic during the year. These were—

	M.	ch.
Matawai-Motuhora	4	62
Waiuku Branch (Paerata-Patumahoe)	5	0
Raetihi Branch (Ohakune Junction - Raetihi)	8	38
Whangamomona-Kohuratahi	4	50
Total	22	70

The capital invested in the lines open for traffic, including the plant and steamers on Lake Wakatipu, on the 31st March was £36,001,432, as against £35,378,664 for the previous year, an increase of £622,768.

This represents cost of construction of new sections of railway taken over from the Public Works Department, £307,277; expenditure on new works chargeable against Capital Account under Additions to Open Lines, £200,162; Railway Improvement Authorization Act, 1914, £111,721; and £3,608 expended on railways and wharves in the Greymouth and Westport districts.

The gross receipts amounted to £4,687,700, against £4,800,810 for the previous year.

The net revenue, £1,644,793, is equal to a return of 4·60 per cent. on the capital invested in the lines opened for traffic, and 4·24 per cent. on the total capital invested in the opened and unopened lines.

The train-mileage for the year (7,468,646 miles) was 1,677,685 miles less than the preceding year. Passenger and mixed trains decreased 1,264,710 miles, and goods-trains 412,975 miles.

The reduction on the North Island main lines and branches was 984,000 miles, and in the South Island 693,000 miles, due to drastic curtailment of services and severe restriction of goods traffic for three weeks in April and May, 1917, under the coal-saving time-table, and by a reduced service brought into operation on the 14th May, 1917, for the purpose of enabling the Department to continue releasing drafts of men for service with the military forces at the front. The curtailment of trains under the staff-saving scheme was less drastic than under the coal-saving time-table, but it nevertheless involved the suspension of one through express train each way between Auckland and Wellington, and between Christchurch and Invercargill; reduction of week-day suburban services; the discontinuance of Sunday suburban trains, and abolition of all excursion trains and trains to and from racecourses, sports meetings, picnics, &c., and limiting the hours during which the lines would be open so as to avoid night shifts as far as possible. The decrease in the goods-train mileage is due partly to the falling-off in goods and live-stock traffic, and partly to economy resulting from grade easements and the use of larger engines.

Train services were disorganized by floods and slips, involving in some cases suspension of trains and serious delays in others.

On the 28th May floods in South Otago and Southland affected nearly all lines south of Mosgiel. In consequence through traffic was suspended on the 28th, 29th, and 30th May, but on the 31st idem all the principal lines were again open for traffic, but some of the smaller branches were not cleared until the 2nd June.

On the 11th June, on the Gisborne line, slips caused a blockage between Mahaki and Otoko, passengers having to be transferred. Further slips and washouts occurred on the 13th and 14th June, from the 2nd to the 15th August, and from the 5th to the 8th March.

From the 12th to the 14th June traffic was suspended between Napier and Hastings owing to heavy floods. The mail-train was able to get through to Napier on the evening of the 14th June.

From the 14th to the 17th June traffic on the Foxton line was interrupted through floods between Foxton and Rangiotu.

A subsidence of the Kaipara line near Wellsford on the 16th July caused interruption of traffic till the 21st idem.

On the Whangarei Section the line was blocked near Hukerunui on the 8th and 9th August through floods.

On the 11th and 13th September the Midland line was blocked by slips between Avoca and Staircase.

Traffic on the Outram Branch was disorganized on the 27th and 28th September owing to floods, and on the 9th and 10th October it was again blocked by further floods.

Owing to damage to the bridge at Waitahu the weekly trains between Reefton and Inangahua Junction were suspended from the 29th September to the 13th October.

Traffic on the Rewanui line (Westland Section) was interrupted on the 8th, 22nd, and 27th October by slips.

On the 1st January heavy floods on the Westland Section interrupted the traffic on the Reefton, Rewanui, and Otira lines. By the afternoon of the 2nd January ordinary traffic was resumed except on the Rewanui line, where, on account of the coal-bins having been destroyed by a slip, a reduced time-table was in operation till the end of January.

Damage to bridges by floods caused a suspension of the ordinary traffic between Hope and Brightwater, on the Nelson Section, from the 19th to the 30th March inclusive. Traffic was maintained by trains on each side of the break, and passengers transferred by road to make the connection.

Washouts occurred at Taringamotu on the 11th January and 11th February, at Otane on the 11th January; and floods on the Kingston line on the 20th March, and Switzers Branch on the 21st March.

The following figures, which give the record of the late arrivals of the principal trains during the year, indicate that, despite the difficulties experienced in connection with slips and other unforeseen circumstances, the trains have, as a whole, run well up to time:—

				Average Late Arrival	
				Min.	Min.
Long-distance passenger-trains	..	..	..	3.14	against 2.38 last year.
Suburban trains	..	..	..	0.62	„ 0.36 „
Long-distance mixed trains	..	..	..	4.34	„ 3.10 „

The number of ordinary passengers carried during the year was 11,408,156, a decrease of 2,764,959. Season tickets issued numbered 322,487, a decrease of 33,345. Workers' twelve-trip tickets numbered 58,130, a decrease of 33,779. Workers' weekly suburban tickets numbered 205,139, an increase of 4,836.

The decrease in the passenger traffic is attributable to cancellation of all excursion fares, reduction of train services, and the curtailment of travelling facilities for pleasure and non-essential purposes, as war measures to release staff for service abroad, and to conserve coal and material.

The goods and live-stock tonnage was 5,742,968, a decrease of 496,105 when compared with the previous year. The decreases are as follows:—

Cattle	...	...	...	...	...	40,635 head.
Sheep	...	...	...	...	...	749,813 „
Pigs	...	...	...	...	...	17,641 „
Timber	...	...	...	...	...	55,644 tons.
Minerals	...	...	...	...	...	214,947 „
Other goods	...	...	...	...	...	182,538 „

The decrease in cattle was chiefly in the North Island. Sheep, however, increased by 135,800 head in the North and decreased by 885,600 in the South Island. The season generally was unfavourable for fattening stock, but the falling-off in the business is attributable mainly to the freezing-works being glutted consequent on inability to obtain a sufficiency of ships to meet the requirements of export-meat trade. Although the freezing companies increased their storage, the shortage of shipping resulted in congestion of the stores, retarding the operations, and reduced the capacity of the works.

The timber trade has been hampered by the shortage of labour and shipping, which has interfered with the export trade.

The mineral traffic was affected by labour trouble at the coal-mines in the early part of the year, by the difficulty in securing a sufficiency of shipping for the importation of coal from Australia in the usual quantity, and by the restriction of roadwork causing a reduction in the quantity of road-metal carried.

The decrease in other goods may be attributed to the shortage of shipping. The imports and exports at all the principal ports show a falling-off when compared with last year.

The average number of men employed during the year was 13,002, against 13,708 for the previous year.

Thirteen members of the Second Division were promoted to the First Division; 896 members of the permanent staff resigned, 67 retired on superannuation, 196 died, 109 were dismissed, and 523 engaged.

The sum of £15,877 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 21 new locomotives, 9 bogie cars, 4 bogie brake-vans, and 149 wagons. Of the new engines added to the stock, 14 were built in the Government Railway Workshops, and comprised 7 simple superheated tender engines, Class AB, 2 heavy suburban tank engines, Class WAB, and 5 heavy tank engines, Class Ww. Seven simple superheated heavy tender engines, Class BB, were completed under contract with Messrs. A. and G. Price (Limited), of Thames. Three second-hand tank engines were sold, and 1 tank engine was condemned. One car and 16 wagons were sold and written off, and 692 tarpaulins were condemned, written off, and replaced with a similar number of new tarpaulins.

The rolling-stock actually on order and in hand at the end of the year comprised 15 locomotives, 38 cars, 12 bogie brake-vans, 175 bogie and 875 four-wheeled wagons. Owing to the difficulty in obtaining material the work has been considerably retarded, and the prospects for the near future in the matter of obtaining construction material from abroad are not encouraging.

During the year 512 modern car, van, and wagon axles were substituted for the old iron type, increasing the carrying-capacity of each vehicle by 2 tons.

The 21 additional locomotives taken in conjunction with boiler-renewals of locomotives in service has increased the tractive power by 4.41 per cent. The new wagons give an additional capacity of 2,547 tons, equivalent to an addition of 425 ordinary 6-ton trucks, or 1.35 per cent. in carrying-capacity.

The permanent-way structures, buildings, and appliances have been efficiently maintained. 13½ miles of track were relaid during the year with new 70 lb. material. This is, however, much below the fixed standard, owing to the difficulty in obtaining material and the necessity for conserving the stock to meet any emergencies that may arise. A contract has been entered into for the supply of rails, but the prospect of an early delivery is not promising. 93,480 new sleepers and 164,807 cubic yards of ballast were replaced in the track during the year.

The difficulty experienced in obtaining material has retarded the work of strengthening the bridges, and the removal of the restrictions as to the use of the heavier type of locomotives on certain portions of the main lines has in consequence had to be deferred.

A considerable number of improvements have been made in the accommodation at various stations. Interlocking and signal appliances have been extended; water-services, sidings, station yards, and dwellings have been enlarged or improved to suit requirements. Fixed signals have been installed at 9 additional stations, and 15 stations have been equipped with distant signals in addition to previous equipment of home signals. Distant signals have now been erected at all stations where home signals were provided on the North and South Island main lines from

Auckland to Bluff. Of the total number of officered stations, 305 are equipped with fixed signals, 97 are interlocked, and 90 have yet to be dealt with. This important work has been carried out under considerable difficulties owing to scarcity of labour and materials, but its completion increases the safety of the everyday operations.

Special switch-locks have been fitted at 11 additional stations during the year. The electrical tablet system is now operating at 376 stations, controlling 1,657 miles of single track, and the lock-and-block system operates over 43 miles of double line.

The railway telegraph and telephone systems were extended during the year, and now comprise 281 Morse sets, 1,633 telephones, 280 electric bells, 2,606 miles of poles, and 7,077 miles of wire. Automatic warning-bells have been installed at 7 additional level crossings, making a total of 30 crossings so equipped.

Electric lighting has been installed at a number of stations, workshops, railway dwelling-houses and offices.

REVENUE.

The gross revenue for the year amounted to £4,687,700, a decrease of £113,110 when compared with last year's earnings, but £487,700 above the estimated revenue. The particulars are as follow:—

	1918. £	1917. £
Passengers, ordinary	1,663,922	1,717,847
Season tickets	138,675	155,201
Parcels, luggage, and mails	254,110	243,832
Goods	2,465,241	2,498,862
Miscellaneous, rents, &c.	165,752	185,068
	<u>£4,687,700</u>	<u>£4,800,810</u>

The gross receipts per train-mile for all lines were 150·50d., as against 125·75d. for the previous year, an increase of 24·75d. per train-mile.

The North Island main line and branches produced 150·25d. per train-mile, against 123·00d. for the preceding year, an increase of 27·25d.

The South Island main line and branches gave a return of 149·25d., against 124·75d. last year, an increase of 24·50d. per train-mile.

The earnings from the Lake Wakatipu steamers amounted to £6,810, a decrease of £374 on last year's earnings.

The net earnings per average mile of railway open for traffic was £555, against £632 last year, a decrease of £77.

The net revenue, £1,644,793, was equal to a return of 4·60 per cent. on the capital invested in the lines open for traffic (£36,001,432), and 4·24 per cent. on the capital invested in the open and unopened lines (£38,798,163).

EXPENDITURE.

The working expenditure for the year, including £7,664, the cost of working the Lake Wakatipu traffic, amounted to £3,042,907, an excess of £116,043 over the expenditure for last year. The ratio of expenditure to earnings was 64·91 per cent., against 60·97 per cent. for the preceding year, an increase of 3·94 per cent.

	Expenditure.		Per Cent. of Revenue.	
	1917-1918. £	1916-1917. £	1917-1918.	1916-1917.
Traffic	954,142	904,318	20·38	18·87
Locomotive	1,245,470	1,176,647	26·61	24·54
Maintenance	710,655	720,840	15·18	15·04
Management	124,976	118,457	2·67	2·47
	<u>3,035,243</u>	<u>2,920,262</u>	<u>64·84</u>	<u>60·92</u>
Lake Wakatipu steamers	7,664	6,602	0·07	0·05
	<u>£3,042,907</u>	<u>£2,926,864</u>	<u>64·91</u>	<u>60·97</u>

The expenditure for 1917-18 includes the war bonus granted to the staff in 1916 and the extra war allowance granted to the lower-paid married members of the service, operative from the 9th December, 1917. The war bonus for the year 1916-17, which amounted to £189,606, was, as mentioned in last year's statement, charged to a special vote, and was not included in the working-expenses for that year; whereas this year that amount, as well as the war allowance of £34,000, has been charged against working-expenses. The war bonus and allowance are estimated to cost £350,000 per annum.

The increased expenditure in the Traffic Branch, Head and Departmental Offices, resulted mainly from regulation scale increases under the Classification Act, and the war bonus and allowance granted to the members of the staff.

The increase in the Locomotive Branch is due to increases in wages, war bonus, and war allowances, and the 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 the previous year, this being due to inability to obtain rails and other materials for carrying out works authorized, consequently the works are in abeyance meantime. The expenditure per mile of railway was £239, as against £244 for last year.

The sum of £53,049 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, additions to workshops, tablet installation, telegraph and telephone facilities, interlocking of points and crossings, deviations and duplications, additions to wharves, and purchase of land.

In the Locomotive Branch £149,081 was expended in the provision of additional rolling-stock, Westinghouse brake, steam-heating gear, and workshops machinery. The rolling-stock in respect of which the charges were incurred under the head "Additions to Open Lines" included 20 locomotives, 9 carriages, 4 brake-vans, 30 bogie and 107 four-wheeled wagons completed on the 31st March, and 15 locomotives, 37 carriages, 12 brake-vans, 175 bogie and 849 four-wheeled wagons incomplete but in hand on that date.

As mentioned in last year's report, the operations in both the Maintenance and Locomotive Branches are greatly retarded owing to the difficulty in obtaining materials from abroad in fulfilment of orders given at various periods before and since the war commenced, with the result that a number of important works for which authority has been given have had to be held in suspense until material and labour can be obtained.

RAILWAY REFRESHMENT-ROOMS.

During the year the running of dining-cars on the express trains was discontinued, and with a view of meeting the requirements of the travelling public the Department took over the refreshment-rooms at Mercer, Frankton Junction, Marton, Palmerston North, and Hawera in the North Island, and Ashburton and Oamaru in the South Island. In addition, a refreshment-room was opened at Christchurch, and the Dunedin room was also reopened during the Christmas and Easter holiday periods. This alteration has increased the capacity of each train on which dining-cars were previously run by one passenger-car, thereby providing accommodation for additional passengers. At the same time a total of 16 cars were released for fitting up as ordinary passenger-vehicles, providing immediate seating-accommodation for 500 passengers. Haulage charges were saved, and the public requirements in respect to meals better met.

FUTURE RAILWAY REVENUE AND EXPENDITURE.

The restrictions on overseas shipping created by war conditions materially affected the volume and movement of railway traffic. Manufacturing industries were unable to obtain essential materials from abroad, and freezing-works and stores became glutted with meat and other local products for export. Although additional storage-space was provided by some of the freezing companies, the margin between the normal and increased accommodation was insufficient to counterbalance the loss of room resulting from want of ships.

Passenger traffic was also affected by the falling-off in the number of overseas passengers arriving at and departing from New Zealand. The absence of so many young men on military service, and restrictions to travel imposed under the coal- and staff-saving time-tables have also had an adverse effect on the passenger business.

Shortage of labour and inability to procure essential materials from abroad have seriously restricted the operations of manufacturing and other important local industries. This condition is reflected in the decline of the railway-goods business.

There has been a further hardening of prices in essential railway materials, and it is impossible at the present juncture to form any opinion as to when this condition will alter. The extent to which the expenditure of the Railway Department is affected by the present prices will be apparent from a perusal of the following figures, which give the pre-war prices of 1914 and the rates ruling to-day for the same material:—

Material.	Rates.		Increased Cost to Railway Department at Normal Rate of Consumption.
	1914.	1918.	
	£ s. d.	£ s. d.	£
Canvas for tarpaulins, per yard	0 1 1	0 5 2	24,500
Spring steel, per ton	11 15 0	60 0 0	6,600
Steel plates, per ton	8 10 0	84 0 0	28,400
Bar iron, per ton	10 0 0	24 0 0	23,600
Cotton-waste, per ton	30 0 0	70 0 0	5,000
Boiler-tubes, per foot	0 0 5	0 2 1	27,200
Galvanized iron, per ton	14 0 0	80 0 0	19,100
Pig-iron, per ton	4 0 0	16 0 0	24,200
Drawbar springs, each	0 5 0	0 10 3	2,500
Copper plate, per ton	90 0 0	236 0 0	3,400
Copper ingot, per ton	80 0 0	135 0 0	6,600
Tin ingot, per ton	170 0 0	300 0 0	2,200
Gasmaking-oil, per gallon	0 0 10½	0 1 11¼	3,600
Valve-oil, per gallon	0 1 11	0 3 0	1,400
Castor-oil, per gallon	0 2 9	0 5 3	8,000
Linseed-oil, per gallon	0 3 0	0 7 8	5,600
Carbide of calcium, per ton	14 0 0	64 0 0	7,000
			£198,900

Although the foregoing statement does not by any means exhaust the list of materials used by the Department in carrying out its everyday operations, it represents an additional year expenditure of £198,900 per annum. There are many other lines of material used in large quantities in railway workshops the prices of which have advanced in practically the same ratio as those in the examples given above. While the present unsettled conditions exist it is practically impossible to forecast with any certainty to what extent the railway expenditure will be affected by the end of the year and afterwards.

PRICE OF COAL.

In common with other commodities the price of coal for locomotive purposes has materially advanced during the year. The increased expenditure for West Coast coal (including steamer freights) delivered at main ports, such as Wellington, on the railway consumption of 150,000 tons per annum, was £30,000; on Newcastle coal it was £36,500; and on lignites it was £7,000.

Assuming that no further advance is made in the price of coal, the increased cost to the New Zealand railways on locomotive coal (lignite, West Coast and Newcastle) for the year ending 31st March, 1919, will be about £200,000 greater than it was at the 31st March, 1914, the cost (including freight) having in the interval risen by 62 per cent.

COAL SHORTAGE.

The difficulty in obtaining coal for locomotive purposes has been most acute throughout the year, and on more than one occasion the Department's stock of coal on hand has been reduced to perilously low dimensions in spite of the restricted time-table. It is a fact that had the train-mileage not been reduced on account of the depleted staff, reduction on similar lines would have been forced upon the Department in order to conserve the available coal stocks.

RAILWAY IMPROVEMENTS.

The amount expended during the year in connection with works authorized by the Railway Improvements Authorization Act, 1914, and charged to capital account was £111,720.

At the outset I regarded the improvements sanctioned in the 1914 programme as urgent, and being a first step towards bringing the railways up to date and into a state of thorough efficiency. It is a matter for regret that the war conditions have precluded the possibility of obtaining sufficient funds to enable a commencement on a comprehensive scale to be made on the scheme. The practical stagnation in progress on the authorized improvements, although doubtless unavoidable on account of the war has been most disappointing to me, and the prospect of a continuation of the stagnation in respect of essential railway-works will certainly be very disconcerting and a source of grave anxiety to those responsible for the future management and working of the railways. I cannot too strongly urge the necessity of pushing on energetically with the 1914 programme at the earliest possible moment. The prosecution of these works on a large scale immediately peace conditions become re-established will open up a profitable avenue of employment to a large number of returned soldiers.

Notwithstanding the acute war conditions the gross annual earnings of the railways have increased by nearly £680,000 in the period that has elapsed since the recommendations were made in 1914. The urgent need of making arrangements to complete the scheme within five years was stressed when the scheme was promulgated, and has been referred to in the Railway Report for each succeeding year.

The five-years programme sanctioned in 1914 would, under normal conditions, now be nearing completion, and the Department and the public now be reaping the advantage of the increased facilities. It was proposed that on the completion of this programme in 1919 it should be immediately succeeded by a second five-years programme (1919-24), a steady and progressive scheme of advancement in operating facilities being necessary to enable the Department to deal adequately and economically with the inevitable development of business in a young country.

The completion of the 1914 programme cannot now be expected earlier than the year 1924. The Department will be greatly in need of the improvements embodied in this scheme as soon as the blighting effect of war has lifted from New Zealand, and unless sanction is granted for a second programme of improvements to run concurrently with the 1914 programme New Zealand Railway facilities will be insufficient to cope with the business offering in the near future. I propose to submit for consideration, on completion of my service with the Government at the termination of the current financial year, a memorandum embodying a list of additional railway-works which should be taken in hand as soon as circumstances will permit, and also dealing with certain questions in connection with railway organization and administration which, in my opinion, should in the general interests of efficiency be brought up for serious review at an early date.

RECLAMATION AT AUCKLAND.

Arrangements have been completed for the purchase of properties disturbed by the Department's scheme, and temporary arrangements made for carrying on the various works. The old engine-depot has also been removed.

The amount expended on the work during the year amounted to £60,765, bringing the total amount expended up to £362,442.

RAILWAYMEN AT THE FRONT.

At the end of last financial year it was found necessary to revise the time-table for the purpose of releasing a thousand additional railwaymen for military service. The Department has continued the practice of sending drafts into camp regularly. The number of men released for military purposes during the year was 1,250. The staff have ably seconded the efforts of the Department to meet public requirements under war conditions. Three hundred and sixty of their comrades have made the supreme sacrifice at the front. Having regard, therefore, to what they have done in the past, I am confident that they will continue to meet their obligations and zealously perform any duties devolving on them as a national service.

As a consequence of the inroads made on the staff the Department is finding it increasingly difficult to provide for the everyday requirements of the business and to do more than carry out repairs to rolling-stock and appliances. No new works of any magnitude can be undertaken, and even repair work is retarded by the difficulty of obtaining sufficient skilled labour and in some cases inability to get material.

I have, &c.,

E. H. HILEY,
General Manager.

The Hon. the Minister of Railways.

MAINTENANCE.

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

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

Owing to the difficulty in obtaining supplies of material and to the shortage of labour, much work which would otherwise have been carried out has had to be postponed till conditions are more nearly normal.

As indicated in the report for the preceding year, relaying has had to be curtailed further. A contract has been entered into for the supply of rails, but there does not appear to be much prospect of delivery being made in time, or of suitable labour being available, to allow of much being done in the ensuing year towards overtaking arrears of relaying.

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 with new 70 lb. materials	Miles. 13½
Branch lines, 40 lb. relaid with new 55 lb. material	.. .. .
Branch lines relaid with second-hand material removed from main line	.. .. .
Total relaying for the year	13½

Sleepers.—93,480 new sleepers were used in renewals during the year.

Ballasting.—164,807 cubic yards of ballast were placed in the track during the year. The scarcity of labour and reduction of work-trains has curtailed the amount of work done.

Slips and Floods, &c.—Following the damage caused by floods and slips in the early part of the year in the Auckland district, further damage occurred in the Kaipara, Whangarei, and Kaihu localities.

Floods and slips in the Central, Wanganui, and Wellington districts were not very serious.

The long-continued wet weather in the Gisborne district caused extensive slips and washouts, which will involve considerable reconstruction work.

In the Christchurch district slips occurred on the Midland and North Canterbury lines. About 6,000 tons of rock were deposited for river-protection on the Midland Railway.

In Dunedin district about 3,000 tons of rock were deposited to protect the foreshore at Oamaru. The railway near Puketeraki Tunnel having shown signs of weakness, it has been deviated somewhat farther from the cliffs. Extensive floods occurred in the Clutha and Catlin's district.

Considerable floods occurred throughout Southland during May. A former washout on the Mararoa Branch which had been bridged was filled in.

Fully 3,000 tons of rock have been used in river-protection works in Westland district.

Floods in the Nelson district in March caused extensive damage and considerable delay to traffic.

No effort has been spared to effect repairs promptly where damage has caused delays to traffic, and these delays have not been serious in most cases.

Bush-fires in the neighbourhood of Ohakune damaged a number of bridges.

Bridges.—These have been maintained in good condition. Owing to the difficulty in obtaining materials it has not been possible to do much in strengthening bridges for heavier engines.

Water-services.—These have been maintained in good order. Improvements have been effected at a number of stations.

Wharves.—Wharves belonging to the Department have been maintained in good repair.

Buildings.—Extensive repairs and renewals have been carried out, and a number of new buildings and dwellings have been erected to replace old buildings and those destroyed by fire.

Station-yards.—Additional accommodation has been provided, and a number of stations have been rearranged.

Railway Improvements.—Auckland District: Auckland Station—Arrangements have been completed for the purchase of properties, and temporary arrangements have been carried out. The old engine-depot has been removed. Auckland-Mercer grade-easements—Further portions of this work have been completed, and a new station combining Drury and Runciman stations is in hand. The total expenditure under Railway Improvement Account during the year was £111,721.

Additions to Open Lines.—The expenditure under this heading during the year was £53,049, the principal works being—Signalling and interlocking, block-working, telegraph and telephone facilities, &c., rearrangements, Johnsonville (part), Ashburton (part), Kakariki (part), Prebbleton, Ohakune (part), Bennett's Junction; new locomotive-depot, Picton (part); rearrangement of engine-shed yard, Christchurch (part); alterations to sidings on No. 6 wharf, Lyttelton, consequent on reconstruction by Harbour Board; locomotive workshop additions, East Town, Gisborne, Addington; improved watering facilities, &c., Palmerston North, Otaki, Raurimu; goods-shed extension, Te Kuiti; boat-landing, new wharf, Picton; improved access to stockyards, Taupiri; improved drainage, Cross Creek and Petone; provision of public station at 5½ m., Huntly-Awaroa (part); crossing siding at 24½ m., Drury-Paerata; extension of sidings, &c., Ashhurst, Waimiha, Erua, Oamaru; alterations and additions to station buildings, Invercargill and Thorndon; additional refreshment-room accommodation, Frankton Junction, Marton, Palmerston North, Christchurch, and Oamaru; accommodation for repairs to rolling-stock, Wellington; additions to Locomotive Foreman's office, Frankton Junction; installing telephones and bells in refreshment-rooms at Mercer, Frankton Junction, Marton, Hawera, Palmerston North, Ashburton, Oamaru; asphaltting floors of coal-bins, Frankton Junction; car and wagon repair shop, Woodville; oil-store, Newmarket; installing 55 ft. turn-table, Palmerston North; provision of footbridge, &c., Kioreroa Bridge, Whangarei; electric lighting, Newmarket shops (part), East Town shops, Ashburton, Heathcote, and Kaiapoi; purchase of land, Taupiri, Marton, Haywards; purchase of house and land, Wyndham.

Miscellaneous Works.—Additions and improvements amounting to £8,006, and charged to working-expenses, were carried out. The works include—Additions to station buildings, sidings, yards, &c., Petone, Ladbroke's, Maewa, Centre Bush, Kensington, Dunedin; improved lighting (electric) station buildings, cottages, &c., Mosgiel, Burnside, Te Aroha, Picton; new houses at 5½ m., Huntly-Awaroa and Waverley; hot-water services installed in twenty-four houses; engine-shed

extensions, Henderson, Paeroa, and Papakura; provision of bicycle-shed on wharf, Greymouth; improved drainage, Helensville and Westport; water-service improvements, Morrinsville, Papakura, Greytown, Outram; fire-prevention services, Bridge No. 1, Awaroa Line, and Auckland goods-sheds; provision of loading-banks, Utiku and Centre Bush; improvements and additions to fifteen cottages; luncheon-room for shed-men, Auckland; Westinghouse-brake store, Addington; refreshment-room additions, Moana and Kaitoke; underbridge, Makarewa; pathway and fencing, Cross Creek; extension of Locomotive Foreman's office, Palmerston North; accommodation for women car-cleaners, Frankton; purchase of land for yard-extension, Mercer.

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

	£
Maintenance—charged to working-expenses	710,655
New works—charged to capital	164,770
Other Government Departments, public bodies, and private parties	28,321
Total expenditure	£903,746

The maintenance expenditure charged to working-expenses amounted to £240 per mile, compared with £243 in 1916–1917, £251 in 1915–1916, and £254 in 1914–1915.

As indicated in the earlier part of this report and in previous reports, much work has had to be held over owing to lack of materials and labour. When conditions become normal the expenditure will have to be increased materially to overtake arrears.

Mileage.—The mileage open for traffic on the 31st March, 1918, was 2,992 miles 67 chains. During the year 22 miles 70 chains additional lines were opened for traffic.

Lands and Leases.—Number of leases registered during the year, 380; annual rental, £2,727 5s. 3d. Leases current at 31st March, 1918, 5,298; annual rental, £34,906 17s. Private-siding agreements registered during the year, 61; annual rental, £2,027. Private-siding agreements current at 31st March, 1918, 428; annual rental, £10,419. Proclamations taking or giving up land, 29. Total amount of compensation paid during the year for land, £57,368 7s. 6d. Miscellaneous agreements entered into, 8.

Staff.—Maintenance Branch: Working staff, 3,414; office staff, 150: total, 3,564. The staff has been considerably affected by enlistments.

SIGNAL AND ELECTRICAL.

Fixed Signals at Officered Stations.

During the year nine stations have been equipped with fixed signals, viz.: Karaka Crossing, Paerata Junction, Claudelands, Walton, Otokia, Sefton, Balcairn, Prebbleton, and Ladbroke's.

Fifteen stations have been equipped with distant signals in addition to previous equipment of home signals, viz.: Hamilton, Ruakura, Eureka, Motumaho, Kiwitahi, Matamata, Hinuera, Allanton, Henley, Waihola, Milburn, Clifton, Awarua, Greenhills, and Bluff.

Distant signals have now been erected at all stations where home signals were provided on the North and South Island main lines from Auckland to Bluff. The erection of distant signals on the Rotorua Branch is now in hand.

The total number of officered (including tablet) stations is 492, of which 305 are equipped with fixed signals, 97 are interlocked, and 90 not yet equipped.

Interlocking of Points and Signals.

The electric pneumatic installation at Dunedin has given satisfaction during the year.

The only station equipped with signalling and interlocking was Johnsonville, where a complete scheme of electrical detectors was installed.

Alterations have been made to the signalling and interlocking at Palmerston North, Woodville, Christchurch (south end), Sawyer's Bay, Greymouth, Burnside, Makarewa Junction, and Conon Street tram-crossing at Invercargill.

The following flag-station sidings and private sidings were interlocked with the tablet system during the year: Kioreroa Junction, service sidings at 13 m. 2 ch. and 22 m. 15 ch. (two), (Auckland district); service siding near Lake Road (Ohakune district); Ngaroto Station; ballast-siding near Te Awamutu; Te Mawhai Station; Kiokio Station; Te Kumi Station; Kopaki Station; Mangapehi Station; Wainiha Sawmilling Company's private siding between Wainiha and Ongarue; Te Koura Station; Taringamotu Station; ballast-pit siding at Matapuna; Manunui Station; Oio Station; ballast-pit siding near Burnham; Normanby Station (Christchurch district); ballast-pit siding near St. Andrew's; Otaio Station; Hook Station; Willowbridge Station; Invercargill Corporation's private siding at Greenhills; oyster siding at Bluff.

Special switch-locks (Wood's) interlocking the facing-points with home signals have been installed at the following eleven stations: Karaka Crossing siding, Paerata (for Waiuku Branch), Claudelands, Walton, Ladbroke's, Balcairn, Sefton, Prebbleton, Ashburton, Otokia, and Matawai.

Seventeen switch-out tablet stations have been equipped with special locking arrangements for points and signals, viz.: Karaka Crossing siding, Rangiriri, Taupiri, Te Rapa, Claudelands, Motumaho, Hangatiki, Pokako, Ohingaiti, Porewa, Bunnythorpe, Maewa, Ohau, Te Horo, Paraparaumu, Paremata, Otokia.

A foot overbridge was erected from the signal-cabin at Palmerston North to the platform, for convenience of signalmen exchanging tablets.

Total stations now interlocked, 97; tramway crossings, 7; sidings and flag stations interlocked with tablet, 127; stations where Wood's locks are installed, 257.

The expenditure for the year on signalling and interlocking works was as follows: New works, £14,426 18s. 3d.; maintenance, £16,446 0s. 6d.

Block-working (Electric Tablet).

Eight additional tablet instruments have been installed during the year.

Te Horo, Ohau, Paraparaumu, and Paremata were converted to switch-out stations.

The total mileage now equipped with tablet apparatus is 1,657 miles of single line out of 2,950 miles of single line open for traffic.

The number of tablet instruments now in use is 908, at 376 stations.

No new automatic tablet exchangers were installed. The total now in use is 345.

Lock and Block.

The electric lock-and-block system has worked satisfactorily during the year.

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

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

The insulated sections of rail at Ngahauranga have been divided and new type of relays fitted.

Alterations have also been carried out at Islington.

Telegraph and Telephone Facilities.

Seventy-one miles of new line and fifteen miles of poles have been brought into use, and improvements and additions to existing lines have been carried out.

The telephone-lines between Wellington and Lower Hutt have been converted to metallic circuit.

A new telephone-line from Wellington to Upper Hutt has been erected with metallic circuit, and the existing No. 9 Morse wire has been renewed with copper wire.

Fifty-eight connections to railway telephone circuits, seven new connections to public exchanges, and nine extensions to existing exchange telephones have been made.

Seventeen electric bells and three new Morse sets have been installed.

Total now in use are: Morse sets, 281; telephones, 1,633; electric bells, 280; miles of wire, 7,077; miles of poles, 2,606.

Electric Light and Power, &c.

Electric light has been installed as follows: Auckland, booking-office; Newmarket, locomotive workshops; Frankton, store and orderly-room; Te Aroha, one cottage; Rotorua, two cottages; East Town, locomotive workshops; Picton, station buildings, yard, wharf, and Stationmaster's house; Heathcote, station building, signals, and Stationmaster's house; Christchurch, refreshment-rooms; Kaiapoi, station building, yard, goods-shed, and signals; Ashburton, new station and yard; Belfast, station buildings.

Additions and alterations to present installations have been made as follows: Auckland, engine-depot and goods-shed; Rotorua, goods-shed; Taihape, engine-depot; Thorndon, locomotive yard and station; Lambton, station and goods-shed; New Plymouth, station-yard; Linwood, station building; Fendalton, road-crossing; Gore, Stationmaster's house.

Electric Power.

Work has been done in connection with the electrification of machinery in locomotive workshops, &c., as follows: Auckland, engine-depot and Pintsch-gas house; Newmarket, workshops and new car-shops; Thorndon, sleeping-car sheds; Picton, locomotive workshops; Addington, locomotive workshops; Outram water-supply.

Electric fans have been installed in the railway refreshment-rooms at Frankton, and in the Auckland booking-office.

Electric fire-alarms have been installed in the goods-shed and yard at Auckland, and in the new car and wagon shops at Newmarket.

Complete electric heating-apparatus for urns and for warming the dining-rooms was installed in the Frankton Junction refreshment-rooms.

Two additional electric heaters have been provided in the Railway Head Office, Wellington.

Level-crossing Automatic Alarm-bells.

Seven level crossings were fitted with automatic electric warning-bells at the following places: 156 m. 60 ch., 156 m. 63 ch., 155 m. 65 ch., 158 m. 14 ch., near Oamaru; 215 m. 66 ch., near Warrington; 202 m. 18 ch. and 203 m. 20 ch., near Tumai. The present number now in use is thirty. These bells have given satisfaction during the year.

Expenditure.

Particulars of the expenditure for the year on electric block-working, telegraph and telephone facilities, and electric power and lighting, &c., is as follows:—

New works—					£	s.	d.
Electric tablet-working	..	..	..	..	1,354	1	10
Telephone and telegraph lines	..	..	..	..	3,558	13	4
Electric light	..	..	..	..	4,714	12	9
Electric motors, &c.	..	..	..	..	6,066	5	1
Level-crossing alarms	..	..	..	..	843	6	8
					£16,536	19	8
Maintenance—							
Electric block working and telegraph and telephone facilities	..				12,652	1	1
Lines, &c., maintained by Post and Telegraph Department	..				1,753	8	6
Electric light	..	..	..	..	3,071	9	5
Electric motors, cranes, fire-alarms, level-crossing bells, &c.	..				1,025	18	2
					£18,502	17	2

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, £52,840 ; decrease, £1,125.

Passengers decreased, 4,758 ; live-stock, 7,735 ; timber, 3,488 tons, and minerals 27,093 tons.

General goods increased 4,776 tons.

Bad weather and the scarcity of labour affected the timber business. The decrease in minerals was caused by the flooding of a coal-mine for a portion of the year.

Kaihu Section.

Revenue, £7,171 ; increase, £693.

Passengers increased 788.

Timber increased 2,004 tons, minerals 201 tons, and general goods 542 tons.

Floods considerably affected traffic in the previous year.

Gisborne Section.

Revenue, £28,207 ; increase, £236.

Passengers decreased 13,822.

Live-stock increased 9,815.

Goods tonnage decreased 6,720 tons, chiefly in timber and road-metal, owing to the scarcity of labour.

North Island Main Line and Branches.

Revenue, £2,669,365 ; decrease, £13,715.

The principal items of traffic were :—

Passengers (number)	..	..	..	6,619,210 ; decrease, 1,816,965
Season tickets (number)	..	..	..	202,033 ; „ 21,011
Parcels (revenue)	..	..	..	£145,709 ; increase, 5,045
Live-stock (number)	..	..	..	3,615,139 ; „ 85,757
Goods (tons)	..	..	..	1,894,678 ; decrease, 33,941

The revenue per mile of railway decreased from £2,421 11s. to £2,398 4s. 6d., but per train-mile it increased from 10s. 3d. to 12s. 6½d.

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

Auckland.—Revenue, £972,402 ; increase, £37,951.

Passengers decreased 597,372, mainly at Auckland and the suburban stations, owing to the reduced train service. Season tickets decreased 9,683.

Parcels and luggage revenue increased £1,689.

Cattle and calves decreased 11,573, and pigs 7,092. Sheep increased 38,923.

Timber decreased 7,152 tons, and minerals other than coal 3,400 tons.

General goods increased 7,079 tons, and coal 37,174 tons.

Scarcity of labour and shipping affected the timber traffic. The increase of coal was from local mines. The season for produce was unfavourable.

Ohakune.—Revenue, £318,439 ; decrease, £3,210.

Passengers decreased 30,618, and season tickets 413.

Parcels and luggage revenue increased £1,353.

Cattle and calves decreased 13,938, and pigs 654. Sheep increased 50,930.

Timber decreased 14,597 tons.

General goods increased 6,088 tons, and minerals (road-metal) 264 tons.

Wanganui.—Revenue, £478,535 ; increase, £1,304.

Passengers decreased 173,509, and season tickets 534.

Parcels and luggage revenue increased £1,934.

Cattle and calves decreased 10,017, and pigs 2,006. Sheep increased 42,100.

Timber increased 2,747 tons—imports at New Plymouth Breakwater and Foxton.

General goods decreased 20,127 tons, and minerals 9,266 tons.

Much of the general-goods traffic is dealt with at coastal port stations. The shortage of shipping reduced both the importation of goods and the export of produce.

Wellington.—Revenue, £899,989 ; decrease, £52,760.

Passengers decreased 1,015,466, and season tickets 10,561. The decrease is due to the reduction of suburban train services, and the decrease in military and sports traffic.

Parcels and luggage revenue increased £69.

Cattle and calves increased 1,204, and sheep 971. Pigs decreased 3,621.

Timber decreased 2,406 tons, general goods 20,625 tons, and minerals 10,727 tons.

The decrease in general goods is chiefly in produce waiting shipment, and in minerals a decreased importation of coal.

Picton Section.

Revenue, £31,283 ; increase, £1,439.

Passengers decreased 14,466.

Parcels revenue increased £50.

Live-stock increased 5,373, and general goods 8,166 tons.

Timber decreased 163 tons, and minerals 1,310 tons.

The increase in general goods was due to the increased export of chaff.

Nelson Section.

Revenue, £33,068 ; decrease, £951.

Passengers decreased 10,664.

Live-stock decreased 4,471, timber 602 tons, minerals 1,290 tons, and general goods 3,498 tons.

The goods traffic, which is mainly in connection with the port, was affected by adverse shipping conditions and by a flood which caused an interruption during the last weeks of the year.

Westport Section.

Revenue, £107,811 ; decrease, £5,290.

Passengers decreased 5,170.

Timber increased 2,772 tons, minerals decreased 58,004 tons, and general goods 151 tons.

The output of coal was decreased by labour difficulties at the mines.

Westland Section.

Revenue, £154,015 ; decrease, £8,514.

Passengers decreased 29,204.

General goods increased 225 tons.

Timber decreased 6,081 tons, and minerals 74,839 tons. The decrease in minerals was caused by labour disputes and a shortage of miners.

South Island Main Line and Branches.

Revenue, £1,597,130 ; decrease, £85,508.

The principal items of traffic were :—

Passengers (number) 3,863,281 ; decrease, 864,627

Season tickets (number) 107,048 ; „ 13,094

Parcels (revenue) £93,321 ; increase, £4,297

Live-stock (number) 2,916,618 ; decrease, 898,179

Goods (tons) 1,938,349 ; „ 253,840

The revenue per mile of railway decreased from £1,198 9s. 2d. to £1,137 11s. 1d., but per train mile it increased from 10s. 4½d. to 12s. 5½d.

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

Christchurch.—Revenue, £682,326 ; decrease, £38,033.

Passengers decreased 369,328, and season tickets 6,156.

Parcels and luggage revenue increased £2,371.

Cattle and calves decreased 6,443, sheep 465,065, and pigs 3,475.

Timber decreased 23,799 tons, general goods 73,280 tons, and minerals 41,028 tons.

The decline is due to a bad season and shipping difficulties.

Dunedin.—Revenue, £565,827 ; decrease, £5,410.

Passengers decreased 321,577, and season tickets 7,245.

Parcels and luggage revenue increased £811.

Cattle and calves decreased 2,789, and sheep 206,396.

Timber increased 2,272 tons. This was for fitting out transports and building storage.

General goods decreased 26,144 tons and minerals 10,345 tons.

Invercargill.—Revenue, £348,977 ; decrease, £42,065.

Passengers decreased 173,722. There was a slight increase in season tickets.

Parcels and luggage revenue increased £1,115.

Cattle and calves increased 3,680 ; sheep decreased 218,580.

Timber decreased 4,362 tons.

General goods decreased 64,581 tons, and minerals 12,404 tons.

Scarcity of labour affected the output of timber, and the shortage of shipping the export of grain and other produce. The decrease in minerals was caused by a lessened demand for road-metal.

Lake Wakatipu Steamers.

Revenue, £6,810 ; decrease, £374.

Passengers decreased 6,071.

Live-stock increased 1,345.

Goods tonnage decreased 795 tons.

The business depends largely upon excursion traffic, and has been adversely affected by the withdrawal of cheap excursion fares.

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

Average Late Arrival of Trains, Year ended 31st March, 1918.

Year ended	Period ended													Average for Year in Minutes.	
	April 28.	May 26.	June 23.	July 21.	Aug. 18.	Sept. 15.	Oct. 13.	Nov. 10.	Dec. 8.	Jan. 5.	Feb. 2.	Mar. 2.	Mar. 31.		
Express and Mail Trains.															
March 31, 1918	..	5.92	8.66	3.72	1.60	1.27	1.82	1.43	2.43	1.85	3.46	2.19	2.4	4.18	3.14
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
Long-distance Mixed Trains.															
March 31, 1918	..	7.45	10.57	3.88	2.20	1.80	2.01	1.86	2.67	2.82	3.51	3.53	6.05	8.08	4.34
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
Suburban Trains.															
March 31, 1918	..	1.23	1.69	0.98	0.59	0.30	0.34	0.25	0.33	0.28	0.58	0.42	0.45	0.69	0.62
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

LOCOMOTIVE.

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

Locomotives.—On the 1st April, 1917, there were 607 engines in service, and on the 31st March, 1918, there were 624 engines. Three second-hand tank engines were sold, and one tank engine was condemned. These four engines were written off stock. Twenty-one new engines were added to stock, of which fourteen were built in the Government railway workshops, and comprised seven *Pacific type* simple superheated tender engines, Class AB; two heavy suburban tank engines, 4-6-4 type, Class WAB; and five heavy tank engines, 4-6-4 type, Class Ww. Seven 4-8-0 simple superheated heavy tender engines, Class BB, were completed under contract with Messrs. A. and G. Price (Limited), of Thames. The contract which this firm undertook has been now completed to the satisfaction of the Department.

In the Government railway workshops to date 186 engines have been built, and twenty-four old locomotives have been rebuilt. Five hundred and eighty-four locomotives passed through the workshops during the year, the details of work done being as follows :—

Particulars.	Number and Type.						Total.
	Four-cylinder <i>Balanced-compound</i> Tender Engines.	Tender Engines.	Tank Engines.	Fell Engines.	Single Fairlies.	Double Fairlies.	
Number passed through shops	72	204	292	5	10	1	584
Built new	..	7	7	..	..	..	14
Re-erected	..	8	5	..	..	..	13
Converted	..	2	..	..	..	..	2
Thoroughly overhauled ..	22	27	47	2	1	..	99
Heavy repairs	19	50	77	3	3	..	152
Light repairs	31	110	156	..	6	1	304
Painted	26	64	52	5	2	..	149
Paint touched up	22	90	74	..	5	..	191

Included in the above are two engines for Public Works Department and one engine for a private line.

At the close of the year there were on order in the railway workshops fifteen engines, consisting of ten *Pacific type* simple superheated tender engines, Class AB, and five heavy tank engines 4-6-4 type, Class Ww.

As the necessary material is now unobtainable the work of building new locomotives has ceased at Addington, and at Hillside the work will be completed within the next few months. Owing to material not being procurable no further contracts for locomotives can be made in the meantime.

The new locomotives added, together with boiler renewals, increased the total tractive power by 370,771 lb., or equal to 4.41 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, but as material is not now procurable no new boilers can be put in hand, and the work of repairing the older ones is a matter of increasing difficulty.

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

Description.	Number passed through Shops.	Built new.	Heavy Repairs.	Light Repairs.	New Tubes (Sets).	Tubes pieced and Second- hand (Sets).	New Firebox.	New Firebox Tube- plate.	Boilers patched.
Boilers	311	18	125	168	35	70	9	10	105

Fifteen new boilers were on order at close of year, and comprised ten Class AB and five Class Ww.

Carriages.—The stock on the 1st April, 1917, was 1,480 cars, and on the 31st March, 1918, the number was 1,488. One car was sold and written off. Nine new bogie cars were built and 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 ..	1,895	80	13	1,988
Built new	9	..	..	9
Converted	9	..	..	9
Thoroughly overhauled	81	..	..	81
Heavy repairs	886	10	..	896
Light repairs	910	70	13	993
Painted	587	7	2	596
Touched up	697	10	..	707

Thirty-eight cars were under construction in the railway workshops at close of the year, but owing to want of material the work is progressing very slowly.

Brake-vans.—The number of brake-vans on the line on the 1st April, 1917, was 440, and the number on the 31st March, 1918, was 444. Four new vans were built and added to stock.

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

Description.	Number passed through Shops.	Built new.	Thoroughly overhauled.	Heavy Repairs.	Light Repairs.	Painted.	Paint touched up.
Brake-vans	731	4	10	260	457	161	200

Twelve bogie vans were under construction at close of the year.

Wagons.—The wagon stock on the 1st April, 1917, consisted of 21,940 vehicles, and the number on the 31st March, 1918, was 22,073. Sixteen wagons were sold. One hundred and forty-nine new wagons were built and added to stock. Of this number 137 were additional stock, and the balance, twelve, was to replace wagons sold.

The carrying-capacity of wagon stock was increased by 2,547 tons, equal to 1.35 per cent., or an equivalent of 425 ordinary wagons.

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

Description.	Number passed through Shops.	Built new.	Re-erected.	Rebuilt.	Thoroughly overhauled.	Heavy Repairs.	Light Repairs.	Painted.	Paint touched up.
Wagons ..	21,712	149	12	41	62	5,090	16,358	3,563	9,029

One thousand and fifty wagons were under construction in the railway workshops at the close of year, and comprised 175 bogie and 875 four-wheel wagons, but the work is proceeding very slowly owing to want of material.

Tarpaulins.—The tarpaulin stock on the 1st April, 1917, was 17,532, and on the 31st March, 1918, the number was 17,632. One hundred new tarpaulins were made in railway workshops and added to stock; 692 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	20,658	100	692	19,866

Nine hundred and fifty tarpaulins were being manufactured in the railway workshops at the close of the year, but the shortage of canvas is seriously retarding the work.

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).	New Firebox Tube-plate.	Boilers patched.
Hand-cranes	21	8	13	5	8	..	..	..	..	..	..
Steam-cranes	25	8	17	6	7	..	3	..	..	..	2
Stationary engines	31	..	3	..	..	7	24	1	2	1	11
Pile-drivers and hoisting-engines:..	6	1	5	..	2	..	2	..	..	..	..
Pneumatic cranes	3	2	1	..	..	..	..	..	..	..	..

Axles.—During the year 512 car, van, and wagon axles were replaced with modern steel axles; this number 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, but so far only the Greymouth-Otira passenger-trains have been equipped, owing to want of material. 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 Pint ch-gas works during the year amounted to 8,137,260 cubic feet, and cost to manufacture 3s. 1·9d. per 100 cubic feet, the increase in cost of production being due principally 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 used on the Culverden–Hanmer service were sold during the year.

Rail Motor-cars.—The Thomas transmission rail motor-car was out of commission, due to repair parts not being obtainable owing to the war. The Westinghouse petrol-electric rail motor-car was withdrawn from service when the reduced time-table came into operation.

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

Renewals and Replacements. During the year three second-hand tank engines, one car, and sixteen wagons were sold; also 692 worn-out tarpaulins were condemned and written off. To replace engines and rolling-stock sold one heavy tank engine and twelve wagons were built, and 692 tarpaulins were made. To replace the balance of rolling-stock sold new vehicles are under construction.

Train Running and Mileage. There has again been a decrease in train-mileage, amounting to 1,677,685 miles, as compared with 1916–17. The decrease is due to reduced train services and the provision of more powerful engines.

The engine-mileage has decreased by 2,133,514 miles as compared with 1916–17. The decrease is principally due to the reduction in train services and the use of Class Ab engines mentioned in my last report. More of these locomotives have been built, and there are now nineteen of this type at work. These engines are now used on all express trains, and continue to give great satisfaction.

During the year the heavy tank engines referred to in last report have been regularly used between Taihape and Taumarunui on express and other trains, and have given good results. These engines on 50 per cent. less coal-consumption are doing almost equal work to the Class X compounds.

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.
1917–18	7,468,646	10,161,941	31·42	9·10	40·52
1916–17	9,146,331	12,295,455	25·02	6·27	31·29

The increase in cost per train-mile is distributed as follows :—

Branch.				Wages.	Material.	Total.
				d.	d.	d.
Locomotive	..	..	..	3·27	3·13	6·40
Car and wagon	..	..	..	2·30	0·53	2·83
Totals	..	..	..	5·57	3·66	9·23

In this increased expenditure is included the cost of fuel, which in 1917 was £348,000, or equal to 9·13d. per train-mile, while in 1918 it was £367,600, or equal to 11·81d. per train-mile; also war bonus and allowances amounting to £73,600 were charged to working-expenses. Another item was the increased percentage of non-productive mileage to train-mileage, which amounted to 1·63 per cent. over 1917, or equal to £10,467.

Material for Repair Work.—It is now becoming more difficult to obtain the necessary material for the repair and upkeep of rolling-stock, many special lines essential for this purpose being absolutely unprocurable.

General.—During the year East Town shops have been equipped with electric light, and the Newmarket shops have been electrified and the old steam-power plant dismantled.

STORES.

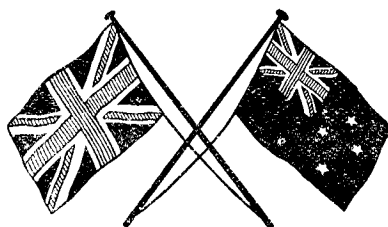
Mr. H. Baxter, Comptroller of Stores, reports as follows :—

The value of stores, material, and plant (purchased under the Railway vote) on hand at the 31st March, 1918, at the various stores, depots, and sawmills amounted to £437,788 3s. 5d., as against £392,597 13s. 8d. on the 31st March, 1917.

The value of stores on hand on account of additions to open lines amounted to £13,244 1s. 2d., as against £15,212 6s. 8d. on the 31st March, 1917.

The whole stock is in good order, has been systematically and carefully inspected, and is value 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, L. J.	Locomotive	1st Battalion, N.Z.R.B.
Ahern, R. J.	Locomotive	F Company, 9th Reinforcements.
Aldridge, A. G.	Traffic	Auckland Infantry Battalion.
Ander, E. F.	Locomotive	E Company, 8th Reinforcements.
Andrews, H. L.	Maintenance	Otago Infantry Regiment.
Andrews, J. R. D.	Locomotive	Machine-gun Section, 2nd Battalion, N.Z.R.B.
Bagnall, L. J.	Traffic	1st Battalion, Auckland Regiment.
Ballantyne, A. S.	Traffic	Otago Infantry Battalion.
Bantfield, W. H.	Traffic	3rd Battalion, N.Z.F.A.
Bannerman, E. L.	Locomotive	Wellington Infantry Battalion.
Barclay, G. L.	Traffic	1st Battalion, Canterbury Regiment.
Barnard, C. V.	Traffic	2nd Battalion, 3rd N.Z.R.B.
Barry, G.	Maintenance	1st Battalion, Canterbury Infantry Regiment.
Barry, J. P.	Locomotive	2nd Battalion, N.Z.R.B.
Bateman, H. O.	Locomotive	4th Battalion, N.Z.R.B.
Bateman, T. H.	Locomotive	1st Battalion, 3rd N.Z.R.B.
Beaton, R.	Traffic	1st Battalion, Auckland Infantry Regiment.
Beck, G.	Locomotive	2nd Battalion, N.Z.R.B.
Beckman, A.	Traffic	N.Z. Field Engineers.
Begg, A.	Locomotive	4th N.Z. Infantry Brigade.
Bennett, C. F.	Maintenance	D Company, 14th Reinforcements.
Birmingham, W.	Maintenance	3rd Battalion, Canterbury Infantry Regiment.
Blackburn, R. E.	Head Office	N.Z.F.A., 1st Brigade.
Blackie, J.	Traffic	Otago Infantry Regiment.
Blaikie, A. J.	Traffic	A Company, 16th Reinforcements.
Blaikie, S. J.	Traffic	4th Battalion, N.Z.R.B.
Blake, D. H.	Maintenance	No. 5 Company, Machine-gun Corps.
Bollinger, H.	Traffic	2nd Battalion, 3rd N.Z. Rifle Brigade.
Bond, A.	Traffic	Auckland Infantry Battalion.
Bond, R.	Traffic	C Company, 1st Battalion, 3rd N.Z.R.B.
Bowles, P. M.	Traffic	3rd Company, 2nd Battalion, Auckland Infantry Regiment.
Bowles, W. B.	Stores	2nd Battalion, 3rd N.Z. Rifle Brigade.
Boyes, A. C.	Locomotive	2nd Battalion, Otago Regiment.
Braithwaite, H. W.	Traffic	2nd Battalion, 3rd N.Z.R.B.
Brambley, P. R.	Traffic	F Company, 16th Reinforcements.
Brenner, W. L.	Traffic	Canterbury Infantry Regiment.
Brennan, L. J.	Locomotive	Auckland Infantry, 7th Reinforcements.
Brown, M. C.	Locomotive	Otago Infantry Battalion.
Brown, N. E.	Locomotive	Canterbury Infantry Battalion.
Bruce, H. S.	Locomotive	Otago Infantry Battalion.
Bryden, W. C.	Locomotive	3rd Battalion, Auckland Infantry Regiment.
Brydon, R. O.	Traffic	1st Battalion, N.Z.R.B.
Burke, D. P.	Traffic	Wellington Infantry Battalion.
Burnett, A.	Maintenance	No. 2 Company, N.Z. Engineers.
Burnett, P. J.	Traffic	1st Battalion, Auckland Infantry Regiment.
Burns, A. C.	Traffic	Wellington Infantry Battalion.
Butler, W. M.	Locomotive	A Company, 2nd Battalion, N.Z.R.B.
Cairns, R. J.	Locomotive	2nd Anzac Cycle Corps.
Cardno, G. A.	Traffic	1st Battalion, N.Z.R.B.
Carleton, A. H.	Traffic	2nd Battalion, Auckland Infantry Regiment.
Carr, E. M.	Traffic	1st Battalion, 3rd N.Z. Rifle Brigade.
Carruthers, W. T.	Traffic	1st Battalion, Otago Infantry Regiment.
Carter, R.	Traffic	Divisional Signal Corps, N.Z. Engineers.

ROLL OF HONOUR—continued.

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

Name.	Branch.	Military Unit.
Charleston, A. A.	Locomotive	Wellington Infantry Battalion, Main Body.
Christie, A.	Traffic	1st Battalion, Wellington Infantry Regiment.
Christie, W. J.	Locomotive	2nd Battalion, 3rd N.Z.R.B., 10th Reinforcements.
Chrisophers, H. H.	Maintenance	2nd Battalion, N.Z.R.B.
Clapham, H. A. G.	Locomotive	2nd Battalion, N.Z.R.B.
Clark, G.	Maintenance	2nd Battalion, Wellington Infantry Regiment.
Clark, G. K.	Traffic	10th Reinforcements, N.Z. Engineers.
Clark, H. J.	Locomotive	Otago Infantry Regiment.
Clark, J. A.	Locomotive	8th Company, 2nd Battalion, Otago Infantry Regiment.
Clark, S. G.	Traffic	Wellington Infantry Battalion.
Clayton, J.	Locomotive	Machine-gun Corps.
Cleave, J. P.	Locomotive	1st Battalion, Auckland Infantry Regiment.
Clive, P. D.	Traffic	13th Company, 2nd Battalion Canterbury Regiment.
Cloke, J.	Locomotive	4th Battalion, N.Z.R.B.
Close, P. M.	Locomotive	N.Z. Machine-gun Corps.
Cockburn, E.	Traffic	3rd Battalion, 3rd 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.
Cook, R. J.	Locomotive	Wellington Infantry Regiment.
Coote, P. S.	Locomotive	Canterbury Infantry Battalion.
Couperthwaite, P.	Maintenance	Otago Infantry Battalion.
Craw, G.	Locomotive	3rd N.Z.R.B.
Crean, P. L.	Traffic	B Company, 1st Battalion, N.Z.R.B.
Culpitt, H. W.	Maintenance	2nd Battalion, Canterbury Regiment.
Dale, A. E.	Traffic	Canterbury Infantry, 7th Reinforcements.
Dale, A. E.	Locomotive	2nd Battalion, N.Z.R.B.
Dalley, J. T.	Locomotive	1st Company, 2nd Battalion, Canterbury Infantry Regiment.
Daniels, D. B.	Locomotive	No. 4 Field Company, N.Z. Engineers.
Darragh, J. A.	Locomotive	1st Battalion, Otago Regiment.
Davidson, J. H.	Locomotive	Wellington Infantry Battalion.
Davies, F.	Traffic	D Company, 1st Battalion, N.Z.R.B.
Davis, F. E.	Traffic	1st Battalion, Otago Infantry Regiment.
Davis, L. H. M.	Traffic	1st Battalion, 3rd N.Z.R.B.
Dent, G. B.	Locomotive	12th Battery, 3rd Brigade, N.Z. Field Artillery.
Dick, H. J.	Traffic	N.Z. Field Engineers.
Dobby, G. T.	Traffic	2nd Battalion, Canterbury Regiment.
Donne, S. E.	Maintenance	Railway Operating Section, N.Z. Engineers.
Downes, T. S.	Maintenance	Otago Infantry Battalion.
Doyle, J. J.	Traffic	A Company, 9th Reinforcements.
Edwards, S. G.	Locomotive	1st Battalion, Auckland Infantry Regiment.
Egan, J. P.	Maintenance	1st Battalion, Otago Infantry Regiment.
Evans, R. D. J.	Locomotive	No. 3 Company, N.Z. Engineers.
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.
Finlayson, P.	Maintenance	No. 4 Company, Machine-gun Corps.
Ford, S. R.	Locomotive	3rd N.Z.R.B.
Forsyth, N. L.	Traffic	1st Battalion, Otago Infantry Regiment.
Fotheringham, W. L.	Locomotive	11th Reinforcements, N.Z. Engineers.
Fowler, R. G.	Locomotive	2nd Battalion, 5th Reinforcements, N.Z.R.B.
Fox, C.	Locomotive	2nd Battalion, Auckland Regiment.
Fox, J. M.	Traffic	2nd Battalion, Auckland Regiment.
French, P. W.	Locomotive	3rd N.Z.R.B.
Fry, F. L.	Traffic	D Company, 10th Reinforcements.
Galvin, G. B.	Maintenance	E Company, 13th Reinforcements.
Gambling, E. W.	Traffic	1st Battalion, Auckland Infantry.
Gardener, C.	Locomotive	2nd Entrenching Battalion.
Gilmour, F. D.	Traffic	3rd N.Z. Rifle Brigade.
Glastonbury, A. G.	Maintenance	E Company, 1st Battalion, N.Z.R.B.
Godfrey, J. A.	Traffic	1st Battalion, Canterbury Infantry Regiment.
Goodhue, C. N.	Maintenance	A Company, 8th Reinforcements.

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

Name.	Branch.	Military Unit.
Gordon, J.	Maintenance ..	4th Battalion, 3rd N.Z.R.B.
Gordon, W. E.	Locomotive ..	2nd Battalion, Otago Infantry Regiment.
Graham, John	Traffic ..	2nd Battalion, Canterbury Infantry Regiment.
Green, H. C.	Traffic ..	N.Z. Mounted Rifle Brigade, M.G. Squadron.
Guinness, W. J. P. ..	Traffic ..	C Company, 2nd Battalion, N.Z.R.B.
Hall, A. C.	Traffic ..	N.Z. Medical Corps.
Halley, W.	Traffic ..	2nd Battalion, N.Z.R.B.
Halsey, W. J.	Locomotive ..	Otago Infantry Regiment.
Hamill, C. P.	Locomotive ..	5th Battalion, N.Z.R.B.
Hamilton, A. R.	Traffic ..	2nd Battalion, Otago Regiment.
Hamilton, W.	Traffic ..	Otago Infantry Regiment.
Hansen, J. A.	Maintenance ..	D Company, 13th Reinforcements.
Harding, A. E.	Locomotive ..	1st Battalion, Canterbury Infantry Regiment.
Harding, L. C.	Locomotive ..	Otago Infantry Battalion.
Hartley, E.	Maintenance ..	1st Battalion, Canterbury Infantry Regiment.
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.
Heard, G.	Maintenance ..	3rd Battalion, 3rd N.Z.R.B.
Hedges, A. H.	Maintenance ..	Otago Infantry Regiment.
Hedlund, A. C.	Locomotive ..	2nd Battalion, Auckland Infantry Regiment.
Henderson, L. A. ..	Locomotive ..	No. 2 Field Corps, N.Z. Engineers.
Henderson, W.	Maintenance ..	2nd Battalion, N.Z.R.B.
Henry, J. W.	Traffic ..	2nd Battalion, Otago Regiment.
Hickey, E.	Locomotive ..	H Company, 12th Reinforcements.
Hilton, J. P.	Traffic ..	1st Battalion, N.Z.R.B.
Hislop, R.	Traffic ..	Railway Engineers.
Hooper, G. S.	Locomotive ..	E Company, 1st Battalion, N.Z.R.B.
Howells, I. J.	Maintenance ..	1st Battalion, Canterbury Regiment.
Hunter, A. J.	Maintenance ..	N.Z. Engineers.
Hunter, H.	Traffic ..	Otago Infantry Battalion.
Islip, E. E.	Locomotive ..	2nd Battalion, 3rd N.Z.R.B.
Jackson, A.	Locomotive ..	3rd Battalion, N.Z.R.B.
Jackson, C. P. M. ..	Traffic ..	3rd Battalion, Auckland Regiment.
Jackson, J. G.	Traffic ..	Wellington Infantry Battalion.
Jacobs, H. D.	Traffic ..	N.Z.F.A. (D.A.C.), 7th Reinforcements.
Johnston, C. G.	Locomotive ..	1st Battalion, 3rd N.Z.R.B.
Johnston, J. E.	Traffic ..	B Company, 1st Battalion, N.Z.R.B.
Jones, W. R. J.	Traffic ..	1st Battalion, Auckland Regiment.
Kelly, F. G.	Traffic ..	Otago Mounted Rifles.
Kennedy, J.	Locomotive ..	3rd Battalion, Canterbury Infantry Regiment.
Kenyon, B. D.	Locomotive ..	N.Z. Engineers, 9th Reinforcements.
Kerambrun, J. B. M. ..	Locomotive ..	1st Battalion, 3rd N.Z.R.B.
Kilburn, D. A.	Maintenance ..	Signal Section, 1st Battalion, Auckland Regiment.
Kilkenny, M. H.	Traffic ..	No. 2 Company, Machine-gun Corps.
Kimber, G.	Traffic ..	3rd Battalion, Canterbury Regiment.
Knowles, T. E.	Locomotive ..	West Riding Regiment.
Laloli, J. H.	Traffic ..	4th Battalion, N.Z.R.B.
Lambert, E.	Locomotive ..	Auckland Infantry Battalion.
Lambeth, T. A.	Traffic ..	Otago Infantry Regiment.
Lauder, O. S.	Locomotive ..	8th Company, 1st Battalion, Otago Regiment.
Lennon, G. E.	Traffic ..	1st Battalion, Canterbury Regiment.
Letford, F. E.	Traffic ..	1st Battalion, Canterbury Regiment.
Lilley, C. D.	Traffic ..	1st Company, 2nd Battalion, Canterbury Regiment.
Lindop, W. H.	Maintenance ..	B. Company, 7th Reinforcements.
Lock, B. G.	Maintenance ..	No. 3 Company, Machine-gun Corps.
Lockett, R. L. B. ..	Locomotive ..	Wellington Infantry Battalion.
McAnnalley, H. J. ..	Locomotive ..	A Company, 4th Battalion.
McArthur, A. A.	Locomotive ..	B Company, 11th Reinforcements.
McCabe, B. A.	Locomotive ..	3rd Battalion, Auckland Regiment.
McCombe, J. S.	Locomotive ..	D Company, 12th Reinforcements.
McConnell, R. J. P. ..	Locomotive ..	B Company, 2nd Battalion, 3rd N.Z.R.B.
McDonald, J.	Maintenance ..	B Company, 4th Battalion, N.Z.R.B.
McEachen, P. J.	Traffic ..	Otago Infantry Battalion.

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

Name.	Branch.	Military Unit.
McFarlane, D. S.	Locomotive	Wellington Mounted Rifles.
McGahan, C. W.	Maintenance	A Company, 3rd Battalion, N.Z.R.B.
McGee, F. N.	Locomotive	No. 1 Field Company, N.Z. Engineers.
McGinn, J. H.	Traffic	2nd Battalion, 3rd N.Z.R.B.
McGregor, J.	Locomotive	1st N.Z.R.B.
McKay, C. D.	Traffic	7th Company, 3rd Battalion, Wellington Regiment.
McKellar, D. I.	Traffic	1st Battalion, Otago Regiment.
McKinsty, 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.
McMahon, T. J.	Traffic	N.Z. Mounted Signal Troop.
McMillan, J. J. G.	Traffic	16th N.Z. Company, Imperial Camel Corps.
McMurtree, D. A.	Traffic	Otago Infantry Battalion.
McVicar, W. R.	Traffic	C Company, 19th Reinforcements.
Mace, W. H. C.	Locomotive	2nd Battalion, Auckland Regiment.
Mackay, J. R.	Traffic	D Company, 3rd Battalion, N.Z.R.B.
Magnusson, O.	Locomotive	3rd Battalion, Wellington Regiment.
Mann, S. L.	Maintenance	3rd Battalion, Otago Regiment.
Mansell, F. J.	Traffic	1st Battalion, N.Z.R.B.
Martin, C. F.	Traffic	3rd Battalion, Wellington Regiment.
Martin, J. H.	Locomotive	No. 5 N.Z. Light Railway Operating Section, N.Z. Engineers.
Masciorini, W. J.	Locomotive	C Company, 36th Reinforcements.
Massicks, E. J.	Locomotive	A Company, 9th Reinforcements.
Mather, A. B. W.	Locomotive	Wellington Infantry Battalion.
Matheson, N. M.	Traffic	2nd Battalion, Canterbury Infantry Regiment.
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.
Millar, J. S.	Locomotive	1st Battalion, N.Z.R.B.
Minifie, A.	Maintenance	3rd Battalion, Auckland Regiment.
Molloney, J. A.	Locomotive	Machine-gun Corps.
Moosman, L. J.	Locomotive	A Company, 12th Reinforcements.
Morris, E. G. M.	Locomotive	2nd Battalion, Otago Infantry Regiment.
Muirhead, J.	Locomotive	1st Battalion, Otago Regiment.
Mullany, E. J.	Traffic	4th Brigade, N.Z.F.A.
Murcott, S. G.	Traffic	Otago Infantry Battalion.
Murray, A. R.	Traffic	No. 2 Field Ambulance, N.Z.F.A.
Nankivell, A.	Locomotive	3rd Battalion, Canterbury Regiment.
Nelson, C. A.	Locomotive	E Company, 13th Reinforcements, N.Z.R.B.
O'Connor, P. M.	Locomotive	Otago Infantry Battalion.
O'Donnell, D.	Maintenance	Wellington Infantry Battalion.
O'Keefe, J.	Locomotive	C Company, 2nd Battalion, N.Z.R.B.
O'Leary, J. W.	Locomotive	3rd Battalion, Canterbury Infantry Regiment.
Olsen, N. C.	Locomotive	Otago Infantry Battalion.
Owens, J. D. H.	Locomotive	2nd Battalion, Canterbury Infantry Regiment.
Page, W. E.	Traffic	No. 4 Field Company, N.Z. Engineers.
Paget, A. W.	Traffic	N.Z.F.A., 9th Reinforcements.
Parker, W. E.	Traffic	1st Brigade, N.Z. Div. Artillery.
Parr, E. A.	Locomotive	2nd Battalion, Auckland Infantry Regiment.
Pengelly, R.	Locomotive	B Company, 3rd Battalion, N.Z.R.B.
Perry, S.	Maintenance	N.Z. Engineers.
Pilkington, J.	Locomotive	1st Brigade, N.Z.F.A.
Porritt, J. O.	Maintenance	A Company, 12th Reinforcements.
Porter, S.	Traffic	Wellington Infantry Battalion.
Potts, J. K.	Maintenance	No. 1 Stationary Hospital.
Pratt, A. M.	Head Office	A Company, 2nd Battalion, N.Z.R.B.
Pugh, F. G.	Traffic	Canterbury Infantry Battalion.
Quigley, R.	Traffic	2nd Battalion, Otago Infantry Regiment.
Radford, E. W.	Locomotive	3rd Battalion, Wellington Regiment.
Radford, L. R.	Locomotive	C Company, 7th Reinforcements.
Ramsay, R. G.	Traffic	13th Battery, 3rd Brigade, N.Z.F.A.
Rasmussen, C. L. M.	Locomotive	

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

Name.	Branch.	Military Unit.
Ravenwood, H. C.	Locomotive	1st Battalion, 16th Reinforcements.
Rendall, T. G.	Traffic	2nd Battalion, Otago Infantry Regiment.
Rennie, J.	Locomotive	Otago Infantry Regiment.
Reynolds, S.	Maintenance	Canterbury Infantry Battalion.
Rice, J.	Traffic	1st Battalion, Auckland Infantry Regiment.
Roberts, J. P.	Traffic	3rd N.Z.R.B.
Roberts, P. G.	Traffic	4th Battalion, N.Z.R.B.
Robertson, A. M.	Locomotive	1st Battalion, Otago Infantry Regiment.
Robinson, H.	Maintenance	N.Z. Field Ambulance, 2nd Battalion, N.Z.R.B.
Ross, H. L.	Traffic	1st Battalion, Wellington Regiment.
Ross, J.	Maintenance	C Company, 7th Reinforcements.
Rowland, C. K.	Locomotive	C Company, 4th Battalion, N.Z.R.B.
Rowland, J. B.	Traffic	Machine-gun Squad, N.Z.M.R.
Russell, G. E.	Locomotive	Auckland Infantry Battalion.
Samson, W.	Traffic	1st Battalion, N.Z.R.B.
Sanderson, A. R.	Traffic	2nd Battalion, Auckland Regiment.
Sandford, H. W. H.	Locomotive	2nd Battalion, Canterbury Infantry Regiment.
Sangster, W.	Maintenance	1st Battalion, N.Z.R.B.
Sangwell, W. H. P.	Traffic	1st Battalion, Canterbury Infantry Regiment.
Scannell, M.	Traffic	1st Battalion, Canterbury Infantry Regiment.
Schaw, A. H.	Locomotive	No. 2 Company, N.Z. Engineers.
Scott, A.	Locomotive	D Company, 17th Reinforcements.
Scoullar, W. A.	Traffic	3rd Battalion, 3rd N.Z. Rifle Brigade.
Selby, W. G.	Locomotive	Otago Infantry Battalion.
Shannon, E. A.	Locomotive	Otago Infantry Battalion.
Shaw, G. E.	Traffic	Auckland Infantry Battalion.
Shea, J. H.	Locomotive	3rd Battalion, Wellington Infantry Regiment.
Sherlock, A. C.	Traffic	
Short, J.	Traffic	10th Reinforcements, A.M.R.
Simmonds, W. H. R.	Locomotive	1st Battalion, Auckland Infantry Regiment.
Simpson, H.	Locomotive	2nd Battalion, Otago Infantry Regiment.
Small, C. R.	Locomotive	2nd Battalion, N.Z.R.B.
Smith, B. A.	Traffic	1st Battalion, Canterbury Regiment.
Smith, E.	Traffic	N.Z. Field Engineers.
Snelling, J. M.	Locomotive	4th Battalion, N.Z.R.B.
Snow, F. J.	Traffic	N.Z. Machine-gun Battalion.
Spowart, M. W.	Locomotive	D Company, 13th Reinforcements.
Stansell, L. B.	Traffic	4th Battalion, N.Z.R.B.
Starkey, L. E.	Locomotive	2nd Battalion, Auckland Infantry Regiment.
Stewart, W. D.	Locomotive	Otago Infantry Battalion.
Stokes, C. H.	Traffic	1st Battalion, Auckland Infantry Regiment.
Strachan, J. B.	Traffic	D Company, 8th Reinforcements.
Stuart, J.	Maintenance	1st Battalion, Otago Infantry Regiment.
Sullivan, F. J.	Traffic	N.Z. Engineers.
Sullivan, J. B.	Locomotive	1st Battalion, N.Z.R.B.
Sutherland, F. N.	Maintenance	1st Battalion, Otago Regiment.
Sutherland, F. V.	Maintenance	Auckland Infantry Regiment.
Sutherland, H.	Locomotive	11th Reinforcements, A.M.R.
Sutherland, T.	Traffic	Otago Infantry Battalion.
Syder, H. C.	Maintenance	4th Reserve Battalion, Canterbury Regiment.
Symonds, A. H.	Locomotive	3rd N.Z.R.B.
Symons, B.	Traffic	2nd Battalion, N.Z.R.B., 4th Reinforcements.
Tapsell, R. R.	Traffic	B Company, 2nd Maori Contingent.
Tawhai, H. T.	Traffic	No. 2 Platoon, 4th Maori Contingent.
Taylor, W. C.	Traffic	No. 3 Company, N.Z. Machine-gun Corps.
Taylor, J. C.	Traffic	J Company, 11th Reinforcements.
Taylor, S. A. R.	Locomotive	Auckland Infantry, 7th Reinforcements.
Thompson, M. W.	Traffic	2nd Battalion, Wellington Regiment.
Thrupp, G. E.	Traffic	8th Wellington Infantry Battalion.
Todd, J.	Locomotive	2nd Battalion, Canterbury Infantry Regiment.
Tonkin, R. E.	Locomotive	Auckland Infantry Battalion.
Trewern, H. A.	Locomotive	Otago Infantry Battalion.
Vaughan, R. P.	Traffic	2nd Battalion, N.Z.R.B.
Vile, F. C. R.	Locomotive	A Company, 3rd Battalion, N.Z.R.B.
Vincent, A. E.	Locomotive	2nd Battalion, Canterbury Infantry Regiment.

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

Name.	Branch.	Military Unit.
Wagstaff, F.	Traffic	31st Specialist Company.
Wakelin, E. T.	Traffic	4th Battalion, 3rd N.Z. Rifle Brigade.
Walinek, J.	Locomotive	Imperial Reservist.
Wallace, J. R.	Locomotive	D Company, 8th Reinforcements.
Wallace, K. J.	Locomotive	2nd Battalion, N.Z.R.B.
Walters, C.	Traffic	2nd Battalion, N.Z.R.B.
Ward, A. L.	Locomotive	Otago Infantry Battalion.
Watson, R.	Locomotive	1st Battalion, Canterbury Infantry Regiment.
Webb, W. W.	Maintenance	Auckland Infantry Regiment.
Wellings, W.	Locomotive	1st Battalion, Canterbury Infantry Regiment.
West, J. B.	Locomotive	Otago Infantry Battalion.
Westerholm, N. B. O.	Locomotive	1st Battalion, N.Z.R.B.
Wharepapa, T.	Traffic	N.Z. Maori (Pioneer) Battalion.
Whitaker, J. H.	Traffic	Wellington Infantry Battalion.
Whitehorn, S. H.	Maintenance	1st Battalion, Wellington Regiment.
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, J. A. B.	Traffic	1st Battalion, Otago Regiment.
Williams, W. E.	Traffic	F Company, 3rd Reinforcements.
Willis, E. J.	Locomotive	2nd Battalion, 3rd N.Z.R.B.
Wilson, A.	Locomotive	Otago Infantry Battalion.
Wilson, A. B. D.	Locomotive	Canterbury Regiment.
Wilson, D. M.	Locomotive	2nd Battalion, Otago Infantry Regiment.
Wilson, R.	Locomotive	2nd Battalion, Wellington Infantry Regiment.
Wilson, V. H. G.	Locomotive	N.Z.R. Battalion.
Wilton, H. O.	Traffic	Died whilst proceeding to camp.
Wood, O. J.	Locomotive	N.Z. Medical Corps.
Woodall, A. D.	Locomotive	1st Battalion, Auckland Regiment.
Wyatt, A.	Maintenance	D Company, 11th Reinforcements.
Yorston, T. E. M.	Traffic	1st Battalion, Auckland Infantry Regiment.
Young, F. G. R.	Locomotive	N.Z. Engineers.

NEW ZEALAND EXPEDITIONARY FORCES.

EMPLOYEES OF RAILWAY SERVICE WHO HAVE JOINED EXPEDITIONARY FORCES.

Abbott, J. H.	Anglin, T.	Banfield, W. H.	Begg, A.
Abbott, V.	Angove, T. J. W. F. G.	Banks, C.	Begg, I. W. D.
Abernethy, G. C.	Angus, A. J. C.	Bannerman, E. I.	Belesky, T. A.
Abrahams, H. W.	Angus, N.	Barber, W. H.	Bell, G. J.
Ackland, C. W.	Angus, P. R.	Barber, W. S. J.	Bell, J. C.
Adams, E. R.	Angus, R.	Barelay, A. J.	Bell, J. S.
Adams, W. T.	Annan, S. F.	Barelay, G.	Bell, W. E.
Affleck, K. J.	Ansell, F. T.	Barelay, G. L.	Bennett, A.
Agnew, M.	Arbuckle, E. A. B.	Barker, C.	Bennett, C. F.
Agnew, W.	Ardern, W. C.	Barker, W. E.	Bennett, J. W.
Ahern, L. J.	Arlidge, A. J.	Barker, W. G. D.	Benrose, J.
Ahern, R. J.	Armstrong, A. A.	Barlow, J. S.	Benton, E.
Aickin, F. W.	Armstrong, A. K.	Barnard, C. V.	Berkett, H. F.
Aickin, T. R.	Armstrong, D. A.	Barnes, F. G.	Bernhard, G. B.
Aiken, R. V.	Armstrong, J.	Barnes, G. R. W.	Berrill, L. M.
Aitchison, P.	Arnold, E. J.	Barnes, H.	Berry, E. D.
Aitken, C.	Arthur, L. H.	Barnes, L. C.	Berry, J. S.
Aitken, J. (casual labourer).	Arrowsmith, J. H.	Barnes, W. A.	Berry, R.
Aitken, J. (guard).	Ash, J. A.	Barnett, B. S.	Berryman, G.
Aitken, J. F.	Ash, W. J.	Barr, W. G.	Betts, P. H.
Aitken, W. I.	Ashley, A. W.	Barrett, W.	Bicknell, F. G.
Aitken, W. J.	Ashley, C. J.	Barrett, W. (Station-master).	Biggs, W. A.
Aldridge, A. G.	Ashton, C. S.	Barrett, W. E.	Billesdon, A. E.
Alington, A. L.	Askew, E. J.	Barris, W.	Billington, T. G.
Allan, A. R. L.	Askew, T. M.	Barrowman, M. F.	Bills, H. B.
Allan, C.	Astwood, J. H.	Barry, C.	Bilson, I. S. D.
Allan, L. S.	Atchison, A. J.	Barry, G.	Binsted, J.
Allen, C.	Atkins, A. P.	Barry, J. (platelayer).	Birchfield, C. D.
Allen, J.	Atkins, R. C.	Barry, J. (fitter).	Birmingham, W.
Allen, S. G.	Atkinson, S.	Barry, J. H.	Birt, A. L. J.
Allen, W. S.	Atkinson, W. L.	Barry, J. P.	Bishell, I.
Allender, L. M.	Aubrey, W. H.	Bartle, J. M.	Bishop, S. A.
Alexander, H.	Auld, H.	Barter, J. C.	Black, A.
Alexander, R. W.	Auld, W. R.	Bartlett, B. E.	Black, E.
Allison, G.	Austin, F. O.	Barton, H. A.	Black, E. R.
Alquist, F. W.	Auton, S. M.	Bashford, R. H. P.	Black, F. D.
Allright, R. S.	Avey, G. A.	Bassett, H. H.	Black, N. J.
Alves, R.	Avey, L. T.	Batchelor, H. J.	Blackburn, A. R.
Ames, H.		Bate, L. F.	Blackburn, N. C.
Amodeo, L. M.		Bateman, F. H.	Blackburn, P.
Ander, A. E.	Bagnall, L. J.	Bateman, J. E.	Blackburn, R. E.
Ander, C. L.	Bailey, A. G.	Bateman, T. H.	Blackburn, T. V.
Ander, E. F.	Bailey, L. A.	Bateman, H. O.	Blackier, J.
Anderson, C. E.	Bailey, S. J.	Battersby, R. W.	Blackie, J.
Anderson, D. D.	Baillie, F. W.	Baxter, A.	Blackmore, N. C.
Anderson, H. D.	Baillie, W. M.	Bayldon, T.	Blackmore, W. J.
Anderson, J. J.	Bainbridge, C. W.	Beardsmore, G. A.	Blackwell, W. G.
Anderson, N.	Baker, A.	Beardsmore, J. E.	Blaikie, A. J.
Anderson, P.	Baker, E. J.	Beaton, R.	Blaikie, S. J.
Anderson, S. C. R.	Baker, J.	Beaton, T.	Blair, L. W.
Anderson, W. A.	Baker, L.	Beattie, H. E.	Blair, R. A.
Anderson, W. C.	Baker, W. A.	Beauchamp, E. G.	Blair, T. R.
Anderson, W. T.	Baker, W. J.	Beaufort, H. C.	Blake, A. J.
Andrew, A. P. L.	Baldwin, R. L. W.	Beaumont, H. W.	Blake, D. H.
Andrew, L. W.	Ball, F. E.	Beck, G.	Blakely, B. W.
Andrews, A. J.	Ball, H. E.	Beck, G. M.	Bland, A. J.
Andrews, E. W.	Ballantine, D.	Beck, W. C.	Bland, S. G.
Andrews, F. W.	Ballantyne, A. S.	Beekman, A.	Blandford, C. E.
Andrews, H. L.	Ballantyne, J. M.	Beer, A. A. G.	Blanford, A. B.
Andrews, J.	Ballantyne, W. W.	Beetham, A. M.	Blomfield, L. D.
Andrews, J. R. D.	Balneaves, H. E.	Begbie, R. C.	Bluett, H. W.
			Bluett, L. L.

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

Bock, E. T.	Brockliss, F. J.	Burrell, F. L.	Carter, R.
Bode, J. R.	Brogan, W. A.	Burrell, H. E.	Carter, T.
Boesley, G. H. J.	Brookie, V. A.	Burt, O. C.	Casey, E. B.
Boeson, M. C.	Brooks, H. H.	Burt, T.	Casey, J. J.
Boggs, S. G.	Brooks, T. E.	Burton, H.	Casey, T. J.
Bolger, J. C.	Broome, H. S.	Burton, H. T.	Casey, W. P.
Bollingher, H.	Broomhall, W. W.	Burton, J. A.	Cash, H. A.
Bold, C.	Brophy, J.	Burton, J. W.	Cassels, A. Mc.
Bolton, J. W.	Brosnahan, D.	Burton, T. H.	Cassey, C. B.
Bolton, L. M.	Brosnahan, P. J.	Busby, G. H.	Cassidy, J.
Bolton, W. E.	Brough, L. H.	Bush, M. E.	Cassin, H.
Bond, A.	Broughton, D. S.	Butler, G. S.	Cathcart, W.
Bond, J.	Broughton, E. A.	Butler, G. T. W.	Cavanagh, J.
Bond, P. R.	Browett, C. G.	Butler, W. M.	Cayford, B.
Bond, R.	Brown, A. C.		Chalmers, C. I. F.
Bond, V. R.	Brown, A. H.		Chambers, A.
Bond, W. C.	Brown, C. J.	Caddigan, F. O.	Chambers, E. P.
Bonisch, E. J.	Brown, C. S.	Cahill, S.	Chambers, P. S. H.
Bonnington, F. S.	Brown, D. A.	Cain, G. J. T.	Chammen, H. F.
Booth, A. W.	Brown, D. H.	Cain, J.	Champ, C. N.
Booth, G.	Brown, E.	Cains, J. M.	Champion, J. R.
Borland, R. W.	Brown, E. O.	Cairns, A. N.	Chapman, E. J.
Borlase, W. J.	Brown, E. V. H.	Cairns, J.	Chapman, E. W. S.
Borough, J. J.	Brown, F. J.	Cairns, R. J.	Chapman, H. J. L.
Bosley, H. E.	Brown, H.	Caldwell, A. S.	Chappell, M. L.
Boswell, R.	Brown, H. C.	Caldwell, R. T.	Charleston, A. A.
Boswell, V. R.	Brown, H. G.	Callender, E. J.	Charlton, A. R.
Boustridge, F. L.	Brown, J.	Callery, J.	Chave, C. V.
Bowden, H. G.	Brown, J. E.	Callery, W. F.	Chettleburgh, J.
Bowden, J. C.	Brown, M. C.	Callick, W. S.	Childs, P. W. A. V.
Bowen, G. J. W.	Brown, N. E.	Callon, L. E.	Chisholm, L.
Bower, J. M.	Brown, R. J.	Calton, E. A.	Chitty, W. W.
Bowles, P. McL.	Brown, R. L. T.	Cameron, A. A.	Christensen, E. J.
Bowles, W. B.	Brown, W.	Cameron, C. A.	Christian, E. G.
Bowmar, A. J.	Browne, J.	Cameron, C. W. M.	Christie, A.
Bowman, J.	Brownlee, J.	Cameron, J.	Christie, J.
Bowman, R.	Brownlie, J. H.	Cameron, J. R.	Christie, W. C.
Bowman, W. F.	Bruce, H. S.	Cameron, L. D.	Christie, W. J.
Boyce, F.	Bruce, L.	Cameron, R. L.	Christopher, J. G.
Boyce, H. B.	Brunton, W. G.	Campbell, D.	Christophers, H. H.
Boyd, J. W.	Bryant, F. A.	Campbell, T. G.	Chudley, L. W.
Boyd, R. J.	Bryant, F. G.	Campbell, G. M.	Church, A. E.
Boyes, A. C.	Bryant, T.	Campbell, J.	Church, F.
Brabyn, R. G.	Bryden, W. C.	Campbell, J. G.	Church, G. R.
Bradbury, A. F.	Brydon, R. O.	Campbell, L. H.	Ciochetto, C. V.
Bradley, E. J.	Buchanan, R. L.	Campbell, M. D.	Clapham, H. A. G.
Bradley, F. S.	Buckland, C. R. C.	Campbell, R. (fireman).	Clapham, J. J. H.
Bradshaw, G. B.	Buckley, J. H.	Campbell, R. (machinist).	Clapp, W. H. E.
Brady, J. J.	Buckley, J. R.	Campbell, R. H.	Clapp, L. M.
Braidwood, C. D.	Budge, J. A.	Campbell, T.	Clapperton, G. C.
Braithwaite, H. W.	Bull, H.	Campbell, T. M.	Clark, A. J.
Brambley, P. R.	Bullen, C.	Campbell, W. A.	Clark, C. H.
Bray, A. P.	Bullock, F. J.	Campbell, W. F.	Clark, F. G.
Bray, B. R.	Bulman, J.	Campion, J. S.	Clark, G.
Bray, H.	Bulman, T. A. G.	Cannell, H. N.	Clark, G. K.
Brebner, R. B.	Burbush, L. C.	Cardno, G. A.	Clark, H. G.
Breeze, E. S.	Burdett, J.	Carleton, A. H.	Clark, H. J.
Bremner, D.	Burge, P.	Carmichael, P. M.	Clark, J. A.
Bremner, W. L.	Burke, D.	Carr, E. M.	Clark, J. B.
Brenan, A. T.	Burke, D. P.	Carroll, F. J.	Clark, M. B.
Brennan, L. J.	Burnell, T. J.	Carroll, J. D. F.	Clark, S. G.
Breslin, E.	Burnett, A.	Carroll, R. C.	Clark, W. J.
Brewin, F. C.	Burnett, P. J.	Carroll, T. J.	Clarke, A. T.
Brice, C. C.	Burnley, H. B.	Carruthers, A. K.	Clarke, D. A.
Bridges, A. G.	Burns, A. C.	Carruthers, M. T.	Clarke, W. K.
Bright, D. N.	Burns, C. R.	Carruthers, R. A.	Clay, J. O.
Bright, L.	Burns, D.	Carruthers, W. T.	Clayton, J.
Britton, E. A.	Burns, F. H.	Carson, M.	Cleary, J. J.
Broad, C. O. E.	Burns, J. J.	Carson, W. J.	Cleary, L.
Broad, T. E.	Burns, T. R. L.	Carter, G.	Cleave, F. T. R. V.

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

Cleave, J. P.	Corson, J. M.	Currie, K. A.	Dickson, H. A.
Clemens, C. C.	Corston, J. R.	Curtis, F. L.	Dickson, L.
Clements, M. G.	Cosgriff, J.	Curtis, G. M.	Diebert, R. P.
Cliffe, W. L.	Cosgriff, M.	Curtis, T. H.	Diggins, D. P.
Clingberg, W. C.	Cossins, F. E. W.	Curtis, V. A.	Dignan, P. J.
Clive, P. D.	Coster, G. W.		Dilliard, T. W.
Cloke, F. G.	Costigan, D. J. P.		Dimmock, A. R.
Cloke, J.	Costigan, P.		Dine, R. L.
Close, P. M.	Cotter, F. T. P.	Dale, Alfred E.	Dingle, E. J.
Clunan, P. J.	Cottle, S. H.	Dale, Archie E.	Dingwall, J. R.
Coad, P.	Couch, W. E.	Daley, T. P.	Diver, F.
Cobden, L. L. B.	Coughlan, J.	Dalglish, J. B.	Dobby, G. T.
Cochran, J. I. Y.	Couling, J.	Dallard, E. E.	Dobbryn, A. J.
Cochran, R. D.	Counihan, C. P. F.	Dallard, S. D.	Dobson, W. J.
Cockburn, E.	Couperthwaite, P.	Dalley, C.	Dodd, W. J.
Cockerell, A. R.	Coutts, M.	Dalley, J. T.	Dodds, J. D. V.
Cockerell, D. B.	Cowan, F. H.	Dalley, J. J. A.	Doherty, J.
Cocklin, J. E.	Cowens, R. J.	Dalley, S. M. C.	Doherty, P.
Cockroft, A. G.	Cowie, J. H.	Dalton, R. J. W.	Doidge, O. J.
Cockshott, G. A.	Cowley, A.	Dalton, T. D.	Doig, J.
Codd, R. E.	Cowley, F.	Dalzell, A.	Don, J.
Codlin, P.	Cox, A. E.	Dandy, H.	Donald, E. J.
Codling, P.	Cox, A. J.	Daniel, J.	Donaldson, A. A.
Coggins, W. A.	Coxon, T.	Daniels, D. B.	Donaldson, J. R.
Cogle, J. F.	Crabb, W. T.	Darling, J. G.	Donne, S. E.
Cole, R. S.	Crack, T. A. A.	Darragh, J. A.	Donnelly, J.
Cole, W. A.	Craighead, L.	Dash, S. H.	Dooley, J.
Coleman, J. W.	Craw, G.	Dasler, A.	Doran, W. J.
Coles, F. M.	Crawford, A. D.	Davidson, A.	Dormer, A.
Colgan, H. R. O.	Crawford, A. N.	Davidson, H.	Dormer, H. W.
Colley, W. E.	Crawford, E. J.	Davidson, J. H.	Domigan, W. J.
Collie, D. R.	Crawford, G.	Davidson, R. W.	Douglas, A. L.
Collier, H.	Crawford, H.	Davies, F.	Douglass, J. R.
Collings, W. J.	Crawford, S.	Davies, W. D.	Dow, J.
Collins, A. H.	Crawford, T.	Davis, C. T. F.	Dow, J. W.
Collins, D. J.	Crawley, J. A. M.	Davis, E.	Dowdle, W. P.
Collins, H. P.	Craze, S. F.	Davis, F. E.	Dowker, R. H.
Collins, J. J.	Creamer, S. C.	Davis, J. A.	Downes, D. E.
Colston, G. W.	Crean, P. L.	Davis, L. H. M.	Downes, G. R.
Comber, M.	Creed, P.	Davis, M.	Downes, T. S.
Condon, R. P.	Creighton, J.	Davison, J. E.	Downs, J.
Condon, W.	Cressey, M. E. G.	Dawson, A. E.	Dowsett, A. R. D.
Connell, E.	Crimins, C.	Dawson, R. S.	Doyle, J. J.
Connell, J.	Crisp, C. A. B.	Dawson, T. A.	Dray, T.
Connett, F. C. W.	Critchfield, J. V.	Day, W. H.	Dreaver, R.
Connolly, A. E.	Crocker, T. R.	DeClifford, L. J.	Drewery, L. O.
Connolly, E. J.	Crockett, R. L.	Dean, A. J.	Driver, R. T.
Connolly, L. J.	Cronin, T.	Dec, H. W. E.	Drought, P. E.
Connor, A. M.	Cross, A. C.	Deer, M.	Drummond, C. P.
Connor, B.	Crossen, M.	De Fillipi, D.	Drury, A. W.
Connor, J.	Crossen, W.	Delahoyde, W.	Dry, R.
Connor, W. W.	Crosswell, A.	Delahunty, W. J.	Duffy, A. N.
Cook, R. G.	Crouch, F. B.	Delaney, J.	Duffy, F. R.
Cook, R. J.	Croucher, A. J. H.	Delaney, N. L.	Dukes, W. H.
Cook, T.	Croucher, F. G.	Delany, R. A.	Dunbar, H. W. F.
Cooke, R. G.	Crowe, E. O.	De Lucca, F. L.	Duncan, J.
Cooke, W. F.	Cruickshank, W. H.	Dender, F. A.	Duncan, J. F.
Cooney, J.	Cullen, T.	Dent, C.	Duncan, W. M.
Cooney, T.	Culley, F. J.	Dent, G. B.	Dunlop, W. T.
Cooper, E.	Culley, J. A.	Dent, H. S. E.	Dunn, H.
Coote, P. S.	Culpitt, H. W.	Deuchrass, W.	Dunn, J.
Coppin, W.	Cummance, S. L.	Devine, J.	Dunn, S. M.
Corbett, J.	Cummings, J. S.	Devine, P. G.	Dunstan, G.
Corbett, R. S.	Cummins, G.	Devine, T. E.	Duston, C.
Corcoran, J. P. A.	Cundy, J. A. F.	Devlin, W. H.	Dwan, A. P.
Corcoran, P. J. L. H.	Cunneen, J. P.	Deyell, H. J.	Dyer, C. F.
Corder, M. L.	Cunningham, F. H.	Dick, H.	Dyer, N. T.
Cornfoot, A. J.	Cunningham, W. H.	Dick, H. J.	Dykes, W. H.
Cornfoot, G. B.	Curran, T.	Dick, W. J.	Dysart, J. A.
Cornwall, J. H.	Curnow, J. R.	Dickson, A. F.	Dysart, P. G.

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

Eadie, J.	Farquharson, W.	Forsyth, N. L.	Gembitzky, M. F. F.
Eager, J. L.	Farrell, L.	Forsyth, R.	Gibb, A.
Eagleson, R.	Farrow, W. J.	Forward, A. R.	Gibb, J. McF. B.
Earley, H. A.	Fearon, A. E.	Foster, A. A.	Gibb, R.
Ebbett, L. G.	Feasey, F. D.	Foster, E. J. (painter).	Gibbs, L. I.
Ede, A. J.	Felton, T. A.	Foster, E. J. (carpenter).	Gibbs, T. J.
Eden, J. A.	Fenton, J. N.	Foster, J. N.	Gibbs, W. C.
Edgeworth, D.	Ferguson, A. L. S.	Fotheringham, J. E.	Giblin, J. F. B.
Edmonds, A. W.	Ferguson, J. H.	Fotheringham, W. L.	Gibson, A. W.
Edwards, A. M.	Ferguson, R. (Ohakune).	Fountain, N. C. M.	Gibson, J. A.
Edwards, C. P.	Ferguson, R. (Dunedin).	Fowler, R. G.	Gibson, T. A.
Edwards, E.	Ferguson, R. W.	Fox, C.	Gifford, H. F.
Edwards, J.	Ferguson, W. F.	Fox, W. M. G.	Gilbert, J. J.
Edwards, R.	Ferrall, E. T.	Foy, J. M.	Gilbert, L. C.
Edwards, S. G.	Ferriday, J. M.	Frame, D.	Gilchrist, D. G.
Edwards, T. A.	Field, D. J.	Frame, F. S.	Gilchrist, G.
Egan, J.	Fielding, F.	Frame, G. S.	Gilding, G. H.
Egan, J. M.	Fielding, J. T.	Francis, J. A. G.	Gillespie, H. W.
Egglestone, A. R.	Finch, J. J.	Francis, W. J.	Gillick, J.
Elder, T. D.	Findlater, J. S.	Frank, J. F.	Gillon, G. R.
Eley, A. F.	Findlay, A. N.	Fraser, A. A.	Gillon, J.
Elias, D. D.	Findlay, J.	Fraser, G. F.	Gilmore, A. F.
Elliott, J.	Finlayson, A.	Fraser, G. T.	Gilmore, R. J.
Elliott, J. B.	Finlayson, K. C.	Fraser, J. C.	Gilmour, F. D.
Elliott, R.	Finlayson, P.	Fraser, W. A.	Ginnane, J.
Elliott, R. K.	Finlayson, W. A.	Fray, J. L. H.	Girven, A.
Elliott, T. H. V.	Firkin, S. S.	Freed, F. B.	Girven, E. A.
Ellis, L. M.	Firman, A. E.	Freeman, J. R.	Gjersen, E. W. H.
Ellis, R.	Firth, M. J.	French, J.	Glading, F. A. W.
Elmsley, L. A.	Fischer, O. A. E.	French, P. W.	Glasgow, H. E.
Elton, J. S.	Fisher, A. J.	Frond, J.	Glastonbury, A. G.
Elvy, G. S.	Fisher, G. H.	Fruin, F. G.	Gleeson, J.
Elvy, H. L.	Fisher, J. T.	Fruin, F. L.	Goddard, S. W.
Elvy, P. K.	Fitch, J. F.	Fry, F. L.	Godfrey, A. H. L.
Emerson, A. A.	Fitzgerald, J. G.	Fry, W.	Godfrey, A. T.
Emery, L. A. J.	Fitzgerald, J. J.	Fulbrook, E. H.	Godfrey, J. A.
Emmett, A. L.	Fitzgerald, W. J.	Fulton, H. J.	Godfrey, W. A. D.
English, C.	Fitzmaurice, G. H. B.	Furber, C. P.	Godfrey, W. G.
Ennis, W. O.	Fitzpatrick, A. F.	Furber, P.	Goff, W. C. D.
Ericson, J. F.	Fitzpatrick, D.	Furey, D. J.	Golding, J. S.
Erikson, Z. H.	Fitzpatrick, J.	Furey, J. P.	Goldsack, W. G.
Ettershank, L. R.	Fitzpatrick, T.	Furk, R. H.	Going, J.
Eustace, P. H.	Fitzsimmons, T.		Gooch, L. C. H.
Evans, D. T.	Fletcher, C. T. W.		Good, R.
Evans, J. H.	Flannagan, T. W.	Gaffney, T.	Goodall, C.
Evans, J. V.	Flannelly, P. T.	Galbraith, A.	Goodhue, C. N.
Evans, R. D. J.	Fleming, R. M.	Gall, W.	Goodhue, L. E.
Evans, Stanley.	Fletcher, E.	Gallagher, A. W.	Goodley, A.
Evans, Stephen.	Flett, J.	Gallagher, C. A.	Goodley, J. K.
Evans, T. H.	Florance, W. L.	Gallagher, E. M.	Goodman, H. L.
Evans, W. D.	Floreys, V. C.	Galvin, G. B.	Gordon, A. J.
Evenden, A. H. W.	Flynn, A. M.	Gambling, E. W.	Gordon, J.
Ewart, T.	Flynn, D. A.	Gapes, P. F.	Gordon, R. H.
Ewbank, H.	Flynn, J. D. J.	Garard, C. R. E.	Gordon, W. D.
Ewert, L.	Flynn, J. P.	Gardiner, C.	Gordon, W. E.
	Flynn, P.	Gardner, J. H.	Gordon, W. J.
Fahey, P. M.	Flugge, A. F.	Gardner, W.	Gorton, P.
Fahey, M.	Foley, W.	Garforth, C. A.	Goss, H. C. L.
Fahey, S.	Forbes, J. M.	Garlick, R. T.	Goston, L. J.
Fahy, E. W.	Ford, A. J.	Garner, A.	Gough, D.
Fail, P. G.	Ford, S. R.	Garner, J.	Govan, D. A.
Fairbairn, G.	Forde, J.	Garty, F.	Gow, R. R.
Falconer, A. D.	Forde, J. P.	Garvey, P.	Graham, F. J.
Falla, L. M.	Fordham, R. E. W.	Gavin, J. V.	Graham, J.
Fama, L. C.	Foreman, J. W.	Gavin, W. F.	Graham, L.
Fanselow, H. A.	Forrest, G. A.	Gatehouse, C. H.	Graham, W.
Fanselow, W. S.	Forrest, J. H.	Gawn, T. G.	Grammer, J.
Fanzelow, G. H.	Forrest, J. W.	Gdanitz, M. P.	Grammer, W.
Farland, C. T.	Forsey, L. J. A.	Gee, A.	Granfell, A. E.
Farnsworth, E. E.	Forster, T. H.	Gedye, A. E.	Grant, A.

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

Grant, A. G.	Hallett, N.	Hartland, J. W.	Heslin, P.
Grant, D. H.	Halley, V. E.	Hartley, D.	Heslip, W.
Grant, H. W.	Halley, W.	Hartley, E.	Hewett, M.
Grant, L. N.	Halligan, W. J.	Hartneady, J. J. M.	Hewson, J. C.
Grant, R. O.	Halpin, A.	Harvey, C. J.	Hickey, E.
Grant, W. W.	Halpin, L. G.	Harvey, H. W.	Hickey, J. D.
Grant, W. J. V.	Halsey, W. B.	Harvey, L.	Hickey, L. V.
Gray, A. F.	Halsey, W. J.	Harvey, W.	Hickey, M.
Gray, C. B.	Halverson, P. H.	Harwood, H.	Hickland, T. J.
Gray, D.	Hamblin, W. J.	Haslemore, J.	Hickman, A. C.
Gray, E. E.	Hamblyn, H. E.	Hassett, E.	Hiddlestone, J.
Gray, F. S.	Hamill, C. P.	Hastedt, K. G.	Higgins, P. C.
Gray, G. C.	Hamilton, A. M.	Hastings, N.	Higginson, N. L.
Gray, J. A.	Hamilton, A. R.	Hatch, A.	Higaret, G. H.
Greatbach, J. H.	Hamilton, A. S.	Hatton, J. E.	Hill, C. G.
Gredsell, W. J.	Hamilton, J. E.	Hatwell, F. A. L.	Hill, C. R.
Green, C. L. F.	Hamilton, J. T.	Haughton, W. V. K.	Hill, F.
Green, H. C.	Hamilton, W.	Haw, F.	Hill, G. D.
Green, J.	Hamilton, W.	Hawke, H. G.	Hill, G. H.
Green, J. G.	Hammond, H.	Hawkey, T.	Hill, H. E.
Green, S. W.	Hammond, J. C.	Hawkins, F. J.	Hill, J. E.
Green, T.	Hammond, L. J. B.	Haxton, G. W.	Hill, R. D. H.
Green, W.	Hampton, R.	Haxton, W. T.	Hill, S. R.
Greenfield, A. J.	Hanan, J. A. N.	Hay, D. A. H.	Hill, W. H. A.
Greenhalgh, E.	Hancock, A. A.	Hay, J. B.	Hill, W. P.
Greenslade, J. G.	Hancock, J.	Hay, J. D.	Hilliard, G. V.
Greenwood, E. P.	Hancock, J. H.	Haydon, A. L.	Hills, A. H.
Greenwood, S. I.	Handcock, R. A.	Hayes, A. P.	Hilton, J. P.
Greer, H. A.	Handcock, T.	Hayes, E.	Hintz, H. A. H.
Gregge, H. A. F.	Hanna, J.	Hayes, J.	Hipwell, A. C.
Greig, A. M.	Hanna, R.	Hayes, W.	Hirst, E.
Grenfell, G. C.	Hannah, A. D.	Hayles, A.	Hislop, A.
Gribble, N. W.	Hannah, J.	Hayles, R. F.	Hislop, W. A.
Grieve, J.	Hannan, W. P.	Hayward, A. R.	Hislop, W. J.
Griffin, M.	Hannigan, J. P.	Head, H. R.	Hoare, D.
Griffin, T.	Hanrahan, E.	Head, O.	Hobbs, A. J. W.
Grigg, M. H.	Hansen, H. R.	Heale, A. H.	Hobbs, R. H.
Grigg, N. C. M.	Hansen, J. A.	Healey, R.	Hoddinott, F. J.
Grinter, W.	Hanson, W. P.	Healy, M.	Hodgman, G. F.
Grose, T. S.	Harbridge, W. H.	Heap, E.	Hodgson, O. J.
Grumball, E.	Harcus, J.	Heard, G.	Hoe, J. J.
Guerin, W. B.	Hardbattle, W. J.	Heath, C. M.	Hoff, L. P.
Guinness, W. J. P.	Hardcastle, L.	Heathcote, R. E.	Hogan, G. B.
Gunn, W. G.	Hardham, W. J.	Heaton, E. D. H.	Hogan, M. J.
Gunn, J.	Hardie, A.	Hebditch, W.	Hogan, T.
Guthrie, A. H.	Hardie, R. G.	Hedge, C. G.	Hogarth, J. Y.
Guthrie, A. W.	Hardie, W. A.	Hedges, A. H.	Hogarth, W. W.
Guthrie, J.	Hardiman, W.	Hedlund, A. C.	Hogg, R. S.
Guthrie, J. P.	Harding, A. E.	Heginbotham, G. R.	Hoglund, W. O.
Guthrie, M.	Harding, L. C.	Helm, A. M.	Holland, A. E.
Guthrie, P.	Hardman, F.	Henderson, F.	Holland, E. J. L.
Guthrie, T. J.	Hardy, C. L.	Henderson, H. C.	Hollinger, A. J.
Gwilliam, G. W. A.	Hare, G. W.	Henderson, H. H.	Holmes, F. G.
Gwynn, W.	Hare, J.	Henderson, H. S. L.	Holt, J. I.
Gyllies, R. G.	Harkess, W. H.	Henderson, L. A.	Homer, P. G.
Gyton, E. S.	Harkness, E.	Henderson, M.	Hood, W. D.
	Harland, A. E. B.	Henderson, N.	Hooker, L. N.
	Harley, J. C.	Henderson, R. (labourer).	Hoole, C.
Haddock, O. H.	Harper, J.	Henderson, R. (po ter).	Hooper, G. H.
Hailwood, C.	Harper, J. L. T.	Henderson, T. J. F.	Hooper, G. S.
Hailwood, J. W.	Harper, J. W.	Henderson, T. W.	Hope, W. F.
Haire, G. W.	Harpur, W. P.	Henderson, W.	Hopkins, W. A.
Hales, R. L. P.	Harris, A. C.	Henley, J.	Hopkinson, L. V.
Haley, J. L.	Harris, A. S.	Henry, A.	Hopkirk, R. E. B.
Halkett, F. A.	Harris, E. A. H.	Henry, J. W.	Hornblow, H. H.
Hall, A. C.	Harris, J. H.	Henry, L.	Hornibrooke, W. T.
Hall, J. H.	Harris, J. P.	Henson, J. H. H.	Horrobin, F. W.
Hall, N.	Harris, T.	Henwood, A. L.	Horsnell, C.
Hall, P. F.	Harrison, G.	Herbert, S.	Horton, D. D.
Hall, W. E.	Harrison, T. A.	Herd, J. A.	Hotere, J.
Hall, W. V.	Harrison, T. H. A.	Herman, A.	Houghton, R.

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

Houliham, T.	Jamieson, W. H.	Kane, P. J.	Kirby, F. W.
Houston, W. H.	Jansen, F. A.	Katene, F.	Kirk, W.
Howard, J. A.	Jarrett, M.	Kay, H.	Kirk, L. B.
Howard, T. J.	Jarvie, W.	Kay, J. P.	Kirker, C. G.
Howden, R.	Jaspers, L.	Keane, J.	Kirkwood, G. H.
Howell, G. W. J.	Jemison, W. L.	Keane, T. D.	Kirton, T.
Howell, I. J.	Jeffery, R.	Kear, F.	Kissell, E. N.
Howell, S. C.	Jenkin, R. M.	Kearney, E.	Kissell, W. G.
Howells, I. J.	Jenkins, A. A.	Kearney, F.	Kitto, E. H.
Howie, J. A.	Jenkins, J. E.	Keat, L. I.	Knaggs, W. D.
Howie, S. G.	Jenkins, W. A.	Keats, C.	Knight, R. P.
Howie, W. A.	Jenks, F. E.	Keble, G.	Knight, S.
Howie, W. J.	Jenner, F. T. R.	Keegan, P. J.	Knights, P. W.
Howlett, L. V.	Jennings, C.	Keen, H. P.	Knights, S.
Hoy, J.	Jessen, J.	Keenan, P. St. J.	Knock, G. E.
Hubbard, C.	Jobberns, J.	Keirle, H.	Knowles, T. E.
Huckstep, L. S.	Johanson, H.	Keith, A. C.	Kookoosache, H. F.
Hudson, C. E.	Johns, F. T.	Keith, W. H.	Korner, A.
Hudson, T. H.	Johns, P. E. A.	Keleher, M.	Kummert, A. W.
Huggins, W.	Johnsen, C. S.	Kelleher, H. W.	Kunst, F. J. H.
Hughes, B.	Johnson, E. G.	Kelleher, J.	
Hughes, W.	Johnson, J. W.	Kellett, G. E.	
Hughes, W. C.	Johnson, L. S.	Kelliher, M.	La Broome, W. T.
Hunt, A. E.	Johnson, N. W.	Kelly, F. G.	Laing, R. F.
Hunt, F.	Johnson, S. H.	Kelly, L. A.	Laloli, J. H.
Hunter, A. J.	Johnson, W.	Kelly, M.	Lamb, A. D.
Hunter, E. G.	Johnson, W. J.	Kemble, A. T.	Lambert, A. H. G.
Hunter, H.	Johnston, C. G.	Kemp, R.	Lambert, E.
Hunter, W. L.	Johnston, F. C.	Kennedy, D. C.	Lambeth, T. A.
Hurley, J.	Johnston, G.	Kennedy, H. P.	Lambie, A. L.
Hurndell, A. W.	Johnston, H.	Kennedy, J.	Lammas, A. E.
Hutchings, C. R.	Johnston, J. E.	Kennedy, J. F.	Lamont, A.
Hutchins, A. R.	Johnston, J. H.	Kennedy, K. J.	Lamont, P.
Hutchison, T. D. H.	Johnston, N. F.	Kennedy, R.	Landrebe, G. H. T.
Hyland, J. J.	Johnston, P.	Kennedy, W. H.	Lang, C. H.
Hymen, C. H.	Johnston, T.	Kenny, D. J.	Langford, J. G.
Hynes, J. P.	Johnston, W. (Thorn-	Kenyon, B. D.	Langford, H.
	don).	Kenyon, G. H. S.	Lanning, E. W.
	Johnston, W. (Manure-	Keogh, D. P.	Lanyon, G. J.
	wa).	Kerambrum, J. B. M.	Larsen, J. E.
Ibbotson, H.	Johnston, W. C.	Kernick, J.	Latimer, A.
Iles, W. A.	Johnston, W. J.	Kerr, C. J.	Latimer, E. R.
Ingham, H.	Jones, C.	Kerr, C. V.	Latimer, L. H.
Ingpen, F. G.	Jones, C. B.	Kerr, E.	Lauder, O. S.
Ingpen, S. E.	Jones, D. R. R.	Kerr, L.	Laverty, E.
Ingram, C. D.	Jones, F. A. A.	Kerr, R.	Lawless, T.
Ingram, S.	Jones, F. R.	Kerr, R. J. L.	Lawlor, D.
Irving, R.	Jones, J.	Keyes, W.	Lawlor, J. W.
Irwin, E. E.	Jones, J. H.	Kidd, J. J.	Lawrence, A. G. H. D.
Islip, E. E.	Jones, J. T.	Kidson, O. L.	Lawrence, D. W.
	Jones, K.	Kiely, P.	Lawson, D. W.
	Jones, R. H.	Kiernan, H. A. D.	Lawson, J. S. M.
Jackson, A.	Jones, S. E.	Kilburn, D. A.	Lawson, T. M.
Jackson, A. E.	Jones, S. R.	Kilgour, A.	Lawson, W. B.
Jackson, A. W.	Jones, T. B.	Kilgour, W. J.	Lawton, M. R.
Jackson, C. P. M.	Jonson, A.	Kilkenny, M. H.	Leahy, C. S.
Jackson, E. S.	Jordan, S. D.	Killen, J.	Leathley, G. W.
Jackson, F.	Josland, F. W.	Kilner, F. T.	Le Brun, A. W.
Jackson, F. C.	Joyce, E. C.	Kilpatrick, D.	Lechner, H. T.
Jackson, J. G.	Joyce, J.	Kimber, G.	Leckey, J. C.
Jackson, J. T.	Judd, E. R.	King, B. F.	Le Comte, A. S. D.
Jackson, R.	Judd, G. J.	King, C. A.	Le Comte, J. P. D.
Jackson, W.	Judd, J.	King, F. E.	Le Comte, R. A.
Jacobs, H. D.	Julian, D. M.	King, F. L.	Ledingham, A. R.
Jacobson, E.	Jull, A. E.	King, G. H. F.	Ledsham, G. R.
Jaggarr, A. N.	Jull, J. A.	King, J. C.	Lee, E.
James, C.	Junge, C. R.	King, T.	Lee, E. W.
James, R. J.	Junker, C. F. R.	Kingi, I.	Lee, R. C.
Jamieson, S. W.	Jury, S. D.	Kinsella, P. T.	Leedon, A. G.
Jamieson, R. L.	Jury, V. R.	Kippenberger, L. J.	Leeves, E. L.

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

Lefevre, E. A. L.	Luks, E. F.	Marshall, G. A.	Metcalf, J. A.
Leggett, A. E.	Lumsden, R.	Marshall, J.	Methven, R.
Leigh, T. J.	Lunan, J. W. W.	Marshall, J. T.	Metrick, J. H. D.
Leishman, C.	Lundon, J.	Marshall, J. L.	Meyenberg, W. R.
Leitch, A. A. K.	Lupton, R. A.	Marshall, R.	Meynell, H. F.
Leitch, R. E.	Luscombe, C. E.	Marquet, J. D.	Meyrick, H. H. L.
Leitch, W. J.	Lyall, J. R.	Martin, A. G.	Micklewright, H.
Lennon, A.	Lynch, A. P.	Martin, A. V.	Middlemass, V. C.
Lennon, G. E.	Lynch, H. D.	Martin, B.	Middlemiss, W. T.
Le Noel, N. E.	Lynch, M.	Martin, C. F.	Middleton, W.
Lenz, W. F.	Lynch, R.	Martin, E. G.	Milburn, G. K.
Lepper, E. A. H.	Lynn, G. H.	Martin, E. R.	Milburn, R.
Lepper, J. O. H.	Lyons, D. B.	Martin, E. W.	Mildenhall, F. A.
Lepper, L. H.	Lyons, J.	Martin, F. O.	Miles, I.
Leslie, C. M. H.	Lyons, M.	Martin, G. T.	Miles, M. F.
Leslie, W.	Lyster, W. H.	Martin, G. W.	Mill, J. W.
Leslie, W. E.		Martin, H. A.	Millar, A. G. J.
Leslie, W. M.	MacArthur, J. I.	Martin, H. L.	Millar, J. S.
Letford, F. E.	Macaskill, M.	Martin, J.	Miller, A.
Levick, W. A. P.	MacCurdy, A. F. A.	Martin, J. A.	Miller, A. W. I.
Levis, G. A.	MacDonald, A.	Martin, J. H.	Miller, G. A.
Levy, J. C.	Macdonald, A. W. C.	Martin, R. R.	Miller, H. J.
Lewin, H. A.	Macdonald, E. J.	Martin, S.	Miller, W.
Lewton, E. J. G.	Mace, H. D.	Martin, W. A.	Miller, W. R.
Leydon, B. E. E.	Mace, W. H. C.	Martin, W. J.	Milliard, J. F.
Lilley, C. D.	Mack, J. J. G.	Martis, B. L.	Milligan, P. E. O.
Lilley, E. V.	Mack, W. G.	Masciorini, W. J.	Millin, D.
Lilley, O. E.	Mackay, A. J.	Massicks, E. J.	Millin, W. G.
Lilly, W. H. T.	Mackay, J.	Mason, A. G. W.	Mills, A. C.
Lindop, W. H.	Mackay, J. R.	Mason, J. K.	Mills, E.
Lindsay, F. Y.	Mackay, R. M.	Mason, S. J.	Mills, F.
Lindsay, G. L.	Mackay, W. M.	Masters, A. R.	Mills, W. B.
Lincen, J.	Mackenzie, A.	Matches, W. T.	Mills, W. G.
Linchon, C. A.	MacLachlan, R.	Mather, A. B. W.	Millward, G. R.
Lister, H. R.	Maclean, H. E.	Matheson, J. T.	Millward, L. D.
Litherland, W. J.	Macown, D. N.	Matheson, N. M.	Milne, C.
Little, H. G.	Macpherson, N. L. S.	Matheson, R. D.	Milton, A.
Little, J.	Madden, H.	Matthews, L. T.	Minifie, A.
Lloyd, D. J. L.	Madeley, S. T.	Matthewson, W. G.	Minola, D. P.
Lloyd, E. L.	Magnusson, O.	Mattingley, F. A.	Mintrom, F. H.
Lloyd, G. M.	Maher, J.	Maxwell, A. C.	Mitchell, A. M.
Lloyd, P. F.	Main, W. J.	Maxwell, D. M.	Mitchell, D. C.
Lloyd, T. E. L.	Malcon, F. J.	Maxwell, J. W.	Mitchell, G.
Lobb, C.	Male, W. H.	May, Frank.	Mitchell, J. B.
Lock, B. G.	Mallett, F. J.	May, Frederick.	Mitchell, J. J.
Lockett, R. L. B.	Malmanche, F. H. T.	May, J. G.	Mitchell, V.
Lockhart, R.	Malone, J.	Mayell, A. E.	Moar, J. A. S.
Lockie, L. W.	Malone, C. D.	Mayes, C. A.	Mochan, J. R.
Lockie, N. J.	Maloney, W. J.	Mayfield, J.	Moir, E. P.
Logie, E. H.	Mandeno, C. C.	Mayhew, J. B.	Mole, H. P.
Lok, J.	Manderson, P.	Maylett, A. T.	Molloney, J. A.
Long, H.	Manley, C. H.	Mayo, C. E.	Molloy, J. P.
Long, T.	Manly, E. G. P.	Meadowcroft, E. H.	Monro, W.
Long, W. H.	Mann, S. L.	Meade, H.	Monteith, W.
Longstaff, T.	Mann, W.	Meads, H. T.	Montgomery, G. T.
Looker, J. H.	Manning, H. G.	Meagher, J.	Moody, F. H.
Looney, T.	Manning, P. S.	Medlin, H. B.	Moody, L.
Lord, I. S.	Mansell, F. J.	Mee, J. E.	Moller, A. W.
Lorimer, H. S.	Mansfield, J.	Meehan, H.	Moon, W. G.
Louden, J.	Marks, E.	Meekin, J.	Mooney, E. M. A.
Lough, J.	Marks, S.	Meikle, T.	Mooney, J. P.
Lovatt, R. H.	Marr, R. M.	Mellor, L. W.	Mooney, T. N.
Low, A.	Marriott, P. S.	Melican, M. T.	Moorcroft, S.
Lowry, A. T. B.	Marsh, G.	Melrose, R. M.	Moore, E. S.
Lucas, E.	Marsh, J. W.	Melton, W. E.	Moore, G.
Lucas, J.	Marshall, A.	Menzies, F. W.	Moore, G. R.
Luckie, T. R.	Marshall, C. D.	Menzies, J. W. C.	Moore, J. C.
Lucy, T. M.	Marshall, D.	Menzies, S.	Moorhouse, W. C. S.
Luhrs, E. O. M.	Marshall, D. C.	Menzies, T. D. J.	Moosman, L. J.
Luhrs, J. A.	Marshall, E. J.	Merrin, P. F. J.	Morey, P. H.

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

Morgan, J. W.	McBride, J.	McGillon, M. T.	McLeod, S. E.
Morgan, W. T.	McCabe, B. A.	McGinn, J. H.	McLeod, W. V.
Moroney, E. J.	McCabe, J. P.	McGonagle, D. L.	McLeod, W. P.
Morris, A. W.	McCallum, W. A.	McGrail, C. H.	McLew, L.
Morris, E. G. M.	McCarten, F. E.	McGrath, G.	McMahon, E.
Morris, E. W.	McCarthy, D.	McGrath, H.	McMahon, T. J.
Morris, H. W.	McCarthy, Edmond.	McGrath, J.	McManus, B.
Morris, R.	McCarthy, Edward.	McGrath, P. M.	McMaster, P.
Morris, R. M.	McCarthy, J. C.	McGrath, T. C.	McMaster, R. C.
Morrissey, G. P.	McCarthy, L. R. S.	McGregor, A. J.	McMillan, A.
Morrison, J.	McCarthy, W.	McGregor, J.	McMillan, A. T.
Morrison, K.	McCarthy, W. J.	McGuire, P. V.	McMillan, J. J. G.
Morrison, L. F.	McCaughan, J. M.	Mellroy, H.	McMillan, W.
Morrison, W. H.	McCauley, J.	McInnes, A. H.	McMillan, W. C. A.
Morrow, A. F. H.	McChesney, J. F.	McInnes, J. T.	McMinn, W. E.
Morrow, J.	McCloy, D. G.	McIntosh, J. B.	McMullen, F.
Morrow, T.	McCombe, J. S.	McIntosh, L. L.	McMullen, H.
Morton, T. H.	McComish, J. D.	McIntosh, W.	McMurchie, T.
Mosley, C. C.	McConehie, A. G.	McIntosh, W. L.	McMurtrie, D. A.
Moss, H. O.	McConnachie, D. C.	McIvor, J.	McNeil, A.
Moss, T. M.	McConnell, C. D.	McIlwraith, R.	McNeil, J. D.
Motion, W. A.	McConnell, R. J. P.	McKain, E. T.	McNeil, L. A.
Mouat, F.	McCormack, F. J.	McKay, A.	McNeill, N. J.
Mouat, R. D. W.	McCormick, A. N.	McKay, A. J. L.	McNulty, J. E.
Mouritsen, H. M.	McCormick, B.	McKay, C. D.	McPeak, J. R.
Moylan, E.	McCracken, J. H.	McKay, D. O.	McPherson, G.
Moyna, E. T. J.	McCrae, A. R.	McKay, M. D.	McQuarrie, E. D.
Moynihan, D.	McCready, R.	McKay, N. O.	McQueen, J. A.
Muir, J. C.	McCready, W. J.	McKay, R. W.	McQuillan, H.
Muir, R. M.	McCreanor, J.	McKay, W. E.	McQuinn, W.
Muirhead, J.	McCrorie, H.	McKearney, M. P.	McRae, J. W. A.
Muirhead, J. W.	McCrossen, M.	McKeever, W. B.	McRae, T. M. F.
Mulcahy, M.	McCrossen, W.	McKellar, A. D.	McSherry, D.
Mulholland, G.	McCubbin, J. C. C.	McKellar, D. I.	McSwiggan, C. F.
Mullany, C. L.	McCaullough, H.	McKellar, P. A.	McTaggart, J.
Mullany, E. J.	McCullough, J.	McKenzie, A. H.	McVicar, W. R.
Mulligan, E. J.	McCullough, L. F.	McKenzie, J. T.	McWilliam, F. D.
Mullins, B. J.	McCurdy, D.	McKenzie, K.	
Mullins, C.	McDonald, C.	McKenzie, M.	
Mulroy, A. P.	McDonald, D. A.	McKenzie, W.	Nankivell, A.
Mulvihill, W.	McDonald, D. C.	McKenzie, W. L.	Nash, F.
Munn, S. D.	McDonald, E. J.	McKeown, L. B.	Naughton, J.
Munn, W. G.	McDonald, H.	McKersey, R.	Neale, J.
Munro, H. A.	McDonald, H. E.	McKie, R. G.	Needham, J. I.
Munro, P. A.	McDonald, J.	McKinnon, R. A.	Nees, W.
Murch, H. C.	McDonald, L. F.	McKinstry, L. G.	Neeson, P. J.
Murecott, S. G.	McDonald, M.	McKone, J.	Neill, C. H.
Murdoch, C. F. P.	McDonald, W.	McKone, M.	Neill, J. H. L.
Murfitt, C. L. A.	McDonald, W. J. C.	McKubre, J. M.	Neilsen, E. R. B.
Murgatroyd, W. H.	McDonnell, J. A.	McLachlan, J. D. W.	Neilson, A. L.
Murison, A. H.	McDougall, A.	McLaren, E.	Neilson, J. J.
Murphy, N.	McDougall, G. M.	McLaren, P. A.	Neilson, L.
Murphy, T.	McDougall, H. F.	McLaughlin, A. J.	Neilson, W.
Murray, A. I.	McDougall, J. M.	McLay, T. B.	Nelson, C. A.
Murray, A. R.	McDowell, J.	McLean, A. R.	Nelson, G. O.
Murray, J.	McDowell, R. J.	McLean, C. N.	Nelson, R.
Murray, P. J.	McDowell, W. G.	McLean, Felix A.	Nerheny, S.
Murray, W. J.	McEachen, P. J.	McLean, Francis A.	Nesbit, A. O.
Myerscough, R. G.	McEnirney, P. J.	McLean, G. H.	Ness, J. J.
McA'inden, C. R. M.	McErlean, J. P.	McLean, H. E.	Nevin, F. L.
McAlister, H. J.	McEwan, D.	McLean, J. Malcolm.	Newman, A. V.
McAnelly, J.	McEwin, J. J.	McLean, J. Murdock.	Newport, C. W.
McAnnally, H. J.	McFarlane, D. S.	McLean, L. D.	Newsam, C. S.
McArley, J. L.	McFarlane, H.	McLean, T. H.	Newsham, W. P.
McArthur, A. A.	McFaul, D.	McLean, A. J. W.	Newson, S. S.
McArthur, J. N.	McFaull, J. E.	McLennan, A.	Newton, A. W. H.
McArtney, A.	McGahan, C. W.	McLennan, T. F.	Newton, G.
McAuley, F. G.	McGhee, F. N.	McLeod, H. N.	Newton, H.
McAuley, F. H.	McGill, A.	McLeod, J. P.	Nichol's, C. B.
McAuliffe, W.	McGillicuddy, J. D.	McLeod, K.	Nicholls, H. M.

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

Nicholson, C. J. S.	Osborne, L. K.	Pedersen, H.	Preston, W. H.
Nicholson, E. C. E.	Osborne, M. B.	Peel, R.	Price, A. W. A.
Nicholson, H. K.	O'Shea, C.	Penberthy, B. J.	Price, C.
Nicol, L. G.	O'Shea, W.	Pengelly, R.	Price, H. R.
Nicolson, A. J.	O'Sullivan, H. J.	Penman, R. P.	Price, H. M.
Nicolson, J. N.	O'Sullivan, L. M.	Pennell, J. J.	Prideaux, W. F.
Nissen, E. C.	O'Sullivan, J. F.	Pepper, S.	Priest, A. C. W.
Nixon, F. J.	Otten, J. B.	Pepperell, R. A.	Pritchard, A. J.
Noall, R.	Otto, C.	Percival, H. R.	Pritchard, A. T.
Nobes, G. T.	Otto, W. E.	Percy, L. C. F.	Pritchard, E. H.
Noon, R. G.	Overend, W. T.	Percy, W. M.	Procter, G.
Norman, J.	Otway, R. A.	Perkins, B. J.	Proctor, N. C.
Norton, H. W.	Owens, J. D. H.	Perkins, C. A. R.	Proffit, H. C.
Norton, J. W.		Perkins, S.	Prosper, J.
Norton, W. J.		Perrow, A. W.	Prosser, J.
	Page, F.	Perry, S.	Pugh, F. G.
	Page, S.	Persson, O. E.	Pullan, J. H.
O'Brien, A. M.	Page, W. E.	Peryer, C. N.	Pullin, W. F. G.
O'Brien, D.	Paget, A. W.	Peryer, S. M.	Punch, F. W.
O'Brien, E. A.	Pallesen, N.	Petherick, H. M.	Purves, T.
O'Brien, J.	Palmer, A.	Petersen, J. D.	Pye, W. V.
O'Brien, N. W.	Palmer, L.	Petersen, P. A.	Pye, W. W.
O'Brien, W. J.	Parfitt, L. C.	Petersen, R. F.	
O'Callaghan, J.	Parker, H. A. J.	Pettit, C. A.	Qualter, M. F.
O'Callaghan, P. J.	Parker, F. R.	Phaup, T. M.	Quested, W. P.
O'Callaghan, T. F.	Parker, H. G.	Phelan, P. M.	Quigley, R.
O'Carroll, T. D.	Parker, J. W.	Phelan, W. P.	Quinlan, C. P.
O'Connell, T.	Parker, W. E.	Phillips, C. T.	Quinn, C.
O'Connell, T. M.	Parker, W. H.	Phillips, H.	Quinn, E. J. F.
O'Connor, C.	Parkes, A. T.	Phillips, J.	Quinn, J. F.
O'Connor, D. J.	Parkes, G. W. M.	Phillips, J. H.	Quinn, W. J.
O'Connor, E.	Parkin, G. I. H.	Phillips, J. J.	
O'Connor, H. J.	Parkinson, T.	Phillips, J. T.	
O'Connor, M.	Parmenter, L. J.	Phillips, J. W.	
O'Connor, P. M.	Parnell, A. J.	Philpott, A. C.	Radford, A. B.
O'Connor, T.	Parr, E. A.	Pickens, J. J.	Radford, E. W.
O'Connor, T. J.	Parr, R. E.	Pickering, L.	Radford, L. R.
O'Doherty, H. E.	Parr, T. E.	Pickering, R. H.	Rae, F.
O'Donnell, D.	Parsons, C.	Pickup, W.	Raine, R. F.
O'Donnell, J.	Partington, J. H.	Pilkington, J.	Ralston, W. J.
O'Donnell, P. J. (porter).	Parvin, H. A.	Pilling, S. C.	Ramsay, J. F.
O'Donnell, P. J. (clerk).	Pascoe, A. S.	Pillow, F. W.	Ramsay, J. W.
O'Donohue, D.	Passman, J. W.	Piper, A. L.	Ramsay, M. H.
O'Flaherty, M. C.	Pateman, H. E.	Plumb, S. S.	Ramsay, R. G.
O'Hanlon, F. G.	Patterson, A. G.	Pocknall, W. T.	Ramsden, C. E.
O'Hanlon, W. H.	Patterson, C. S.	Pointon, R. J.	Rankin, A. J.
Okeby, F. T.	Patterson, E. W.	Pollard, T.	Rasmussen, C. L. M.
O'Keefe, A.	Patterson, G.	Pollock, A. R.	Rasmussen, L. C.
O'Keefe, J.	Patterson, J.	Pomeroy, W.	Rattray, A. B.
Oldham, A. W.	Patterson, L.	Poole, G. T.	Ravenwood, H. C.
Olds, H. L.	Patterson, W. P.	Pooley, A.	Rawson, R. C.
Olds, W. K.	Patterson, W. S.	Pope, E. B.	Ray, F. C.
O'Leary, D. A.	Pattle, T. T. P.	Pope, H. A.	Rayner, J.
O'Leary, J. W.	Patton, H. L.	Pope, W. B.	Read, F. J.
O'Leary, K.	Pauling, W. W.	Poppleton, G. P.	Redpath, C. A.
O'Leary, T. D. J.	Pavitt, J. T.	Porritt, J. O.	Reed, J. A.
Oliver, J. W.	Payne, A. W.	Porter, J. C.	Reed, S. H.
Oliver, L. D.	Payne, J. P.	Porter, S.	Reeve, B. L. R.
O'Loughlin, W. A.	Peach, E. T.	Potts, J. K.	Reeve, E. J.
Olsen, A. E.	Pearce, G. G.	Power, A. E.	Reid, James.
Olsen, A. J.	Pearce, J. G.	Power, J. M.	Reid, John.
Olsen, N. C.	Pearson, A.	Power, M. J.	Reid, J. K.
Olsen, W. J.	Pearson, J. H.	Pratt, A. M.	Reid, T. M.
Olson, J. A.	Pearson, J. W.	Prendergast, J. J.	Reid, W. M.
O'Neill, W.	Pearson, L. R.	Prendergast, T.	Reidy, D. B.
O'Reilly, W.	Pearson, W. J.	Prenderville, E. C.	Reidy, P.
O'Reilly, W. B.	Pear, S.	Prentice, L. K.	Rendall, T. G.
Orr, J. S.	Peck, G. S.	Prentice, W. R.	Renner, E. H.
Orr, J. S. H.	Peddie, C.	Prentis, V. E.	Rennie, J.
Ory, J. W.	Peden, J. D.	Prestidge, F. W. T.	Rennie, W.

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

Retallick, W. T.	Rollings, E. A.	Scannell, M.	Simpson, S.
Revell, H. J.	Rollo, C.	Schaufelberger, F.	Simpson, W. G.
Reynolds, A.	Rollo, A. C.	Schaw, A. H.	Sims, C. J. G.
Reynolds, J. A.	Rope, R. P.	Schaw, H. J.	Sinclair, E. M.
Reynolds, L. B.	Roper, F. V.	Schroder, L. W. T.	Sincock, E. L.
Reynolds, S.	Roper, G. L.	Schroeder, E. P. G.	Singer, F.
Rhind, C. E.	Roskruge, E. R.	Schultz, W. T.	Sinnott, D. F.
Rice, J.	Ross, A. J.	Scott, A.	Sired, P. C.
Rice, M.	Ross, C. J.	Scott, A. M. L.	Sirett, G. L.
Richards, S.	Ross, F.	Scott, A. N.	Sisley, H. C.
Richards, T. J.	Ross, H. L.	Scott, C.	Skellon, I. H.
Richards, V. N. V.	Ross, J.	Scott, J. A.	Skelton, W. G.
Richardson, F. J.	Ross, V. F.	Scott, J. C.	Skilling, E. G.
Richardson, J.	Ross, W. G.	Scott, J. J.	Skilton, E. A.
Richardson, L. E.	Round, T. H.	Scott, W. F.	Skjoth, C. H.
Richardson, W. R.	Rouse, F. J.	Scott, W. G. R.	Slater, T. G.
Richdale, H. T.	Rout, E. E.	Scoullar, J. S.	Slatter, H. A.
Richie, A. H.	Rowe, H. S.	Scoullar, W. A.	Slatter, J. A.
Rickman, J. G.	Rowe, W. H.	Scully, M.	Slaughter, H. V. M.
Riddler, H.	Rowland, A. A.	Scully, P.	Sloan, M. J.
Riddock, A. J.	Rowland, C. K.	Seabourn, A. A.	Sloan, T. C.
Ridler, H. T.	Rowland, J. B.	Seager, H. E.	Slodden, J. E.
Riesop, C. R.	Rowse, A.	Seccombe, A. P.	Smale, R. R.
Riggs, B.	Roxburgh, J.	Selby, W. G.	Small, C. R.
Roach, W. R.	Ruane, A. T.	Semple, J. N.	Small, E. M. P.
Robb, J.	Rudd, H.	Semple, W. S.	Small, F. J. D.
Robb, R. D.	Rudd, J. W.	Setter, W. R.	Smith, A.
Roberts, D.	Ruff, A. J.	Sexton, M. D.	Smith, A. A.
Roberts, E.	Rumble, C. E.	Seyb, J.	Smith, A. B.
Roberts, E. A. A.	Rushatch, A.	Shannon, E. A.	Smith, A. L.
Roberts, J. P.	Ruscoe, H. L.	Sharman, J. I.	Smith, A. V.
Roberts, J. R.	Rush, D.	Sharp, T.	Smith, B. A.
Roberts, J. S.	Russell, C. E.	Shaw, E. A.	Smith, C. H.
Roberts, L. R.	Russell, F.	Shaw, G. E.	Smith, C. R.
Roberts, P. G.	Russell, L. E.	Shea, J. H.	Smith, E.
Roberts, W. H.	Russell, R. D.	Sheary, G. H.	Smith, F. H.
Robertson, A.	Russell, R. M. L.	Sheldon, G. M.	Smith, F. J.
Robertson, A. M.	Rustbatch, A.	Shelley, J. M.	Smith, F. W.
Robertson, C. B.	Ryan, A.	Shepherd, J. W.	Smith, H. L. P.
Robertson, D. C.	Ryan, C. P.	Shepherd, T.	Smith, H. M.
Robertson, D. H.	Ryan, E.	Sheppard, J. H.	Smith, J. H. E.
Robertson, D. L. J.	Ryan, J. P.	Sherburd, E. H. C.	Smith, L.
Robertson, D. M.	Ryan, L. T. J.	Sherlock, H. C.	Smith, N. R.
Robertson, F. W.	Ryan, P. A.	Sherlock, W.	Smith, R. E.
Robertson, J. K.	Ryan, T. (fettler).	Sherratt, A. S.	Smith, R. J.
Robertson, J. T.	Ryan, T. (porter).	Sherwood, S. H.	Smith, S. E.
Robertson, R.	Ryan, T. J.	Shirley, H. H. O.	Smith, W.
Robieson, G. H.	Ryan, T. P.	Shore, W. H.	Smith, W. B.
Robinson, A. H.	Ryan, W.	Short, J.	Smith, W. L.
Robinson, F. J.	Ryan, W. H.	Siddall, C.	Smylie, A.
Robinson, G. J.	Ryan, W. J.	Sievwright, G. L.	Smyrk, E. W.
Robinson, H.	Ryde, B. F. A.	Silcock, A. R. F.	Sneddon, D. D.
Robinson, H. S.		Sillick, J. J.	Snelling, J. M.
Robinson, W. H.		Silvester, G. F.	Snow, R. J.
Robson, J. B.	Sage, A. H.	Simmonds, H.	Snowden, A. C.
Roche, J.	Salt, C. H.	Simmonds, W. H.	Sole, H. J.
Rodgers, P. J.	Salt, H. F.	Simmonds, W. H. R.	Somerville, J. M.
Rodgers, R.	Samson, W.	Simmons, W. C.	Soulsby, J.
Roe, D. J.	Samuel, J. J.	Simmons, W. H.	Southwell, R. H. S.
Roe, D. H.	Samuel, W.	Simons, A. S.	Sowerby, F. H.
Roger, D.	Sanderson, A. R.	Simpkins, H.	Sowerby, L. G.
Roger, D. A.	Sandford, H. W. H.	Simpson, A.	Sparks, A. M.
Rogers, A. A. H.	Sangster, W.	Simpson, E. G.	Spear, P. B.
Rogers, J.	Sargent, W. J.	Simpson, F. W. (Inver-	Spencer, H. G.
Rogers, J. L.	Saunders, E.	cargill).	Spencer, R. T.
Rogers, L. E.	Saunders, F. G.	Simpson, F. W. (Petone).	Spillane, C.
Rogers, S. D.	Saunders, J.	Simpson, G.	Spowart, M. W.
Rogerson, A. W.	Savage, H. G.	Simpson, G. R.	Stanley, B. T.
Rogerson, F.	Saville, G. H.	Simpson, H.	Stanley, W. S. T.
Rohloff, A. F. R.	Sawers, J.	Simpson, J.	Stansell, L. B.
Rolland, A. F.	Scanlan, T.	Simpson, P. R.	Stanborough, H.

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

Stanton, A. R.	Swindale, E.	Thompson, C. W.	Turner, W. H.
Starkey, L. E.	Swinney, R.	Thompson, E.	Turnpenny, G. J.
Starnes, J.	Syder, H. C.	Thompson, J. A.	Turnwald, B. J.
Staunton, A. R.	Sykes, J. W.	Thompson, J. H.	Tutt, A. D.
Stead, R. M.	Sykes, L. J.	Thompson, L. A.	Twidle, R.
Stedman, S. I.	Syme, R.	Thompson, M. W.	Tyack, W. H.
Steel, J. A.	Syme, R. A.	Thompson, R.	Tye, T.
Steer, G. S.	Symes, H. A.	Thompson, W. R.	
Steer, W. S.	Symister, H. C.	Thomson, D. N.	Valentine, W. J.
Steers, H. A.	Symister, S. R. W.	Thomson, E. J.	Varney, R. D. A.
Stemp, H. L.	Symonds, A. H.	Thomson, F. H.	Vaughan, P. J.
Stephens, F. J.	Symonds, C. J.	Thomson, G. W. G.	Vaughan, R. P.
Stephenson, A. O.	Symonds, C. T.	Thomson, W. T. H.	Vause, F.
Stephenson, T. H.	Symons, B.	Thorn, G. B.	Vernon, J. S. F.
Stevens, A. M.		Thorn, J.	Veysey, E. W.
Stevens, J.		Thornton, W.	Veysey, R.
Stevens, R. B.	Talbot, F. W. J.	Thorpe, H.	Vial, J. M.
Stevenson, P. H.	Tandy, J. G.	Thrupp, G. E.	Vile, F. C. R.
Stewart, A. G.	Tangney, B.	ThurLOW, G. F.	Vincent, A. E.
Stewart, C.	Tangney, F.	Thwaites, T.	Vincent, L. M.
Stewart, C. W.	Tapsell, R. R.	Tierney, G. T.	Voice, H. W.
Stewart, D.	Tarrant, L. T.	Till, A. C.	Vollemaere, A. J.
Stewart, D. M. A.	Tarrant, W. P.	Timings, M. T.	Von Keisenberg, L. E.
Stewart, W. D.	Tassell, S. T.	Timlin, P. J.	Vosper, E. J. L.
Stewart, W. E.	Tatham, L. J.	Timmins, E.	
Still, A. E.	Tawhai, H. T.	Tims, F. S. V.	
Stimpson, A. M.	Taylor, F. E.	Tippett, A. A.	Wagstaff, F.
Stimpson, C. S.	Taylor, H. A.	Titchener, W. H.	Wakefield, E. W.
Stock, E. P.	Taylor, H. K.	Todd, C. M.	Wakefield, T. O.
Stockdale, W.	Taylor, H. T. H.	Todd, J.	Wakelin, L. T.
Stokes, A. J. S.	Taylor, J. C.	Todd, W.	Walinek, J.
Stokes, C. H.	Taylor, J. J.	Tolhurst, H. H.	Walker, A. (fitter).
Storey, T. H.	Taylor, J. M.	Tomkies, W. E.	Walker, A. (porter).
Stout, R. G. K.	Taylor, P. A.	Tomkins, A. E. W.	Walker, A. T.
Strachan, J. B.	Taylor, S.	Tomkins, W. E.	Walker, A. W.
Strachan, T. W.	Taylor, S. A. R.	Toner, E. S.	Walker, C. E. S.
Strickett, F. W.	Taylor, T. C.	Toner, J.	Walker, J.
Strickett, R. G.	Taylor, W.	Tonge, C. H. A.	Walker, P.
Stringer, A. E.	Taylor, W. C.	Tonkin, R. E.	Walker, R. R. J.
Stringer, N. M.	Taylor, W. L.	Torrens, A. E.	Wall, D. D.
Stringleman, E. S.	Teague, H.	Towers, A. D.	Wallace, C. D.
Stuart, G. L.	Teape, T. H. F.	Townes, J. H.	Wallace, F. J.
Stuart, J.	Teasdale, J. W.	Townsend, F. P.	Wallace, G. N.
Stuart, W. G.	Telfer, D. J.	Trask, A. E.	Wallace, J.
Sturgess, H. L.	Tempest, E.	Trench, J.	Wallace, J. R.
Styles, W. W.	Tennet, A. W.	Treise, N. E.	Wallace, K. J.
Suckling, M. J.	Tepene, A. F. W.	Trevor-Smith, H. S.	Wallace, P. C.
Sullivan, B.	Tercel, F. J.	Treweek, C. W.	Wallace, R. W.
Sullivan, F. J.	Tercel, L. A.	Trewern, H. A.	Waller, W. J.
Sullivan, J.	Terras, R. M.	Triggs, A. W.	Wallis, J.
Sullivan, J. (Iron-ma-	Terrell, F. H.	Trim, F. E.	Walls, W. R. G.
chinist).	Terry, J. H.	Tritt, W. C.	Walsh, B. A.
Sullivan, J. B.	Teward, T.	Trolove, F. L. A.	Walsh, F. M.
Sullivan, S. P.	Theakstone, J. E.	Troon, F. A.	Walsh, L. N. E.
Sunnex, T. A.	Thom, A.	Trott, V. U.	Walters, C.
Suters, C. G.	Thomas, A. C.	Trower, A. L.	Walters, J. G. C.
Sutherland, A.	Thomas, A. R.	Truman, L. R.	Wansbone, J.
Sutherland, A. E.	Thomas, C. R.	Truman, T. H.	Ward, A. L.
Sutherland, D. W.	Thomas, C. W.	Tuck, C. J.	Ward, B.
Sutherland, F. N.	Thomas, D.	Tucker, C.	Ward, C. T. A.
Sutherland, F. V.	Thomas, F. V.	Tucker, J. N.	Ward, C. W.
Sutherland, H.	Thomas, G. H.	Tuckey, L. C.	Ward, H. T.
Sutherland, M.	Thomas, G. W.	Tullett, A. J.	Wareham, W. H.
Sutherland, T.	Thomas, J. H.	Tunbridge, P. A.	Warren, C. H.
Sutherland, W. A.	Thomas, R. P.	Turkington, G.	Warren, T. G.
Sutton, G. H.	Thomas, S.	Turkington, W.	Washington, M. C.
Swann, G.	Thompson, A.	Turkington, W. M.	Waters, M.
Swanson, A. G. A.	Thompson, A. A.	Turley, J. D.	Watkins, R.
Sweeney, J.	Thompson, B. J.	Turner, E. G.	Watling, A. J.
Sweetman, M.	Thompson, C. P.	Turner, W.	

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

Watson, C. R.	White, M. J.	Williamson, T. J.	Woodhill, J. T.
Watson, C. W. R.	White, P.	Willicombe, C. W.	Woodrow, T. M.
Watson, G. G.	White, R. L.	Willis, E. J.	Woodrow, W. W.
Watson, R.	White, T.	Willis, P. G.	Woods, E. L.
Watt, G. A.	White, T. F.	Wills, W. O.	Woods, L. V.
Watt, J. (fitter).	White, T. G. O.	Willsted, W. B.	Woods, N. G.
Watt, J. (shunter).	White, W. A.	Wilson, A. (porter).	Woodsford, C.
Watt, R. J.	White, W. J.	Wilson, A. (cleaner).	Woollett, W.
Wattam, R. E.	Whiteacre, R. G.	Wilson, A. D. B.	Woollett, W. H.
Watts, E. F.	Whitehead, W. J.	Wilson, A. G. H.	Woolley, D. S.
Weale, J. P.	Whitehorn, S. H.	Wilson, C. G.	Wormald, G. H.
Webb, J. S.	Whiten, S.	Wilson, D. M.	Worsfold, J. H.
Webb, W.	Whitfield, E. G.	Wilson, D. V.	Worsfold, W. E.
Webb, W. W.	Whitfield, G. E.	Wilson, E. H.	Wrack, C. S.
Webber, J. H.	Whiting, G. R.	Wilson, F.	Wray, W. G.
Webster, G. F.	Whiting, N. A.	Wilson, F. C.	Wray, W. J.
Weeber, R. J. S.	Whittaker, G. C.	Wilson, F. W.	Wren, T.
Weenink, C. B.	Whittington, S. G.	Wilson, G. M.	Wren, V.
Weir, A. C.	Whittlestone, C. T.	Wilson, G. R.	Wright, A. H. B.
Weir, J. K.	Wiggins, H. A.	Wilson, J. A.	Wright, G. M.
Weir, R.	Wilkes, R.	Wilson, James.	Wright, J.
Weir, W. C.	Wilkinson, N.	Wilson, John.	Wright, J. H.
Weld, A. G.	Will, A. B.	Wilson, Joseph.	Wright, J. W.
Wells, W. E. A.	Willcox, G. H. C.	Wilson, J. C.	Wright, P. J.
Wellings, W.	Williams, A. J.	Wilson, J. M.	Wright, W.
Wellman, G. C.	Williams, A. P.	Wilson, J. O.	Wright, W. A. H.
Wells, K. C.	Williams, A. V.	Wilson, J. W.	Wright, W. J.
Wellsted, A. W.	Williams, C. F. T.	Wilson, R.	Wyatt, A.
Welsh, F. W. J.	Williams, F. W. (clerk).	Wilson, R. G. J.	Wylde, B.
Welsh, J.	Williams, F. W. (fitter).	Wilson, R. J.	
West, H. C.	Williams, G.	Wilson, R. L.	
West, J. B.	Williams, G. L.	Wilson, V. H. G.	
Westerby, W. J.	Williams, H. J. T.	Wilson, W. D.	Yardley, G. D. K.
Westerholm, N. B. O.	Williams, J.	Wilson, W. E.	Yates, A. W.
Westfield, A.	Williams, J. H.	Wilson, W. H.	Yorsten, T. E. M.
Westneat, F. R.	Williams, J. H. B.	Wilton, A. H.	Young, C. H.
Wharepapa, T.	Williams, L.	Wilton, H. O.	Young, F. G. R.
Wheeler, E. R.	Williams, R. E.	Winder, F. J.	Young, J. B.
Wheldon, A. J.	Williams, T. E. A.	Windus, L. V.	Young, J. F. H.
Whishaw, B. G.	Williams, T. J.	Winter, A. E.	Young, J. R.
Whisker, N. E.	Williams, T. L.	Winter, D. W.	Young, R. R.
Whitaker, J. H.	Williams, W.	Winter, R. G.	Young, R. W. F.
Whitaker, J. V.	Williams, W. A.	Winter, W. G.	Young, W. J.
White, A. G. F.	Williams, W. E. (porter).	Wisnofski, A. C.	Younge, G. S.
White, A. M. L.	Williams, W. E. (cleaner).	Withers, C. H.	Younger, D.
White, C. W. S.	Williams, W. H.	Withers, M. E.	Youngson, A.
White, D. L.	Williams, W. P.	Wood, O. J.	Yule, A. A.
White, F. G.	Williamson, H. M.	Woodall, A. D.	
White, G. C.	Williamson, L. J.	Woodfield, J. L.	
White, J. L.	Williamson, N. L.	Woodhead, C. D.	Zellman, Otto.

INDEX OF RETURNS

ACCOMPANYING ANNUAL REPORT OF THE GENERAL MANAGER OF NEW ZEALAND
GOVERNMENT RAILWAYS, 1917-1918.

- No. 1. General Revenue Account.
2. General Expenditure Account.
3. Details of Classified Expenditure.
4. Classified Expenditure and Revenue, and Proportion of each Class to Mileage and Revenue.
5. Comparative Statement of Passenger and Goods Traffic.
6. Cost of Construction, Net Revenue, and Rate of Interest on Capital.
7. Expenditure under Vote " Additions to Open Lines " charged to Capital Account.
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9. Statement of Season Tickets issued.
10. Number of Employees.
11. Return of Passenger Bookings at Excursion Fares.
12. Revenue of Stations.
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14. Locomotive Stock.
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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.
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GENERAL REVENUE ACCOUNT FOR THE YEAR ENDED 31ST MARCH, 1918.

3

COLLECTIONS FOR REFUND TO HARBOUR BOARDS, SHIPPING COMPANIES, CARRIERS, ETC., FOR THE YEAR ENDED 31ST MARCH, 1918.

J. MACDONALD, Chief Accountant.

RETURN No. 3.
CLASSIFIED EXPENDITURE FOR THE YEAR ENDED 31st MARCH, 1918.

Section.	Maintenance of Way and Works.						Locomotive Power.						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.	General Charges.	Total.							
WAGES AND SERVICES.																			
Whangarei	£ 7,767 13 11	£ 2,479 9 0	£ 548 12 1	£ ..	£ ..	£ 10,793 15 0	£ 4,395 8 0	£ 381 18 10	£ ..	£ 1,651 15 3	£ ..	£ 6,429 2 1	£ 311 12 0	£ 1,638 1 11	£ 7,653 0 8	£ 384 8 11	£ 1,235 11 7	£ ..	£ 28,445 12 2
Kaihu	2,281 11 3	1,603 4 9	137 6 11	45 16 11	..	4,073 19 10	522 7 1	47 9 1	..	367 17 8	..	937 13 10	109 16 8	221 17 3	1,284 13 10	52 13 5	40 13 8	..	6,731 8 6
Gisborne	7,368 0 5	619 19 7	328 13 8	39 14 10	..	8,354 8 6	1,992 18 9	107 5 6	..	1,383 4 11	..	3,483 9 2	245 4 2	694 14 8	2,879 7 6	206 4 11	159 1 9	..	16,122 10 8
North Island Main Lines and Branches	164,871 3 1	49,344 2 1	30,733 12 5	2,307 1 6	..	247,255 19 1	170,079 9 0	12,387 18 9	..	69,374 11 1	..	251,841 18 10	36,553 11 10	52,451 17 8	419,869 18 1	19,422 3 10	46,719 0 8	..	1,074,114 10 0
South Island Main Lines and Branches	150,090 3 8	32,497 19 4	27,969 16 11	880 3 9	..	211,438 3 8	110,650 12 9	9,004 1 6	..	52,288 13 9	..	171,943 8 0	21,704 8 0	33,469 0 1	336,582 4 10	11,603 2 11	31,439 6 8	..	818,179 14 2
Westland	20,973 11 6	3,270 1 8	1,961 6 3	99 1 3	..	26,304 0 8	10,903 1 3	499 8 8	..	3,739 5 8	..	15,141 15 7	1,379 7 5	4,780 14 1	26,046 17 11	1,142 3 3	4,038 13 4	..	78,832 12 3
Westport	3,803 19 8	1,585 12 1	445 9 7	117 15 3	..	5,932 16 7	6,199 2 9	340 15 4	..	1,680 7 9	..	8,220 5 10	532 17 8	5,704 7 3	14,975 1 11	806 18 11	3,075 7 9	..	30,247 15 11
Nelson	5,377 4 8	1,792 6 1	514 9 10	57 14 9	..	7,741 15 4	2,325 2 7	84 4 10	..	631 9 0	..	3,040 16 5	429 0 9	328 10 0	10,892 11 3	242 0 6	187 1 0	..	22,861 15 3
Pictou	5,481 2 10	1,187 14 6	329 12 6	685 13 11	..	7,694 3 9	2,755 1 3	106 13 1	..	1,051 6 7	..	3,913 0 11	296 7 1	437 0 9	6,637 3 5	228 1 10	176 8 0	..	19,372 5 9
Lake Wakatipu Steamers	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	5,149 7 3	5,149 7 3
Totals	368,014 11 0	94,366 9 1	62,965 0 2	4,233 2 2	..	529,579 2 5	309,823 3 5	22,959 15 7	..	132,168 11 8	..	484,951 10 8	61,662 5 7	99,726 3 8	826,820 19 5	34,087 18 6	87,071 4 5	5,149 7 3	2,109,048 11 11
STORES.																			
Whangarei	587 4 4	443 6 1	91 11 8	..	..	1,122 2 1	..	3,085 7 11	232 0 0	644 5 2	..	3,941 13 1	273 2 7	758 11 8	774 4 2	30 8 1	12 4 5	..	6,912 6 1
Kaihu	372 14 3	240 17 3	31 0 1	93 0 7	..	737 12 2	..	322 1 8	15 9 1	90 2 10	..	427 13 7	63 2 10	121 15 3	122 8 3	3 19 11	1 12 8	..	1,478 4 8
Gisborne	475 0 2	208 5 7	141 15 4	11 8 8	..	836 9 9	..	2,569 0 8	190 19 6	698 2 9	..	3,456 2 11	256 1 3	177 17 8	275 8 4	16 6 0	6 15 8	..	5,027 1 7
North Island Main Lines and Branches	24,587 17 11	17,905 13 6	23,867 4 3	2,075 0 11	..	68,435 16 7	..	232,237 0 0	11,016 6 5	33,175 12 1	..	276,428 18 6	21,066 15 4	21,780 3 1	35,930 17 1	1,538 6 6	627 13 0	..	425,808 10 1
South Island Main Lines and Branches	22,298 1 0	16,861 17 3	17,969 9 6	713 8 9	..	57,842 16 6	..	125,568 13 3	5,465 1 7	21,149 17 9	..	162,183 12 7	7,326 1 6	13,569 14 0	21,648 9 4	921 11 9	384 0 10	..	253,876 6 6
Westland	6,728 2 8	1,299 14 0	1,971 16 8	76 17 2	..	10,076 10 6	..	4,474 7 5	827 15 7	1,428 12 5	..	6,730 15 5	681 0 8	3,233 9 0	2,079 11 7	90 18 8	37 19 6	..	22,930 5 4
Westport	776 7 4	1,279 7 2	645 5 3	32 12 5	..	2,733 12 2	..	2,941 16 2	435 12 4	613 1 0	..	3,990 9 6	156 3 8	1,632 5 9	1,131 19 3	64 18 0	26 16 9	..	9,736 5 1
Nelson	550 9 1	962 19 5	602 12 7	56 16 8	..	2,172 17 9	..	2,716 7 0	119 17 0	413 11 11	..	3,249 15 11	122 18 8	90 14 8	608 12 8	19 8 8	8 3 8	..	6,372 12 0
Pictou	2,286 10 0	433 7 10	189 2 9	44 17 6	..	2,953 18 1	..	3,046 10 11	198 19 4	1,033 8 9	..	4,338 19 0	149 12 10	82 18 2	439 5 8	18 4 8	7 11 10	..	7,990 10 3
Lake Wakatipu Steamers	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1,817 2 11	1,817 2 11
Totals	58,662 6 9	39,635 8 1	45,509 18 1	3,104 2 8	..	146,911 15 7	..	376,941 5 0	18,502 0 10	59,304 14 8	..	454,748 0 6	30,066 19 4	41,447 9 3	63,010 16 4	2,704 2 3	1,112 18 4	1,817 2 11	741,849 4 6
MISCELLANEOUS.																			
Whangarei	22 1 1	55 6 3	9 14 11	..	33 2 4	120 4 7	..	43 1 7	..	510 15 5	26 3 6	590 0 6	122 5 5	519 1 9	652 17 2	..	..	..	1,964 9 5
Kaihu	0 17 4	9 14 5	1 11 1	2 18 9	4 17 10	19 19 5	..	..	..	51 2 2	1 16 2	52 18 4	2 17 10	11 15 5	65 13 6	..	..	..	153 4 6
Gisborne	39 12 0	125 15 9	98 0 3	6 19 2	77 12 6	347 19 8	..	0 14 9	..	381 10 10	13 13 3	395 18 10	27 15 4	122 1 10	242 7 9	..	..	..	1,246 2 5
North Island Main Lines and Branches	1,370 16 1	6,413 16 10	6,036 7 0	443 15 6	3,006 19 0	17,271 14 5	..	118 3 0	..	19,107 11 9	2,383 8 4	21,609 3 1	10,594 15 10	14,468 5 1	27,099 12 3	..	..	..	91,045 10 8
South Island Main Lines and Branches	1,467 18 1	5,820 10 4	5,347 11 7	175 15 10	1,488 0 6	14,299 16 4	..	112 12 9	..	17,068 11 8	1,414 9 7	18,615 14 0	9,506 13 11	12,453 1 10	28,758 1 8	..	..	..	83,623 7 9
Westland	361 0 5	370 4 6	312 19 5	16 19 11	79 19 7	1,141 3 10	..	13 8 6	..	644 13 10	133 10 4	791 12 8	Cr. 43 14 3	961 8 6	2,340 9 1	..	..	..	6,211 19 5
Westport	64 10 7	305 2 1	87 6 10	4 9 5	27 7 8	488 16 7	..	1 7 11	..	127 4 1	69 3 11	207 15 11	Cr. 122 9 8	1,426 17 0	2,379 15 8	..	..	..	4,260 15 6
Nelson	10 16 1	36 14 9	1 6 8	..	11 7 1	60 4 7	..	4 18 8	..	126 9 5	27 0 4	158 8 5	116 6 5	100 9 9	1,177 10 11	..	..	..	1,612 0 1
Pictou	17 4 11	240 17 7	130 11 11	17 16 6	7 2 10	413 13 9	..	0 7 11	..	102 7 1	7 16 5	110 11 5	Cr. 0 4 3	14 18 8	493 12 3	..	..	..	1,022 11 10
Lake Wakatipu Steamers	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	697 10 10	697 10 10
Totals	3,354 16 7	12,378 2 6	12,025 9 8	668 15 1	4,736 9 4	34,163 13 3	..	294 15 1	..	28,180 6 2	4,077 1 10	42,522 2 2	20,297 6 2	29,197 19 10	64,210 0 3	..	..	697 10 10	122,666 13 5
Grand Totals ..	420,031 14 4	147,379 19 8	120,500 7 11	8,005 19 11	4,736 9 4	710,654 11 2	309,823 3 5	400,195 15 8	18,502 0 10	229,623 12 7	4,077 1 10	962,221 14 4	111,966 11 1	171,261 12 9	954,141 16 0	36,792 0 9	88,184 2 9	7,064 1 0	3,642,966 9 10

Note.—The expenditure for 1917-18 includes war bonus for the whole year, and war allowance for four periods. War bonus for the previous year was charged to a special vote and not included in working-expenses.

J. MACDONALD, Chief Accountant.

RETURN No. 4.
CLASSIFIED STATEMENT SHOWING REVENUE AND EXPENDITURE, AND PROPORTION OF EACH CLASS OF EXPENDITURE TO MILEAGE AND REVENUE, FOR THE YEAR ENDED 31ST MARCH, 1918.

Section.	Mileage.		Revenue.		Classified Expenditure.										Proportion of each Class of Expenditure to Mileage and Revenue.																									
	Length open for Traffic.	Train-mileage.	Total.	Per Mile of Railway per Annum (Average).	Per Train-mile.	Maintenance of Way.	Locomotive Power.	Repairs to Carriages and Wagons.	Traffic Expenses.	Head Office.	Departmental Offices.	Total.	Maintenance.				Locomotive.				Carriages and Wagons.				Traffic.				Head Office.				Departmental Offices.				Total.			
													Per Cent. of Revenue.	Per Mile of Railway per Annum.	Per Train-mile.	Per Cent. of Revenue.	Per Mile of Railway per Annum.	Per Train-mile.	Per Cent. of Revenue.	Per Mile of Railway per Annum.	Per Train-mile.	Per Cent. of Revenue.	Per Mile of Railway per Annum.	Per Train-mile.	Per Cent. of Revenue.	Per Mile of Railway per Annum.	Per Train-mile.	Per Cent. of Revenue.	Per Mile of Railway per Annum.	Per Train-mile.	Per Cent. of Revenue.	Per Mile of Railway per Annum.	Per Train-mile.	Per Cent. of Revenue.	Per Mile of Railway per Annum.	Per Train-mile.	Per Cent. of Revenue.	Per Mile of Railway per Annum.	Per Train-mile.	Per Cent. of Revenue.
1917-18.	Miles.	Miles.	£ s. d.	£ s. d.	s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£	£	d.	£	£	d.	£	£	d.	£	£	d.	£	£	d.	£	£	d.	£	£	d.							
Whangarei ..	74	109,465	52,840 8 2	714 1 3	9 8	12,036 1 8	10,950 15 8	3,622 15 4	9,080 2 0	414 17 0	1,247 16 0	37,352 7 8	22.78	162.64	26.39	20.72	147.98	24.01	6.86	48.96	7.94	17.18	122.71	19.91	0.79	5.61	0.91	2.36	16.86	2.73	70.69	504.76	81.89							
Kaihu ..	20	14,723	7,171 2 10	358 11 2	9 8½	4,831 11 5	1,418 5 9	531 5 3	1,472 15 7	56 13 4	42 6 4	8,352 17 8	67.37	241.58	78.76	19.78	70.91	23.12	7.41	26.56	8.66	20.54	73.64	24.01	0.79	2.83	0.92	0.59	2.12	0.69	116.48	417.64	136.16							
Gisborne ..	49	53,197	28,206 14 1	616 18 0	10 7½	9,538 17 11	7,335 10 11	1,635 14 11	3,497 3 7	222 10 11	165 17 5	22,395 15 8	33.82	208.59	43.04	26.00	160.41	33.09	5.80	35.77	7.38	12.40	76.47	15.78	0.79	4.86	1.00	0.59	3.63	0.75	79.40	489.73	101.04							
North Island Main Lines and Branches	1,126	4,263,360	2,669,364 16 8	2,398 4 6	12 6½	332,963 10	1,549,880 0 5	156,917 8 10	482,900 7 5	20,960 10 4	47,346 13 8	1,590,968 10 9	12.47	299.14	18.74	20.60	494.03	30.96	5.88	140.98	8.83	18.09	433.85	27.18	0.79	18.83	1.18	1.77	42.54	2.67	59.60	1,429.37	89.56							
South Island Main Lines and Branches	1,404	2,569,275	1,597,129 18 11	1,137 11 1	12 5½	283,580 16	6,342,742 14 7	98,028 19	4,386,988 15 10	12,524 14 8	31,823 7 6	1,155,689 8 5	17.76	201.98	26.49	21.46	244.12	32.01	6.14	69.82	9.16	24.23	275.63	36.15	0.78	8.92	1.17	1.99	22.67	2.97	72.36	823.14	107.95							
Westland ..	157	230,572	154,014 16 1	980 19 9	13 4½	37,521 15 0	22,664 3 8	11,013 5 0	31,466 18 7	1,233 1 11	4,076 12 10	107,975 17 0	24.36	238.99	39.06	14.72	144.36	23.59	7.15	70.15	11.46	20.43	200.43	32.76	0.80	7.85	1.28	2.65	25.96	4.24	70.11	687.74	112.39							
Westport ..	36	91,694	107,810 14 4	2,994 14 10	23 6	9,155 5 4	12,418 11 3	9,330 1 8	18,486 16 10	871 16 11	3,102 4 6	53,364 16 6	8.49	254.32	23.96	11.53	344.96	32.51	8.65	259.17	24.42	17.14	513.52	48.39	0.81	24.22	2.28	2.88	86.17	8.12	49.50	1,482.36	139.68							
Nelson ..	61	74,104	33,068 2 8	542 2 0	8 11	9,974 17 8	6,449 0 9	1,188 0 3	12,678 14 10	261 9 2	195 4 8	30,747 7 4	30.17	163.52	32.30	19.50	105.72	20.89	3.59	19.48	3.85	38.34	207.85	41.06	0.79	4.29	0.85	0.59	3.20	0.63	92.98	504.06	99.58							
Pictou ..	56	62,256	31,282 14 9	558 12 5	10 0½	11,051 15 7	8,362 11 4	980 13 3	7,570 1 4	246 6 6	183 19 10	28,395 7 10	35.33	197.35	42.61	26.73	149.33	32.24	3.13	17.51	3.78	24.20	135.18	29.18	0.79	4.40	0.95	0.59	3.29	0.71	90.77	507.06	109.47							
Totals ..	2,983	7,468,646	4,680,889 8 6	1,577 15 3	12 6½	710,654 11	2,962,221 14 4	283,248 3 10	954,141 16 0	36,792 0 9	88,184 2 9	3,035,242 8 10	15.18	239.54	22.84	20.56	324.33	30.92	6.05	95.47	9.10	20.38	321.61	30.66	0.79	12.40	1.18	1.88	29.72	2.84	64.84	1,023.07	97.54							
Lake Wakatipu Steamers			6,810 7 8									7,664 1 0																				112.53								
			4,687,699 16 2									3,042,906 9 10																				64.91								
1916-17.																																								
Whangarei ..	74	125,298	53,965 9 1	729 5 3	8 7½	11,712 10 3	10,394 13 4	2,672 1 5	8,565 16 1	396 1 9	1,179 6 7	34,920 9 5	21.70	158.28	22.43	19.26	140.47	19.91	4.95	36.11	5.12	15.87	115.75	16.41	0.74	5.35	0.76	2.19	15.94	2.26	64.71	471.90	66.89							
Kaihu ..	20	14,654	6,477 13 3	323 17 8	8 10	4,444 6 2	1,472 8 0	359 11 8	1,461 15 3	47 9 9	36 0 9	7,821 11 7	68.61	222.22	72.79	22.73	73.62	24.11	5.55	17.98	5.89	22.57	73.09	23.94	0.73	2.37	0.78	0.56	1.80	0.59	120.75	391.08	128.10							
Gisborne ..	44	51,835	27,970 13 1	635 13 11	10 9½	6,576 7 10	5,845 14 5	1,086 5 6	3,394 17 10	203 19 1	154 14 7	17,261 19 3	23.51	149.46	30.45	20.90	132.86	27.06	3.88	24.69	5.03	12.14	77.16	15.72	0.73	4.63	0.94	0.55	3.52	0.72	61.71	392.32	79.92							
North Island Main Lines and Branches	1,108	5,233,354	2,683,080 7 11	2,421 11 0	10 3	346,208 12	9,527,051 14	2,137,741 15 11	464,463 2 2	19,494 0 11	44,831 3 8	81,539,790 9 7	12.90	312.46	15.88	19.64	475.68	24.17	5.14	124.32	6.32	17.31	419.19	21.30	0.73	17.59	0.89	1.67	40.46	2.05	57.39	1,389.70	70.61							
South Island Main Lines and Branches	1,404	3,236,230	1,682,638 7 8	1,198 9 2	10 4½	295,422 4	7,344,834 15 5	78,081 11	2,361,871 16 8	12,207 13 9	30,092 19 9	1,122,511 1 4	17.56	210.42	21.91	20.49	245.61	25.57	4.64	55.61	5.79	21.51	257.74	26.84	0.72	8.70	0.91	1.79	21.43	2.23	66.71	799.51	83.25							
Westland ..	157	245,751	162,528 14 0	1,036 4 4	13 2½	31,968 15 3	23,989 19 2	7,830 14 6	30,236 11 6	1,199 8 2	3,962 16 9	99,188 5 4	19.67	203.62	31.22	14.76	152.80	23.43	4.82	49.88	7.65	18.60	192.59	29.53	0.74	7.64	1.17	2.44	25.24	3.87	61.03	631.77	96.87							
Westport ..	36	96,079	113,101 3 8	3,141 14 0	23 6½	7,576 7 6	12,390 8 5	9,044 11 11	17,534 7 7	839 14 4	2,994 18 3	50,380 8 0	6.70	210.46	18.93	10.95	344.18	30.95	8.00	251.24	22.59	15.50	487.07	43.80	0.74	23.32	2.10	2.65	83.19	7.48	44.54	1,399.46	125.85							
Nelson ..	61	78,544	34,019 0 0	557 13 9	8 8	8,594 3 7	5,597 0 2	1,379 2 4	10,226 14 7	247 2 4	187 9 3	26,231 12 3	25.26	140.89	26.26	16.45	91.76	17.10	4.06	22.61	4.21	30.06	167.65	31.25	0.73	4.05	0.76	0.55	3.07	0.57	77.11	430.03	80.15							
Pictou ..	56	64,586	29,844 0 7	532 18 7	9 3	8,337 0 7	6,203 4 8	672 0 10	6,562 14 0	217 13 0	163 19 7	22,156 12 8	27.93	148.88	30.98	20.79	110.77	23.05	2.25	12.00	2.50	21.99	117.19	24.38	0.73	3.88	0.81	0.55	2.93	0.61	74.24	395.65	82.33							
Totals ..	2,960	9,146,331	4,793,625 9 3	1,619 9 3	10 5½	720,840 8	6,937,779 17 9	2,388,867 15 3	9,904,317 15 8	34,853 3 1	83,603 9 9	2,920,262 9 5	15.04	243.52	18.92	19.56	316.82	24.61	4.98	80.70	6.27	18.87	305.51	23.73	0.73	11.78	0.91	1.74	28.25	2.19	60.92	986.58	76.63							
Lake Wakatipu Steamers			7,184 4 4									6,601 10 3																				91.89								
			4,800,809 13 7									2,926,863 19 8																				60.97								

NOTE.—The expenditure for 1917-18 includes war bonus for the whole year, and war allowance for four periods. War bonus for the previous year was charged to a special vote and not included in working-expenses.

J. MACDONALD, Chief Accountant.

RETURN NO. 5.

COMPARATIVE STATEMENT OF PASSENGER AND GOODS TRAFFIC FOR THE YEAR ENDED 31ST MARCH, 1918.

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.		
1917-18.																		
Whangarei ..	74	20,291	6,278	80,391	83,778	190,738	1,616	4,811	337	16,889	606	22,643	2,320	40,961	76,325	25,751	143,037	145,357
Kaihu ..	20	581	1,304	12,310	14,924	29,119	6	3	33	114,394	226	115,880	4,972	2,19,630	354	3,404	23,388	23,390
Gisborne ..	49	8,391	4,160	38,553	29,744	80,848	214	1,143	117	3,244,469	120,525	3,615,139	210,158	8,422	27,389	17,035	52,846	57,818
North Island Main Lines and Branches	1,126	353,447	422,452	2,161,375	3,681,936	6,619,210	202,033	222,531	27,614	3,244,469	120,525	3,615,139	210,158	227,910	745,991	920,777	1,894,678	2,104,836
South Island Main Lines and Branches	1,404	236,680	381,814	1,149,119	2,095,668	3,863,281	107,048	88,665	9,546	2,794,250	24,157	2,916,618	142,768	111,520	639,822	1,187,007	1,938,349	2,081,117
Westland ..	157	17,013	24,378	107,554	169,852	318,797	8,595	4,427	273	33,592	95	38,387	2,838	107,726	422,059	34,682	564,467	567,305
Westport ..	36	505	1,270	25,315	54,424	81,514	1,113	56	22	1,350	5	1,433	74	3,923	643,367	13,222	660,512	660,586
Nelson ..	61	4,103	3,728	44,098	55,772	107,701	1,429	826	204	14,650	39	15,719	873	2,880	9,575	19,640	32,095	32,968
Pictou ..	56	11,382	8,672	31,268	49,132	100,454	426	722	507	115,648	70	116,947	4,894	429	6,470	51,707	58,606	63,500
Lake Wakatipu steamers	..	4,470	2,746	6,636	2,642	16,494	7	262	66	21,086	..	21,414	933	383	1,224	3,551	5,158	6,091
Totals ..	2,983	656,863	856,802	3,656,619	6,237,872	11,408,156	322,487	323,446	38,688	6,356,361	145,729	6,864,224	369,832	523,784	2,572,576	2,276,776	5,373,136	5,742,968
1916-17.																		
Whangarei ..	74	18,062	8,582	75,720	93,132	195,496	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	28,331	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	94,670	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	8,436,175	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	4,727,908	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	348,001	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	86,684	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	118,365	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	114,920	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	22,565	7	276	145	19,648	..	20,069	885	290	1,628	4,035	5,953	6,838
Totals ..	2,960	468,115	1,414,044	2,742,744	9,548,212	14,173,115	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

RETURN NO. 5—continued.

COMPARATIVE STATEMENT OF PASSENGER AND GOODS TRAFFIC FOR THE YEAR ENDED 31ST MARCH, 1918—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.	Number.	s. d.	Number.	s. d.	Number.	s. d.
1917-18.																								
Whangarei ..	14,093	12 3	1,015	6 2	2,255	4 6	17,364	2 11	31,040	16 8	3,124	14 9	1,310	13 10	35,476	5 3	52,840	8 2	109,465		51,457		160,922	
Kaihu ..	1,710	12 0	108	8 0	512	7 3	2,331	7 3	4,550	3 8	81	6 11	208	5 0	4,839	15 7	7,171	2 10	14,723		3,008		17,731	
Gisborne ..	8,617	19 0	261	12 7	1,541	19 3	10,421	10 10	16,378	9 9	419	13 8	986	19 10	17,785	3 3	28,206	14 1	53,197		12,195		65,392	
North Island Main Lines and Branches	1,059,818	9 8	87,573	18 9	145,709	8 3	1,293,101	16 8	1,302,669	19 6	27,730	9 3	45,862	11 3	1,376,263	0 0	2,669,364	16 8	4,263,360		1,274,380		5,537,740	
South Island Main Lines and Branches	527,130	19 0	44,465	5 5	93,320	19 8	664,917	4 1	865,509	9 2	34,354	3 11	32,349	1 9	932,212	14 10	1,597,129	18 11	2,569,275		905,635		3,474,910	
Westland ..	27,345	16 10	2,885	4 7	5,586	2 0	35,817	3 5	110,824	6 11	4,298	16 6	3,074	9 3	118,197	12 8	154,014	16 1	230,572		86,149		316,721	
Westport ..	5,420	9 1	802	15 2	969	13 8	7,192	17 11	95,086	14 11	4,703	2 6	827	19 0	100,617	16 5	107,810	14 4	91,694		66,913		158,607	
Nelson ..	8,898	0 9	924	5 4	1,696	4 5	11,518	10 6	17,697	18 7	2,495	16 5	1,355	17 2	21,549	12 2	33,068	2 8	74,104		14,475		88,579	
Pictou ..	7,932	19 5	479	8 4	1,625	4 8	10,037	12 5	18,748	11 1	1,543	7 5	953	3 10	21,245	2 4	31,282	14 9	62,256		24,320		86,576	
Lake Wakatipu steamers	2,953	1 2	159	0 10	392	19 1	4,005	1 1	2,734	8 9	9	4 8	61	13 2	2,805	6 7	6,810	7 8	..		..		..	
Totals ..	1,663,921	19 2	138,675	5 2	254,110	2 9	2,056,707	7 1	2,465,240	19 0	78,760	16 0	86,990	14 1	2,630,992	9 1	4,687,699	16 2	7,468,646		2,438,532		9,907,178	
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	
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	
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	
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	
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	32,699	17 4	991,934	0 11	1,682,638	7 8	3,236,230		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	
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	
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	
Pictou ..	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	
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	

J. MACDONALD, Chief Accountant.

RETURN No. 6.

ESTIMATED AMOUNT OF EXPENDITURE ON CONSTRUCTION OF RAILWAYS, ROLLING-STOCK, ETC., TO 31ST MARCH, 1918; 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.		
	£	£	£	£ s. d.
Whangarei	765,729	..	15,488	2 0 5
Kaibu	99,962	244,157	..	..
Tauranga	..	17,211	- 1,182	..
Gisborne	..	352,761	..	..
.. .. .	682,706	..	5,811	0 18 6
.. .. .	..	179,919	..	..
North Island Main Lines and Branches ..	15,885,220	..	1,078,396	6 17 2
.. .. .	..	869,983	..	..
South Island Main Lines and Branches ..	14,591,671	..	441,441	3 0 6
.. .. .	..	191,516	..	..
Westland	2,089,946	..	46,039	2 4 0
.. .. .	..	687,544	..	..
Westport	605,880	..	54,446	8 19 9
.. .. .	..	96,059	..	..
Nelson	542,534	..	2,321	0 8 7
.. .. .	..	36,790	..	..
Picton	680,832	..	2,887	0 8 6
.. .. .	..	18,968	..	..
Lake Wakatipu steamer service	43,708	..	- 854	..
<i>In suspense—</i>				
Surveys, North Island	..	35,900	..	..
Miscellaneous, North Island	..	5,169	..	..
Surveys, South Island	..	5,752	..	..
Miscellaneous, South Island	..	5,168	..	..
P.W.D. stock of permanent-way	..	49,834	..	..
W.R.D. stock of A.O.L. stores	13,244	..	..	..
	£36,001,432	..	£1,644,793	£4 11 11
		£2,796,731		
Total cost of opened and unopened lines at 31st March, 1918	£38,798,163		..	£4 4 9

NOTE.—The amount stated in this return as the cost of construction of opened lines includes the Provincial and General Government expenditure on railways. It also includes the Midland Railway and expenditure by the Greymouth and Westport Harbour Boards on railways and wharves under the provisions of section 7 of the Railways Authorization Act, 1885, the information regarding the last mentioned being furnished by the respective Boards. The rate of interest earned has been computed on cost proportionately to the time during which lines taken over by the Working Railways Department within the financial year were earning revenue, thus:—

Gisborne Section.—Matawai-Motuhora opened for traffic 26th November, 1917.

North Island Main Lines and Branches.—Paerata-Patumahoe opened for traffic 10th December, 1917; Ohakune-Raetihi opened for traffic 18th December, 1917; Whangamomona-Kohouratahi opened for traffic 7th January, 1918.

J. MACDONALD, Chief Accountant.

RETURN No. 7.

EXPENDITURE UNDER VOTE FOR ADDITIONS TO OPEN LINES, CHARGED TO CAPITAL ACCOUNT, FOR
THE YEAR ENDED 31ST MARCH, 1918.

	Amount.	Total.
	£ s. d.	£ s. d.
Material on hand at 31st March, 1917	15,212 6 8	
Expenditure charged to Vote 92 by Treasury	200,161 19 8	
	215,374 6 4	
Less material on hand at 31st March, 1918	13,244 1 2	202,130 5 2
Expenditure on works, &c.—		
Way and Works Branch	53,049 8 10	
Locomotive Branch	149,080 16 4	202,130 5 2

WAY AND WORKS BRANCH: PARTICULARS OF WORKS, ETC.

Railway.	Work, &c.	Amount.	Total.
		£ s. d.	£ s. d.
Whangarei	Footbridge, Kioreroa Bridge .. .. .	.. .. .	129 10 6
Gisborne	Additions to workshops and engine-depot .. .. .	.. .. .	507 13 8
North Island Main Lines and Branches	Sidings, stockyards, crossings, &c.	2,554 2 2	
	Additions to station buildings, extension of station-yards, and other facilities	23,215 3 9	
	Purchase of land	820 11 4	
	Additional works, water-services, &c., for Locomotive Branch	3,125 6 8	
	Engine turntable (Palmerston North)	468 4 2	
	Additions to workshops	3,450 6 3	
	Tablet-installation	273 15 1	
	Telegraph and telephone facilities	1,135 3 7	35,042 13 0
South Island Main Lines and Branches	Sidings	493 16 11	
	Additions to station buildings, extension of station-yards, and other facilities	13,066 13 5	
	Purchase of land	585 0 0	
	Additions to workshops	845 13 2	
	Deviation and duplication	21 15 0	
	Tablet-installation	28 5 10	15,041 4 4
Westland	Interlocking points at crossing-stations .. .. .	.. .. .	76 1 9
Nelson	Interlocking points at crossing-stations	10 7 3	
	Telegraph and telephone facilities	12 1 4	22 8 7
Picton	Boat landing at new wharf	40 0 0	
	New locomotive-depot	2,159 4 10	
	Interlocking points at crossing-stations	30 12 2	2,229 17 0
			£53,049 8 10

RETURN NO. 7—continued.

LOCOMOTIVE BRANCH: PARTICULARS OF ROLLING-STOCK, ETC.

Description of Stock ordered.	Order.	Number Incomplete on March 31, 1917.	Number Complete on 31st March, 1918.	Number Incomplete on 31st March, 1918.	Expenditure in Year ended 31st March, 1918.
					£ s. d.
Fitting locomotives, carriages, and brake-vans with steam-heating gear	M—9	..	..	..	44 18 3
Fitting Whangarei rolling-stock with Westinghouse brake	T—9	..	..	..	Cr. 19 16 6
Locomotives, Class Bb (Price's contract)	W—9	7	7	..	19,133 18 3
Wagons, bogie, 1914–1915 programme	Z—9	..	..	..	265 8 6
Carriages, Class A, 1915–1916 programme	B—10	7	4	3	2,498 3 11
Brake-vans, Class F, 1915–1916 programme	C—10	..	..	..	23 13 7
Wagons, bogie, 1915–1916 programme	D—10	62	4	58	10,370 8 11
Wagons, four-wheel, 1915–1916 programme	E—10	381	56	325	2,018 14 8
Locomotives, Class Ab, first lot	F—10	..	..	..	25 12 0
Locomotives, Class Ww, sixth lot	H—10	..	..	..	Cr. 382 7 9
Carriages, Classes A and AA, 1916–1917 programme	I—10	37	5	32	22,091 0 2
Brake-vans, Class F, 1916–1917 programme	J—10	16	4	12	2,667 19 10
Wagons, bogie, 1916–1917 programme	K—10	143	26	117	12,419 7 9
Wagons, four-wheel, 1916–1917 programme	L—10	565	41	524	26,284 6 3
Locomotives, Class Ab, second lot	N—10	7*	7	..	24,829 5 8
Locomotives, Class Ww, seventh lot	Q—10	9†	4	5	9,186 6 8
Locomotives, Class WAB	R—10	2‡	2	..	5,722 2 3
Fitting Westland rolling-stock with Westinghouse brake	S—10	..	..	..	1,839 10 10
Tarpaulins, 1916–1917 programme	T—10	1,050	100	950	Cr. 1,545 17 7
Carriages, Class A, 1917–1918 programme	V—10	2	..	2	935 12 6
Wagons, four-wheel, 1917–1918 programme	W—10	10	10	..	2,191 3 4
Locomotives, Class Ab, third lot	X—10	10	..	10	2,352 3 4
Workshop machinery	..	..	..	..	6,129 1 6
Total	..	..	..	..	£149,080 16 4
Total locomotives	..	35	20	15	..
„ carriages	..	46	9	37	..
„ brake-vans	..	16	4	12	..
„ wagons, bogie	..	205	30	175	..
„ wagons, four-wheel	..	956	107	849	..
„ tarpaulins	..	1,050	100	950	..

* Order reduced by 2.

† Order reduced by 1.

‡ Order increased by 1.

EXPENDITURE UNDER THE RAILWAYS IMPROVEMENTS AUTHORIZATION ACT, 1914, CHARGED TO CAPITAL ACCOUNT, FOR THE YEAR ENDED 31ST MARCH, 1918.

	£ s. d.
New stations and station-yards, goods-sheds, and terminal facilities at Auckland, Hastings, Wellington, Christchurch, and Addington	68,095 14 0
Duplications—	
Horotiu—Frankton Junction	180 6 6
Newmarket—New Lynn	
Grade easements—	
Penrose—Mercer	
Palmerston North—Marton	21,290 6 8
Frankton Junction—Te Kuiti	
New engine-depot and approach-lines, Auckland	537 8 11
Additions to workshops, Newmarket	10,886 6 6
New line—Auckland—Westfield	1 10 8
Signalling, interlocking, and safety appliances	10,728 1 11
Cost of raising loan	0 10 6
	<u>£111,720 5 8</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, 1918.

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	5,945	7	0	1,570	11	5	4,690	3	8	127,662	10	10	130,199	15	6	14,990	4	8	3,647	17	7	4,182	8	7	4,563	17	1	297,452	16	4
Track-renewals	899	4	10	405	9	6	396	0	1	29,096	0	8	23,021	5	5	7,370	15	3	755	5	11	672	7	1	2,912	1	4	65,528	10	1
Ballasting	3	1	3	93	13	0	853	14	9	19,358	4	7	5,089	3	11	2,154	17	5	93	12	6	102	16	3	40	8	3	27,789	11	11
Banks, cuttings, ditches, tunnels ..	1,529	6	3	585	8	11	1,942	14	1	14,713	1	0	15,545	17	11	3,546	17	3	148	1	7	980	17	11	268	11	1	39,260	16	0
Bridges, culverts, drains	1,726	18	9	1,672	4	0	607	5	6	33,510	0	5	22,815	6	6	2,390	14	2	775	7	5	1,487	12	7	700	19	1	65,686	8	5
Fences, gates, cattle-stops, hedges ..	379	13	3	16	11	0	131	4	9	8,815	6	7	8,448	17	2	1,161	15	9	371	6	4	662	1	4	266	1	11	20,252	18	1
Roads, approaches, &c.	55	3	10	2	0	0	133	17	5	3,519	14	0	2,107	12	6	100	17	1	83	0	11	24	2	8	85	3	1	6,111	11	6
Water-services, signals, cranes, appliances	542	13	7	94	3	4	81	13	3	26,741	8	6	19,219	18	9	1,071	10	0	681	2	11	148	4	6	422	13	10	49,003	8	8
Wharves	273	11	11	74	18	1	..	..	..	1,077	2	11	2,588	12	0	215	3	2	1,239	3	9	469	19	2	387	2	0	6,325	13	0
Buildings	647	18	8	169	18	1	566	9	3	60,637	3	8	51,286	18	0	4,246	2	4	1,178	1	8	1,118	9	1	649	7	2	120,500	7	11
Miscellaneous	..	..	..	141	16	3	58	2	8	4,825	17	11	1,769	8	4	192	18	4	154	17	1	114	11	5	748	7	11	8,005	19	11
General charges	33	2	4	4	17	10	77	12	6	3,006	19	0	1,488	0	6	79	19	7	27	7	8	11	7	1	7	2	10	4,736	9	4
Totals	12,036	1	8	4,831	11	5	9,538	17	11	332,963	10	1	283,580	16	6	37,521	15	0	9,155	5	4	9,974	17	8	11,051	15	7	710,654	11	2
Rate per average mile opened ..	162	12	10	241	11	7	208	11	10	299	2	10	201	19	7	238	19	10	254	6	5	163	10	5	197	7	0	239	10	10

RETURN NO. 9.

STATEMENT OF SEASON TICKETS ISSUED FOR THE YEAR ENDED 31ST MARCH, 1918.

Description of Tickets.					Number.	Amount.		
						£	s.	d.
Travellers' annual, all lines	...	...	...	...	11	942	18	9
Travellers' annual, North Island	...	...	...	...	58	3,486	1	11
Travellers' annual, South Island	...	...	...	...	30	1,709	12	10
Reporters' annual	...	...	...	...	71	804	17	6
Sectional annual, North Island	...	...	...	...	395	14,181	12	6
Sectional annual, South Island	...	...	...	...	279	9,644	14	6
Tourist, all lines	...	...	...	...	250	3,486	7	6
Tourist, North Island	...	...	...	...	1,611	13,874	4	9
Tourist, South Island	...	...	...	...	126	1,074	3	4
Fifty-trip commutation (ordinary)	...	...	...	...	31	31	1	10
Fifty-trip commutation (family)	...	...	...	...	25	47	15	10
School	...	...	...	...	32,781	20,401	16	4
Twenty-trip commutation	...	...	...	...	42	55	15	1
Twelve-trip weekly	...	...	...	...	58,130	9,219	19	5
Weekly workmen's	...	...	...	...	205,139	20,917	16	3
All other season	...	...	...	...	23,508	38,796	6	10
Totals	...	...	...	...	322,487	138,675	5	2

J. MACDONALD, Chief Accountant.

RETURN NO. 10.

COMPARATIVE STATEMENT OF THE NUMBER OF EMPLOYEES FOR YEARS 1917-18 AND 1916-17.

Department.				Whangarei.	Kaihu.	Gisborne.	North Island Main Line and Branches.	South Island Main Line and Branches.	Westland.	Westport.	Nelson.	Picton.	Stores.	Total.
1917-18.														
General	..	..	..	4	1	3	365	116	23	5	4	3	136	660
Traffic	..	..	..	43	6	15	2,340	1,929	122	73	52	32	..	4,612
Maintenance	..	..	..	60	21	42	1,754	1,267	146	32	40	48	..	3,410
Locomotive	..	..	..	47	5	19	2,163	1,768	161	115	21	21	..	4,320
Totals..	..	..	..	154	33	79	6,622	5,080	452	225	117	104	136	13,002
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	143	33	43	55	..	3,586
Locomotive	..	..	..	45	5	17	2,347	1,917	158	116	22	22	..	4,649
Totals..	..	..	..	153	31	70	7,121	5,280	449	232	118	115	139	13,708

RETURN No. 11. RETURN SHOWING NUMBER OF PASSENGER TICKETS ISSUED AT CHEAP EXCURSION RATES FOR YEAR ENDED 31ST MARCH, 1918.

Sections.	SCHOOLS, FACTORIES, AND FRIENDLY SOCIETIES.				HOLIDAY EXCURSIONS.				GROSS TOTAL—SCHOOL AND HOLIDAY EXCURSIONS.			
	Schools, Factories, and Friendly Societies. Children not exceeding 15 Years of Age.	Schools only. Senior Scholars over 15 but not exceeding 23 Years of Age and Teachers.	Schools, Factories, and Friendly Societies. Adults.	Total.	Revenue. £ s. d.	First Class. No.	Second Class. No.	Total. No.	Revenue. £ s. d.	No.	Number of Tickets.	Revenue. £ s. d.
Whangarei	No. 491	No. 623	No. 243	No. 1,114	102 8 6	112	1,294	1,406	249 8 1	1,406	1,406	249 8 1
Kaitiaki	..	..	..	..	..	..	..	..	..	..	..	..
Auckland	..	..	..	..	..	2,078	29,594	31,672	11,937 4 0	31,672	31,672	11,937 4 0
Ohakune	..	..	..	..	..	412	4,475	4,887	3,643 11 2	4,887	4,887	3,643 11 2
Gisborne	..	..	..	..	..	109	225	334	89 4 0	334	334	89 4 0
Wanganui	..	..	..	..	..	1,706	11,101	12,807	7,797 13 10	12,807	12,807	7,797 13 10
Wellington	..	..	..	..	..	8,027	19,834	27,861	14,663 13 9	27,861	27,861	14,663 13 9
Pictou ..	..	..	..	..	..	..	..	..	..	..	..	..
Nelson ..	100	103	40	243	15 15 1	20	404	424	87 4 7	424	637	102 19 8
Westport	..	..	..	..	..	..	74	74	13 13 9	74	74	13 13 9
Westland	..	..	..	..	..	451	2,028	2,479	756 12 8	2,479	2,479	756 12 8
Christchurch	..	..	..	..	..	3,975	20,082	24,057	9,509 13 0	24,057	24,057	9,509 13 0
Dunedin	..	21	..	21	3 3 0	2,216	13,263	15,479	9,612 2 4	15,479	15,479	9,612 2 4
Invercargill	..	..	..	..	..	1,042	8,108	9,150	4,618 14 9	9,150	9,150	4,618 14 9
*Totals 1918	591	124	743	1,458	131 6 7	20,148	110,482	130,630	62,968 15 11	130,630	132,088	63,100 2 6
1917	38,477	8,788	32,901	80,166	6,169 17 6½	168,098	735,468	903,566	313,006 7 3½	903,566	983,732	319,166 4 10
Decrease	37,886	8,664	32,158	78,708	6,028 10 11½	147,950	624,986	772,936	250,037 11 4½	772,936	851,644	256,066 2 4
Increase	..	..	..	..	..	..	..	..	..	..	..	..
Total, year ending—	63,598	5,949	38,467	108,014	7,246 5 9	50,511	239,164	289,675	50,232 12 11	289,675	397,689	57,478 18 8
31st March, 1896	44,610	5,993	33,925	84,528	5,616 2 8	58,464	313,724	372,188	63,439 0 0	372,188	456,716	69,055 2 8
31st March, 1897	39,963	5,398	35,064	80,425	5,569 18 1	66,012	383,569	449,581	80,322 8 1	449,581	530,006	86,392 6 2
31st March, 1898	45,748	6,192	39,955	91,895	6,215 11 8	70,531	411,747	482,278	84,794 15 6	482,278	574,173	91,010 7 2
31st March, 1899	37,839	5,616	31,164	74,619	4,762 3 10	81,528	501,176	582,704	96,154 7 5	582,704	657,323	100,906 11 3
31st March, 1900	38,864	5,602	34,550	79,016	5,234 16 8	87,544	541,624	629,168	102,932 10 9	629,168	708,184	108,167 7 5
31st March, 1901	42,506	5,736	37,708	85,950	5,466 16 9	95,628	588,813	684,441	136,813 0 1	684,441	770,391	142,279 16 10
31st March, 1902	50,364	6,975	54,344	111,683	7,424 19 7	100,417	594,967	695,384	125,624 4 0	695,384	807,067	133,049 3 7
31st March, 1903	52,742	7,359	53,558	113,659	7,490 16 0	100,968	592,485	693,453	130,068 16 9	693,453	807,112	137,559 12 9
31st March, 1904	55,478	7,715	57,027	120,220	7,892 16 1	110,823	626,852	737,675	140,939 16 3	737,675	857,895	148,822 12 4
31st March, 1905	48,044	7,837	39,783	95,664	6,514 18 4	125,280	731,132	856,412	194,185 2 9	856,412	952,076	200,700 1 1
31st March, 1906	51,031	8,163	53,586	113,880	7,604 10 4	113,617	687,518	792,135	141,519 16 11	792,135	845,215	149,124 7 3
31st March, 1907	55,199	9,266	52,579	117,044	7,641 5 10	122,312	667,867	790,179	166,471 6 3	790,179	907,223	174,112 12 1
31st March, 1908	53,917	7,811	53,677	115,405	7,964 15 7	128,277	735,561	863,838	211,133 6 10	863,838	979,243	219,088 2 5
31st March, 1909	66,381	10,799	66,695	143,875	9,488 14 7	107,208	576,251	683,434	155,444 10 11	683,434	827,334	164,933 5 6
31st March, 1910	62,289	8,924	63,612	134,825	9,702 15 3	135,590	704,883	840,473	206,472 13 1	840,473	975,298	216,175 8 4
31st March, 1911	63,040	9,723	61,134	133,897	9,509 8 7	159,730	804,965	964,695	271,611 17 7	964,695	1,098,592	281,121 6 2
31st March, 1912	111,029	18,246	59,712	188,987	13,235 8 4	131,416	683,851	815,267	210,109 0 9	815,267	1,004,254	223,344 9 1
31st March, 1913	47,846	7,974	48,197	104,017	7,919 1 9	144,260	782,355	926,615	259,547 10 6	926,615	1,030,632	267,466 12 3
31st March, 1914	43,038	8,198	36,091	87,327	6,072 18 9	136,401	763,690	900,091	269,097 16 0	900,091	987,418	275,170 14 9
31st March, 1915	38,477	8,788	32,901	80,166	6,159 17 6½	168,098	735,468	903,566	313,006 7 3½	903,566	983,732	319,166 4 10
31st March, 1916	591	124	743	1,458	131 6 7	20,148	110,482	130,630	62,968 15 11	130,630	132,088	63,100 2 6

* The issue of school, factory, and friendly-society, and holiday excursion tickets was suspended in connection with staff-saving time-table on 23rd April, 1917.

RETURN No. 12.
STATEMENT OF REVENUE FOR EACH STATION FOR THE YEAR ENDED 31st MARCH, 1918.

Stations.	OUTWARD.																				INWARD.										Stations.						
	NUMBER OF TICKETS.					Number of Season Tickets.	Cattle.	Calves.	Sheep.	Pigs.	Timber. Hundreds of Superficial Feet.	Minerals.	Other Goods.	Ordinary Passengers.	Season Tickets.	Parcels.	Luggage, Mails, &c.	Goods.	Miscellaneous.	Rents and Commission.	Total Value forwarded.	Cattle.	Calves.	Sheep.	Pigs.	Timber. Hundreds of Superficial Feet.	Minerals.	Other Goods.									
	First-class Single.	First-class Return.	Second-class Single.	Second-class Return.	Total.																																
NORTH ISLAND MAIN LINES AND BRANCHES—Auckland (Coaching) (Goods)	39,543	10,332	208,010	116,670	374,555	11,227	283	20	70	4,771	20,044	46,622	137,864	168,810	8 9	14,185	16 1	9,889	19 6	5,115	6 7	Cr.	67 3 8	566	19 7	557	1 3	199,058	8 1	348	49	1,993	697	106,748	103,637	96,477	Auckland (Coach.). (Goods).
Newmarket	3,203	2,214	26,752	32,361	64,530	4,493	..	..	..	..	2,077	425	4,465	6,979	15 2	946	14 1	312	2 4	87	0 0	7,166	0 0	81	17 2	1,441	11 8	17,015	0 5	2	..	27,776	11,010	5,109	Newmarket.		
Mount Eden	967	723	21,058	27,086	49,834	1,624	154	9	53	61	6,653	9,000	2,300	3,061	9 2	560	16 11	77	8 10	32	6 11	3,474	12 11	185	8 0	503	8 0	7,895	10 9	1,208	47	109	..	28,716	26,950	9,189	Mount Eden.
Avondale	380	440	24,834	62,750	88,404	29,224	656	243	..	46	114	24,024	1,840	3,432	2 2	3,823	9 4	127	2 2	11	9 11	4,619	10 5	53	8 5	37	1 3	12,104	3 8	543	145	58	132	685	4,595	2,412	Avondale.
Henderson	502	535	15,336	42,389	58,762	6,906	576	275	7,173	377	5,535	441	3,695	3,835	2 9	1,270	9 8	383	1 3	11	18 11	2,413	11 8	27	9 2	63	2 2	8,004	15 7	527	136	1,457	25	2,567	8,594	5,357	Henderson.
Helensville	5,356	1,420	25,666	18,157	50,599	406	5,860	418	28,474	2,344	8,665	192	7,581	7,242	9 6	349	17 1	1,207	8 9	37	8 9	8,385	11 7	115	5 11	152	5 6	17,490	7 1	2,474	758	7,319	135	5,975	7,243	14,285	Helensville.
Wellsford	698	114	6,349	3,653	10,814	67	10,093	162	15,338	235	2,677	2,549	760	2,318	15 4	37	10 7	178	7 5	6	16 6	5,723	6 7	17	14 1	12	19 8	8,295	10 2	1,343	1,262	10,622	1	1,768	1,062	2,458	Wellsford.
Ranganui	556	45	2,273	342	3,216	..	756	48	4,548	612	27	4	333	1,179	0 0	..	..	44	19 2	4	11 11	928	19 1	274	10 0	1	4 0	2,433	4 2	292	160	1,590	..	1,032	4,768	1,964	Ranganui.
Remuera	858	692	2,822	5,139	9,511	2,288	448	16	162	9	..	..	44	368	19 5	724	9 5	129	5 11	3	4 5	245	19 0	5	16 3	122	0 0	1,599	14 5	932	21	903	96	488	1,662	122	Remuera.
Green Lane	1,508	2,881	14,364	25,280	44,033	6,598	..	..	..	..	75	28	33	1,393	8 6	1,363	3 1	34	13 9	4	0 11	140	13 6	1	12 8	29	10 0	2,967	2 5	..	..	366	1,933	148	Green Lane.		
Ellerslie	1,283	2,425	16,892	31,734	52,334	8,438	1	..	..	..	28	7	137	2,153	4 8	1,597	14 4	1,044	2 11	6	12 3	79	16 9	6	10 6	69	6 3	4,957	7 8	24	..	1	200	1,157	1,282	894	Ellerslie.
Penrose Junction	383	1,417	7,606	12,781	22,187	2,270	879	1,222	9,500	903	76	9,610	43,133	1,168	4 8	367	0 10	78	14 0	9	16 9	12,650	13 6	19	10 1	5	10 0	14,299	9 10	30,186	942	193,503	18,013	2,883	14,818	8,240	Penrose Junction.
Onehunga Town	543	216	10,200	8,141	19,100	5,040	3	..	..	..	1,724	1,226	1,835	1,121	17 4	1,107	2 3	94	16 1	11	14 1	1,104	15 3	6	10 11	68	0 0	3,514	15 11	44	2	80	13	12,586	6,481	2,814	Onehunga Town.
Wharf	..	..	..	..	..	..	4	..	5	2	5,909	15,488	21,740	..	..	..	..	21	0 3	..	..	8,404	14 4	696	17 1	..	..	9,125	1 8	37	..	114	..	6,297	8,596	26,200	Wharf.
Otahuhu	964	1,360	15,935	42,595	60,854	6,815	3,812	470	17,550	621	73	95	26,720	3,942	7 2	1,102	13 10	132	3 1	31	10 4	17,115	9 10	19	11 1	8	15 0	22,352	10 4	8,299	198	54,716	3,755	3,698	29,734	11,925	Otahuhu.
Papatoetoe	405	1,373	7,421	25,329	34,528	2,367	248	28	1,809	13	2	1,083	1,131	2,360	12 4	792	0 11	703	18 0	10	19 6	728	9 8	9	4 6	34	15 0	4,639	19 11	2,654	102	5,737	2	2,187	3,004	2,728	Papatoetoe.
Papakura	654	921	14,361	38,572	54,508	2,644	503	155	16,486	899	67	10,926	1,126	4,924	1 3	750	12 0	886	13 8	22	7 6	2,459	9 7	86	9 7	8	7 8	9,138	1 3	2,600	29	5,557	9	4,641	4,157	5,860	Papakura.
Drury	258	190	5,660	5,383	11,391	113	251	195	2,494	881	23	159	2,177	1,244	13 2	75	3 4	503	4 9	10	1 5	871	3 6	27	12 10	15	3 0	2,747	2 0	93	38	763	3	2,693	1,461	1,625	Drury.
Pukekohe	1,968	927	20,160	9,971	33,026	265	6,378	427	8,318	5,338	348	8	6,956	6,021	8 5	209	12 9	547	4 11	60	18 3	5,732	0 2	59	18 1	480	16 0	13,111	18 7	1,508	212	6,493	402	5,004	23,540	9,115	Pukekohe.
Tuakau	726	202	8,059	5,675	14,662	238	1,700	133	27,740	1,463	108	45	1,708	2,491	12 8	149	17 0	437	12 3	27	7 6	2,239	3 10	26	16 2	91	15 0	5,464	4 5	620	116	9,751	103	2,233	2,280	4,020	Tuakau.
Pokeno	174	92	3,796	2,903	6,965	52	744	87	5,429	688	88	92	549	994	7 8	39	13 7	394	8 6	6	18 1	672	14 0	32	2 5	..	..	2,140	4 3	346	44	2,448	101	1,195	717	3,791	Pokeno.
Mercer	1,080	568	11,865	7,047	20,560	154	1,895	264	12,664	704	7,320	3,968	6,340	3,752	11 6	78	17 9	913	15 8	25	7 3	5,422	18 7	51	4 8	164	12 4	10,409	7 9	1,150	246	7,541	2	4,117	5,625	2,908	Mercer.
Huntly	1,194	281	25,118	10,400	36,993	1,168	1,015	89	9,764	512	1,005	265,907	2,44																								

RETURN NO. 12—continued.

STATEMENT OF REVENUE FOR EACH STATION FOR THE YEAR ENDED 31ST MARCH, 1918—continued.

Stations.	OUTWARD.																				INWARD.							Stations.				
	NUMBER OF TICKETS.					Number of Season Tickets.	Cattle.	Calves.	Sheep.	Pigs.	Timber, Hundreds of Superficial Feet.	Minerals.	Other Goods.	Ordinary Passengers.	Season Tickets.	Parcels.	Luggage, Mails, &c.	Goods.	Miscellaneous.	Rents and Commission.	Total Value forwarded.	Cattle.	Calves.	Sheep.	Pigs.	Timber, Hundreds of Superficial Feet.	Minerals.		Other Goods.			
	First-class Single.	First-class Return.	Second-class Single.	Second-class Return.	Total.																											
NORTH ISLAND MAIN LINES AND BRANCHES—continued.																																
Fordell ..	296	133	3,507	963	4,899	43	940	241	25,404	168	2,306	4,192	1,320	730 5 8	26 13 3	181 7 10	12 0 0	2,762 5 1	12 2 10	5 0 0	3,729 14 8	344	197	10,072	..	872	451	1,198	Fordell.			
Turakina ..	276	105	4,277	1,183	5,841	88	1,341	228	28,318	419	40	272	1,185	896 10 11	50 13 8	183 17 0	17 6 7	2,087 17 8	14 5 8	2 10 0	3,253 2 4	643	74	11,625	30	1,100	440	1,604	Turakina.			
Greatford ..	728	211	3,641	1,635	6,215	2	958	2	28,961	..	54	83	2,452	1,331 13 3	0 13 10	221 17 0	23 5 1	3,209 1 0	6 11 1	9 5 1	4,802 6 10	175	152	21,833	2	2,472	3,276	3,068	Greatford.			
Halcombe ..	279	144	4,706	5,178	10,307	130	531	18	34,324	219	2,293	7	1,340	1,276 8 6	73 18 10	180 19 8	18 7 11	2,537 6 10	17 11 0	94 1 6	4,198 14 3	427	92	5,586	15	10,001	3,056	2,052	Halcombe.			
Feilding ..	5,736	1,122	28,796	12,289	47,943	211	7,367	430	186,982	1,214	496	154	9,226	12,488 8 7	219 0 4	885 16 11	249 19 3	18,810 16 11	84 6 10	283 3 9	33,021 12 7	8,308	730	158,492	1,986	22,436	6,791	14,169	Feilding.			
Palmerston North ..	19,813	4,171	120,030	31,739	175,753	685	6,461	1,059	47,669	1,304	5,805	3,548	21,964	53,012 14 8	1,630 7 6	3,172 9 3	1,472 10 2	26,717 12 1	268 1 7	881 14 10	87,155 10 1	4,116	1,229	39,809	3,438	37,533	15,091	33,866	Palmerston North.			
Ashhurst ..	418	128	6,324	4,690	11,560	36	515	218	33,016	248	302	68	1,262	1,477 12 11	23 5 2	221 18 10	28 5 4	2,764 14 9	10 5 9	82 7 8	4,608 10 5	278	80	4,376	15	4,006	2,426	1,858	Ashhurst.			
Longburn ..	401	526	9,720	14,147	24,794	148	6,872	401	83,144	1,250	1,381	1,759	15,309	2,094 11 10	82 5 6	364 5 5	20 3 8	14,041 16 8	10 2 4	78 2 5	16,691 7 10	958	71	56,050	31	3,037	4,746	4,258	Longburn.			
Foxton ..	708	335	13,885	8,591	23,519	202	146	..	4,555	665	4,475	1,501	13,543	3,113 18 9	118 13 10	293 1 2	36 5 1	13,916 11 11	1,000 11 6	295 18 0	18,775 0 3	228	67	6,053	41	11,223	9,572	16,940	Foxton.			
Shannon ..	759	191	10,006	7,425	18,381	30	797	386	20,713	1,184	3,904	18	9,284	3,492 11 10	16 17 10	396 7 8	57 17 6	6,529 16 5	17 14 11	16 0 0	10,527 6 2	602	95	7,359	377	7,031	3,102	4,497	Shannon.			
Levin ..	1,896	692	15,284	5,476	23,348	119	3,160	389	33,142	1,740	189	83	3,802	6,036 8 11	111 9 8	1,094 15 2	89 16 0	4,304 18 3	20 19 5	24 0 0	11,682 7 5	1,134	105	21,694	241	4,788	2,222	6,226	Levin.			
Otaki ..	1,460	399	11,022	3,262	16,133	125	2,722	340	23,210	173	370	22	5,913	3,685 15 11	79 17 11	2,150 17 4	56 4 1	4,338 13 7	23 13 3	242 5 0	10,577 7 1	544	93	13,963	32	3,023	2,455	4,453	Otaki.			
Paekakariki ..	2,470	2,723	19,976	23,799	48,968	100	1,050	197	24,864	38	1,587	780	2,338	5,841 5 10	69 0 2	1,457 15 6	27 7 4	2,484 14 11	12 5 7	1,022 8 0	10,914 17 4	524	12	3,463	18	3,619	2,531	3,045	Paekakariki.			
Johnsonville ..	1,563	4,400	10,264	35,461	51,688	7,569	664	155	16,193	16	25	47	526	3,607 12 5	1,604 19 7	246 11 7	18 16 8	832 15 11	5 13 4	31 15 6	6,348 5 0	6,729	968	45,923	467	1,600	2,915	1,274	Johnsonville.			
Thorndon (Coaching) ..	30,243	23,816	105,166	104,080	263,305	6,417	..	..	..	..	..	..	100,435 5 8	2,832 13 3	10,522 18 7	2,276 17 7	Cr. 1,623 5 5	101 12 1	471 10 4	115,017 12 1	..	..	..	..	..	..	..	..	Thorndon (Coaching).			
Lambton (Coaching) ..	29,105	34,871	117,293	130,704	311,973	13,479	..	..	..	..	..	..	39,043 10 5	6,829 9 8	2,252 5 0	2,101 0 5	Cr. 19 10 1	344 16 7	538 7 3	51,089 19 3	..	..	..	..	..	..	..	..	..	Lambton (Coaching).		
Wellington (Goods) ..	..	..	..	..	..	..	611	35	1,729	438	21,515	71,763	112,731	..	..	..	..	170,125 2 11	2,400 12 10	1,180 8 4	173,706 4 1	922	387	1,399	711	78,215	29,767	114,843	6,282	..	Wellington (Goods).	
Central Booking-office ..	11,107	1,796	15,823	2,728	31,454	3,623	..	..	..	..	..	..	..	42,889 16 0	9,423 13 1	..	..	..	..	..	52,345 10 4	..	..	..	..	..	..	..	..	..	Central Booking-office.	
Te Aro ..	11	1,025	444	1,888	3,368	383	..	..	..	..	..	..	..	303 6 11	47 19 8	0 6 1	Cr. 4 7 0	0 10 10	0 3 3	..	346 18 1	..	..	..	..	..	..	..	..	..	Te Aro.	
Ngahauranga ..	318	385	6,546	8,538	15,787	921	30	..	509	51	..	..	12,813	473 8 8	131 18 6	23 9 6	5 10 2	4,752 19 3	12 18 0	..	5,400 4 1	10,874	336	363,316	37,720	..	102	6,183	3,315	..	Ngahauranga.	
Petone ..	3,482	11,440	29,337	73,562	117,921	31,720	489	21	560	..	177	147	15,498	6,387 19 11	4,466 16 11	176 2 3	74 7 5	5,853 6 4	73 13 5	88 8 7	17,120 14 10	13,452	4,022	579,305	539	24,601	17,299	2,462	..	Petone.		
Lower Hutt ..	5,273	14,090	24,779	63,028	107,170	25,644	30	17	952	..	131	39,652	1,013	7,276 0 7	4,370 9 1	1,436 2 11	107 7 8	6,669 3 10	12 14 9	163 8 0	20,035 6 10	50	2	40	20	7,050	3,101	9,559	..	..	Lower Hutt.	
Upper Hutt ..	3,908	17,599	24,616	156,406	202,529	3,310	908	37	4,678	1,551	1,828	2,929	2,024	13,768 14 10	837 11 6	1,990 5 8	39 0 10	1,580 9 10	246 18 1	88 1 0	18,551 1 9	857	129	2,848	801	4,978	6,234	6,716	..	..	Upper Hutt.	
Kaitoke ..	99	90	805	857	1,851	..	..	..	..	..	..	..	..	200 11 8	..	71 6 8	1 2 1	540 10 8	2 9 11	14 6 0	830 7 0	4	..</									

RETURN No. 12—continued.

STATEMENT OF REVENUE FOR EACH STATION FOR THE YEAR ENDED 31ST MARCH, 1918—continued.

Stations.	OUTWARD.																								INWARD.										Stations.			
	NUMBER OF TICKETS.					Number of Season Tickets.	Cattle.	Calves.	Sheep.	Pigs.	Timber, Hundreds of Superficial Feet.	Minerals.	Other Goods.	Ordinary Passengers.	Season Tickets.	Parcels.	Luggage, Mails, &c.	Goods.	Miscellaneous.	Rents and Commission.	Total Value Forwarded.	Cattle.	Calves.	Sheep.	Pigs.	Timber, Hundreds of Superficial Feet.	Minerals.	Other Goods.										
	First-class Single.	First-class Return.	Second-class Single.	Second-class Return.	Total.																																	
SOUTH ISLAND MAIN LINES AND BRANCHES—																																	SOUTH ISLAND MAIN LINES AND BRANCHES—					
Lytelton (Wharf) ..	31,456	28,061	45,832	70,486	175,835	9,113	132	7	39,015	1,231	139,899	131,992	167,142	16,900	17 11	1,714	13 8	800 16 8	125 16 2	86,748 10 6	9,400 3 7	1,478 8 0	117,169 6 6	336	33	5,179	230	7,801	Tons.	Tons.	168,848	Lytelton.						
Heathcote ..	594	1,702	3,627	16,709	22,632	2,297	..	..	..	..	..	4,808	4,281	9,539	..	..	..	1,912 0 11	638 16 10	27 14 10	82 10 0	2,003 1 4	..	..	387	..	1,735	2	35,126	..	..	Heathcote.						
Woolston ..	231	469	1,508	4,636	6,844	1,046	7	3	..	21	..	15	2,357	806 5 5	406 11 0	35 0 11	6 2 4	256 18 0	183 14 1	69 11 7	1 12 9	2,643 9 8	35 6 6	25 0 0	..	..	1,727	2,808	..	..	Woolston.							
Opawa ..	271	380	1,325	2,350	4,326	2,057	..	..	..	..	..	11	3,139	273 7 6	315 10 6	17 15 9	3 0 5	273 7 6	315 10 6	17 15 9	3 0 5	2,643 9 8	35 6 6	25 0 0	..	..	2,006	6,568	10,570	2	..	Opawa.						
Christchurch (Coaching) ..	58,516	33,047	165,433	122,603	379,599	19,609	..	..	..	..	..	..	..	89,733 16 7	6,921 13 11	9,184 7 8	3,499 18 3	Cr. 74 16 1	180 5 5	577 13 6	110,022 19 3	..	..	..	..	..	..	..	..	..	Christchurch (C'ch'g)							
.. (District Office) ..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..					
Addington ..	523	296	5,945	1,758	8,522	2,016	6,003	396	251,698	4,525	5,444	86	26,894	1,317 19 6	219 11 0	522 17 11	59 17 8	15,527 5 0	353 11 8	489 10 2	18,490 13 9	62,195 11 10	441	23	368	21	94,155	81,671	132,517	..	..	Addington.						
Riccarton ..	554	120	1,627	521	2,722	401	..	..	..	..	..	..	..	467 10 1	68 0 0	17 19 6	12 14 8	634 2 6	1 19 7	..	1,202 6 4	..	..	..	..	..	..	..	..	..	..	Riccarton.						
Papanui ..	1,519	424	5,180	2,092	9,215	1,313	15	..	326	2	718	..	4,904	1,230 0 6	206 9 9	78 14 4	30 5 3	1,774 13 10	1 6 1	46 10 0	3,367 19 9	..	..	..	..	..	..	..	..	..	..	Papanui.						
Styx ..	76	17	1,330	359	1,782	37	6	..	..	..	..	..	2,644	80 12 2	17 14 10	15 1 3	1 2 11	651 2 7	0 19 1	..	766 12 10	87	..	..	..	..	..	..	..	..	..	Styx.						
Belfast ..	444	675	4,203	13,590	18,912	310	205	1	..	381	103	..	24,698	1,078 3 2	171 5 4	66 18 11	13 9 4	9,045 15 1	3 5 7	116 2 6	10,494 19 11	1,212	..	..	..	..	..	..	..	..	..	Belfast.						
Kaiapoi ..	1,191	2,074	9,768	23,696	36,729	507	581	162	11,403	456	1,677	62	22,078	3,307 3 7	274 19 5	429 16 8	78 18 8	6,332 11 0	61 16 7	169 1 2	10,654 7 1	681	50	69,083	137	7,270	5,916	4,918	10,731	..	..	Kaiapoi.						
Rangiora ..	2,332	3,076	15,742	21,992	43,142	298	1,303	409	38,963	1,941	959	150	7,600	5,031 5 0	224 10 8	434 4 0	91 9 10	3,828 16 1	75 10 11	186 16 5	9,872 12 11	787	217	34,190	89	5,058	4,421	8,530	..	..	..	Rangiora.						
Cust ..	118	120	1,444	759	2,441	99	99	13	9,964	135	32	6	2,899	323 5 11	61 14 7	68 16 11	6 15 2	969 14 11	3 12 1	2 0 0	1,435 19 7	95	16	5,876	76	469	739	1,320	..	..	..	Cust.						
Bennett's ..	156	99	2,392	2,006	4,653	25	40	13	9,326	13	12	9	1,640	527 10 7	15 17 1	2 11 9	6 15 2	969 14 11	3 12 1	2 0 0	1,435 19 7	95	16	5,876	76	469	739	1,320	..	..	..	Bennett's.						
Oxford East ..	244	69	2,243	961	3,517	33	496	10	33,131	178	15	1	862	649 14 7	26 7 2	210 1 0	14 10 4	1,312 6 7	4 11 9	10 15 0	2,228 6 5	150	27	12,918	15	1,058	686	1,502	..	..	..	Oxford East.						
.. West ..	176	128	2,021	1,083	3,408	11	40	1	1,400	20	45	..	761	458 11 7	8 2 6	58 1 7	4 2 0	1,368 4 3	8 0 5	65 8 10	1,950 3 4	65	3	5,627	32	438	1,013	1,009	..	..	..	.. West.						
Sefton ..	99	121	1,423	1,168	2,811	121	395	33	6,330	144	10	8	4,156	347 5 9	75 13 1	78 10 5	7 0 7	1,368 4 3	8 0 5	65 8 10	1,950 3 4	65	3	5,627	32	438	1,013	1,009	..	..	..	Sefton.						
Amberley ..	617	209	2,604	1,486	4,916	70	345	167	53,408	58	62	90	2,359	800 5 4	69 7 1	133 5 10	18 8 9	1,953 19 1	11 17 7	124 5 6	3,111 9 2	264	264	22,602	32	1,466	909	1,144	..	..	..	Amberley.						
Waipara ..	977	157	4,583	1,365	7,082	14	961	31	106,672	136	15	2	3,419	1,681 9 8	11 14 10	241 3 11	8 15 0	4,952 12 6	12 4 1	73 3 3	6,981 5 3	227	4	8,744	31	711	97	483	..	..	..	Waipara.						
Mina ..	278	12	1,185	149	1,624	375	6	..	44,914	19	136	7	1,680	564 15 10	0 11 9	241 8 0	10 15 6	2,774 11 7	19 16 11	18 12 6	3,630 12 1	577	187	16,139	25	1,565	796	2,031	..	..	..	Mina.						
Parnassus ..	760	37	1,600	96	2,493	2	1,392	14	71,250	24	24	..	498	1,054 16 3	1 1 8	105 7 4	15 14 3	3,541 0 7	24 3 9	3 10 0	4,745 13 10	333	53	6,115	11	1,036	233	836	..	..	..	Parnassus.						
Waikari ..	658	326	3,707	3,290	7,981	27	148	6	28,002	35	34	15	1,806	1,455 9 1	18 6 8	97 13 6	15 12 10	1,662 16 0	8 5 10	42 10 0	3,300 13 11	108	2	4,188	23	1,076	609	904	..	..	..	Waikari.						
Hawarden ..	441	66																																				

RETURN No. 12—continued.

STATEMENT OF REVENUE FOR EACH STATION FOR THE YEAR ENDED 31ST MARCH, 1918—continued.

Stations.	OUTWARD.																				INWARD.										Stations.	
	NUMBER OF TICKETS.					Number of Season Tickets.	Cattle.	Calves.	Sheep.	Pigs.	Timber, Hundreds of Superficial Feet.	Minerals.	Other Goods.	Ordinary Passengers.	Season Tickets.	Parcels.	Luggage, Mails, &c.	Goods.	Miscellaneous.	Rents and Commission.	Total Value forwarded.	Cattle.	Calves.	Sheep.	Pigs.	Timber, Hundreds of Superficial Feet.	Minerals.	Other Goods.				
	First-class Single.	First-class Return.	Second-class Single.	Second-class Return.	Total.																											
SOUTH ISLAND MAIN LINES AND BRANCHES—continued.																																
Waiohau	102	57	1,266	1,103	2,528	8	105	2	3,985	8	4,298	669	303 11 1	4 7 7	48 1 3	5 7 4	1,242 5 5	2 10 9	0 10 0	1,606 13 5	77	44	1,052	..	157	699	1,041	Beaumont.				
Milburn	23	34	1,127	809	1,993	..	139	8	8,745	8	107	10,474	267 19 2	..	28 16 2	2 5 4	2,691 9 0	53 3 5	26 0 0	3,069 13 1	140	15	3,996	30	193	10,927	976	Milburn.				
Milton	1,344	930	10,201	5,433	17,908	96	647	10	35,857	84	254	13,384	4,482	4,305 8 4	308 12 9	60 9 11	7,689 14 10	160 19 6	160 17 11	12,773 10 9	453	31	15,056	33	1,981	7,138	4,413	Milton.				
Waitahuna	98	81	1,732	1,497	3,408	29	417	24	12,251	15	18	972	682 13 5	23 6 11	75 11 8	8 3 5	1,103 17 7	10 19 4	3 5 0	1,907 17 4	278	23	3,930	13	1,102	1,234	1,368	Waitahuna.				
Lawrence	1,026	624	6,718	3,496	11,764	5	252	26	18,754	..	79	16	2,858	2,702 9 9	56 8 6	258 10 3	4,717 7 3	13 10 9	13 3 7	7,789 7 6	79	..	3,996	..	1,485	2,249	2,712	Lawrence.				
Beaumont	453	20	2,435	334	3,242	..	285	6	10,038	20	6	97	3,460	1,087 11 9	..	129 11 4	18 8 9	4,247 1 0	6 19 6	2 11 8	5,492 4 0	32	3	955	3	1,142	526	2,392	Beaumont.			
Lovell's Flat	39	49	1,100	808	1,996	16	108	86	14,509	3	46	38,760	1,095	286 12 6	8 9 10	38 11 2	4 2 8	12,306 6 9	378 18 8	13,023 1 7	34	..	7,199	8	463	643	1,200	Lovell's Flat.				
Stirling	378	258	7,664	3,893	12,193	105	3,549	111	6,003	247	20	93,022	2,823	2,660 0 2	130 10 8	128 6 7	17 10 4	34,469 14 7	899 1 4	8 15 0	38,313 18 8	1,903	71	2,511	304	3,884	985	4,715	Stirling.			
Balclutha	1,791	846	19,484	5,605	27,725	54	3,397	407	54,495	75	4,041	552	5,765 2 9	155 11 4	601 17 7	105 18 8	12,741 8 11	40 6 6	58 10 0	19,468 15 9	1,780	118	43,050	2	5,838	4,426	6,588	Balclutha.				
Owaka	223	41	4,087	870	5,221	13	844	107	6,619	16	14,905	68	3,506	1,172 11 7	9 19 7	439 17 6	15 2 1	3,877 6 8	3 11 7	5,587 16 6	1,076	116	24,374	2	6,551	10,099	3,916	Owaka.				
MacLennan	77	13	2,323	2,448	4,861	..	266	24	3,166	52	30,730	19	3,377	919 11 11	..	50 16 10	2 3 3	6,463 7 11	89 16 7	7,660 1 6	219	41	2,432	8	513	469	1,206	MacLennan.				
Waivera	157	32	1,593	885	2,667	10	45	1	19,695	..	25	2	1,316	595 5 6	5 10 2	80 5 5	6 0 5	1,481 4 4	11 14 7	2,180 0 5	90	..	3,587	1	831	2,652	1,699	Waivera.				
Clinton	542	275	8,641	5,478	14,936	18	746	118	31,625	1	12	1,761	2,593 6 6	36 9 7	125 1 2	17 8 6	2,493 8 1	14 3 8	366 3 5	5,646 0 11	224	3	8,602	..	1,130	1,581	1,407	Clinton.				
Waipahi	198	72	1,652	1,473	3,395	7	138	14	15,148	..	17	..	2,638	637 17 1	5 9 3	102 12 7	6 18 5	2,141 5 2	5 3 7	2,971 10 3	27	..	760	..	732	1,308	964	Waipahi.				
Tapanui	424	110	2,167	682	3,383	..	312	1	13,981	..	26	10	732	958 4 8	..	96 13 5	11 4 8	1,347 3 9	6 11 4	2 0 10	45	..	2,492	21	1,280	1,723	1,530	Tapanui.				
Kelso	161	28	1,242	750	2,181	..	174	..	15,969	..	20	57	1,101	486 10 4	..	69 8 11	6 18 8	1,733 10 7	1 17 4	42 2 6	2,340 8 4	22	..	751	..	681	829	973	Kelso.			
Horiot	307	40	3,199	1,496	5,042	4	401	1	43,691	3	..	22	3,454	1,287 13 10	2 7 0	173 5 4	11 12 1	5,214 14 1	4 14 6	61 0 0	147	52	7,678	..	1,758	2,626	3,007	Horiot.				
Pukerau	70	44	1,792	2,393	4,299	49	1,330	97	18,261	33	130	613	4,324	628 9 8	31 11 4	104 13 10	5 15 1	3,273 0 3	10 6 2	94 10 4	616	236	3,936	..	2,360	1,581	3,170	Pukerau.				
Gore	3,193	1,050	29,810	9,138	43,191	404	3,660	242	43,308	..	1,566	5,778	16,899	10,173 1 2	364 3 9	1,357 16 0	256 2 11	13,884 3 5	89 19 5	1,570 12 1	1,040	122	13,660	7	8,186	3,915	19,068	Gore.				
Riversdale	185	47	2,983	2,485	5,700	72	528	137	41,431	3	66	..	4,807	1,020 16 6	44 4 5	269 13 6	14 5 1	4,331 19 3	18 17 10	87 12 6	..	..	7,579	5	1,839	2,346	2,912	Riversdale.				
Switzers	72	53	2,011	1,946	4,082	69	117	32	7,240	5	6	17	800	922 19 10	43 2 9	65 11 2	7 11 2	1,150 15 3	6 18 9	2 196 18 11	131	..	2,328	..	1,715	1,043	1,817	Switzers.				
Balfour	101	38	1,713	1,331	3,183	109	292	6	17,719	..	5	19	2,522	784 3 4	71 19 6	89 10 7	10 15 10	2,426 14 10	5 15 2	30 5 0	60	24	1,648	3	970	2,225	1,987	Balfour.				
Mataura	400	272	8,037	8,493	17,202	298	744	58	5,985	23	175	13,954	9,434	2,788 9 9	179 8 7	178 3 7	37 14 10	10,408 17 6	21 11 10	91 14 0	590	157	32,284	..	4,274	1,417	6,420	Mataura.				
Edendale	449	318	5,677	4,679	11,123	153	2,778	118	9,275	6	2,734	183	4,745	2,155 16 10	92 13 3	127 17 6	28 5 5	4,188 13 9	58 17 10	108 5 3	798	70	14,966	..	2,470	11,723	3,548	Edendale.				
Wyndham	374	343	5,876	4,501	11,094	161	1,979	527	7,454	85	1,039	128	3,859	2,141 15 4	98 15 11	174 7 0	26 12 8	3,441 15 4	18 1 5	41 5 8	297	330	11,743	..	2,951	6,432	3,483	Wyndham.				
Woodlands	181	275	3,245	4,801	8,502	118	1,035	208	21,360	5	1,484	57	4,378	1,268 11 2	83 12 10	165 5 7	16 17 4	2,865 16 5	10 5 9	13 8 0	342	102	4,272	..	3,275	8,839	4,537	Woodlands.				
Invercargill (Coaching)	11,490	8,069	95,948	77,594	193,101	4,273	..	..	..	..	..	..	39,068	4 6	3,138 9 11	3,947 14 9	803 4 0	Cr. 61 7	125 5 11	47,021												

RETURN NO. 13.

STATEMENT OF CARRIAGE, BRAKE-VAN, AND WAGON STOCK, AND TARPAULINS, FOR THE YEAR
ENDING 31ST MARCH, 1918.

Description.	Class.	Whangarei.	Kahurangi.	North Island Main Line and Branches.	Gisborne.	South Island Main Line and Branches.	Westland.	Westport.	Nelson.	Pictou.	Total.
CARRIAGES.											
Sleepers, bogie, 50 ft. ..	AA	..	..	13	..	..	..	..	..	..	13
First-class, bogie, 50 ft. ..	AA	..	..	22	..	..	..	..	..	..	22
Ladies' (Compo.), bogie, 50 ft. ..	AA	..	..	6	..	..	..	..	..	..	6
Second-class bogie, 50 ft. ..	AA	..	..	31	..	..	..	..	..	..	31
Refreshment-cars, bogie, 50 ft. ..	AA	..	..	4	..	..	..	..	..	..	4
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	..	..	40	..	..	..	..	..	..	40
" " 47½ ft. ..	A	..	..	42	..	61	..	..	..	2	105
" " 44 ft. ..	A	..	..	2	..	2	..	..	..	..	4
" " 43 ft. ..	A	..	..	11	..	..	..	..	..	..	11
" " 30 ft. ..	B	..	..	..	..	1	..	..	..	..	1
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	..	..	94	..	104	3	3	..	..	204
" " 46 ft. ..	A	..	..	..	..	4	..	..	..	..	4
" " 44 ft. ..	A	2	..	83	..	101	8	3	3	3	203
" " 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	..	17	..	..	..	1	24
" " 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	776	13	598	38	10	14	12	1,488
BRAKE-VANS.											
Brake-vans, 4-wheel ..	F	6	2	8	2	53	7	2	4	3	87
" " bogie ..	F	4	..	206	2	114	9	5	3	3	346
" " Fell ..	F	..	..	7	..	..	4	..	..	..	11
Totals ..	..	10	2	221	4	167	20	7	7	6	444
WAGONS.											
Horse-boxes ..	G	2	..	133	1	110	6	..	1	4	257
Cattle ..	H	19	..	276	4	211	24	4	5	4	547
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	5,039	47	4,508	208	17	103	154	10,149
" " ..	La	..	..	500	..	1,526	..	..	..	..	2,026
Wharf ..	Lb	..	..	..	..	..	45	..	..	..	45
Low sides ..	M	22	12	426	40	841	50	24	14	21	1,450
" " steel ..	Ma	..	..	148	12	..	..	..	..	..	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	169	..	29	..	..	..	..	..	..	198
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	122	..	95	..	..	..	7	226
" " " ..	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

RETURN No. 13—continued.

STATEMENT OF CARRIAGE, BRAKE-VAN, AND WAGON STOCK, AND TARPAULINS, FOR THE YEAR
ENDING 31ST MARCH, 1918—continued.

Description.				Class.	Whangarei.	Kaihu.	North Island Main Line and Branches.	Gisborne.	South Island Main Line and Branches.	Westland.	Westport.	Nelson.	Pictou.	Total.
<i>WAGONS—continued.</i>														
Sheep, bogie	..	..	..	S	..	..	73	..	52	..	..	..	..	125
Cattle, „	..	..	..	T	..	..	49	..	26	..	..	..	..	75
Platform, „	..	..	..	U	8	..	213	40	62	28	2	4	6	363
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	..	..	96	..	40	..	..	..	..	136
Covered goods, „	..	..	..	Z	..	..	55	..	27	..	..	..	..	82
„ „	..	..	..	ZP	..	..	23	..	21	..	..	..	..	44
Totals.. .. .	..	..	..	..	423	60	9,842	186	9,410	999	758	167	228	22,073
TARPAULINS	..	..	..	..	100	24	7,571	115	9,020	285	52	175	290	17,632

RETURN No. 14.

STATEMENT OF LOCOMOTIVE STOCK FOR THE YEAR ENDING 31ST MARCH, 1918.

Class.	Type.	Cylinder.		Coupled Wheels.		Truck Wheels.		Whangarei.	Kathu.	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	4	30½	..	..	9	..	9	..	..	..	..	18
AB	" " (409)	17	26	6	4 6	6	30½	..	..	..	..	1	..	..	..	..	1
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	26½	..	..	30	..	..	..	..	..	..	30
Bc	" (compound) {	11½ & 19	20	8	3 7	2	28	..	..	1	..	..	..	..	..	..	1
C	Tank	9½	18	4	2 6½	2	18	..	..	2	..	..	..	..	..	..	4
D	"	9½	18	4	3 0½	2	18	1	..	4	..	10	1	..	..	1	17
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	..	..	..	..	..	..	..	..	..	2
H	" (Fell)	14	16	4	2 8	2	30	..	..	6	..	..	..	..	..	..	6
J	Tender	14	20	6	3 6½	2	24½	..	..	15	..	14	..	..	..	..	29
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	28½	..	..	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	36½	..	..	10	..	7	..	..	..	..	17
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 3¼	4	28½	..	..	4	4	..	3	..	..	..	11
WA	" (converted) ..	14	20	6	3 6½	4	24½	..	..	2	..	1	..	..	..	..	3
WAB	"	17	26	6	4 6	4	30½	..	..	2	..	..	..	..	..	..	2
WB	"	14	20	6	3 3¼	4	25	6	..	..	..	1	5	..	..	..	12
WD	"	14	20	6	3 3¼	6	25	..	..	13	..	4	1	..	..	..	18
WE	"	16	22	6	3 6½	8	30½	..	..	1	..	..	1	..	..	..	2
WF	"	14	22	6	3 9	6	30½	..	..	19	..	16	..	..	1	2	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	..	..	42	..	3	..	..	..	..	45
X	Tender (4-cyl. balanced compound)	13½ & 22	22	8	3 9	2	30½	..	..	18	..	..	..	..	..	..	18
..	Small Tank	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	1
Totals		..	..	..	..	..	..	10	2	350	5	212	22	11	5	7	624

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.	Earnings per Train-mile.	Working-expenses.	Working-expenses per Train-mile.	Profit on Working.	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.	Net Earnings per Average Mile.	Expenses.				Number of Locomotives.	Number of Passenger-carriages.	Number of Wagons and Brake-vans.	Year ending
																								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.				
				Ft. in.	£	£		£ s. d.		£	d.	£	d.	£	d.			£ s. d.			£	£	£	£	d.						
Victoria ..	87,884	1,404,377	4,104	5 3	55,802,027	13,534	342	39 14 8	14,022,040	5,952,719	101-89	3,799,443	65-03	2,153,276	36-86	3-86	63-83	4 4 9	108,341,540	5,554,361	1,450	926	524	181	31-34	18-41	2-17	812	1,612	20,160	30 June, 1917
New South Wales ..	309,460	1,847,114	4,312	4 8½	72,006,621	16,229	416	38 19 8	20,300,717	8,380,085	99-07	5,915,360	69-93	2,464,725	29-14	3-50	70-59	4 10 9	96,709,846	11,155,066	1,943	1,372	571	216	34-59	21-05	3-49	1,275	1,624	22,373	" "
Queensland ..	670,500	669,467	5,067	3 6	38,580,976	7,400	128	57 12 7	10,729,187	3,831,967	85-75	2,994,187	67-00	837,780	18-75	2-17	78-14	5 14 6	24,837,714	3,502,400	756	591	165	153	29-75	21-45	1-84	652	789	14,018	" "
South Australia ..	380,070	430,000	2,193	3 6 ½	18,067,159	8,136	194	42 0 4	5,730,539	2,273,530	95-22	1,725,341	72-26	548,189	22-96	3-06	75-89	5 5 9	18,107,015	2,711,138	1,037	787	250	179	38-10	17-21	1-45	485	625	9,074	" "
Western Australia ..	975,920	310,712	3,370	3 6	17,466,802	5,177	91	56 4 4	4,500,211	1,877,382	100-12	1,448,451	77-25	428,931	22-87	2-46	77-15	6 0 10	17,466,744	2,679,125	557	430	127	104	36-33	20-01	2-23	424	409	10,050	" "
Tasmania ..	26,215	197,337	577	3 6 ½ 2 0	4,913,395	8,449	340	24 17 4	1,080,459	340,505	75-63	289,186	64-23	51,319	11-40	1-04	84-92	1 14 6	1,971,888	380,243	591	502	89	143	27-96	18-86	4-85	80	175	1,794	" "
New 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	929,737	56-22	539,928	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
" ..	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	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
" ..	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	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
" ..	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	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
" ..	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	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
" ..	103,861	882,097	2,305	3 6	20,692,911	8,977	383	23 9 2	5,685,399	2,180,641	91-75	1,438,724	60-48	741,917	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
" ..	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	716,331	28-04	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
" ..	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	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
" ..	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	28-79	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
" ..	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	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
" ..	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	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
" ..	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	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
" ..	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	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
" ..	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	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
" ..	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	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	1,282	19,515	" 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	30-00	3-61	71-24	3 10 11	23,173,472	5,661,340	1,416	1,008	408	268	29-72	20-73	2-91	534	1,363	20,251	" 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	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
" ..	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	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
" ..	103,861	1,150,805	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	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
" ..	103,861	1,154,559	2,977	3 6	36,001,432	12,029	389	32 0 11	7,468,646	4,687,700	150-50	3,042,907	97-54	1,644,793	52-96	4-60	64-91	4 1 3	21,438,325	5,373,136	1,578	1,023	555	240	40-02	20-38	2-67	624	1,488	22,517	" 1918

* 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 1ST APRIL, 1914, TO 31ST MARCH, 1918.

MILEAGE, CAPITAL COST, TRAFFIC, AND REVENUE.

Year.	Miles.	Capital Cost.	Train-mileage.	Passengers.		Season Tickets.		Coaching.		Cattle.	Sheep.	Pigs.
				No.	Revenue.	No.	Revenue.	Revenue.	Revenue.			
1914-1915	2,955	34,133,825	9,363,420	13,565,772	£ 1,329,233	302,912	£ 153,150	£ 227,521	£ 236,705	No. 314,219	No. 6,923,306	No. 163,155
1915-1916	2,970	34,857,882	9,356,522	14,201,506	£ 1,566,380	330,622	£ 156,322	£ 236,705	£ 243,832	No. 371,529	No. 7,204,826	No. 182,443
1916-1917	2,970	35,378,664	9,146,331	14,173,115	£ 1,717,847	355,832	£ 155,201	£ 243,832	£ 254,110	No. 402,769	No. 7,106,174	No. 163,370
1917-1918	2,993	36,001,432	7,468,646	11,408,156	£ 1,663,922	322,487	£ 138,675	£ 254,110		No. 362,134	No. 6,356,361	No. 145,729

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. 2,466,836	Tons. 6,076,827	£ 2,249,399	£ 69,646	£ 76,508	£ 4,105,457	d. 104.75
1915-1916	625,866	2,831,959	2,504,439	5,962,264	£ 2,423,493	£ 81,391	£ 84,065	£ 4,548,356	d. 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	d. 125.75
1917-1918	523,784	2,572,576	2,276,776	5,373,136	£ 2,465,241	£ 78,761	£ 86,991	£ 4,687,700	d. 150.50

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	£ 738,550	17.99	£ 254.02	£ 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	934,737	20.58	23.98	225,968	4.98	5.79
1916-1917	76.63	60.97	720,840	15.04	243.52	937,780	19.56	24.61	238,868	4.98	6.27
1917-1918	97.54	64.91	710,655	15.18	239.54	962,222	20.56	30.92	283,248	6.05	9.10

Year.	Traffic.			Head and Departmental Offices.			Lake Wakatipu Steamers.		
	Amount.	Per Cent. of Revenue.	Per Train-mile.	Amount.	Per Cent. of Revenue.	Per Train-mile.	Amount.	Per Cent. of Revenue.	Total Expenditure.
1914-1915	£ 870,392	£ 21.20	d. 22.26	£ 122,415	£ 2.98	d. 3.13	£ 6,085	£ 88.83	£ 2,920,455
1915-1916	889,991	19.60	22.83	113,461	2.50	2.91	6,377	88.04	2,910,883
1916-1917	904,318	18.87	23.73	118,456	2.47	3.10	6,602	91.89	2,926,864
1917-1918	954,142	20.38	30.66	124,976	2.67	4.02	7,664	112.53	3,042,907

RETURN No. 17.

STATEMENT OF RAILS RELAID DURING THE YEAR ENDING 31ST MARCH, 1918

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..	11	..	1	..	1,800	1,039	466	..	..	12
70 " ..	..	..	..	..	..	1	..	..	..	3,305
100 " ..	..	..	..	..	..	..	..	..	..	1
Totals	11	..	1	1,800	1,040	466	..	..	..	3,318

RETURN No. 18.

STATEMENT OF SLEEPERS RELAID AND REMOVED DURING THE YEAR ENDING 31ST MARCH, 1918.

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 ..	..	..	158	..	12,609	1,179	539	..	..	14,485
Jarrah ..	222	..	27,864	408	33,423	461	150	192	2,477	65,197
Silver-pine ..	..	..	85	156	1,191	3,432	258	676	4,337	10,135
Totara ..	816	1,446	444	..	5	..	..	62	..	2,773
Puriri ..	444	301	106	..	..	..	..	..	..	851
Birch ..	..	..	18	..	..	..	..	..	..	18
Matai ..	..	..	5	..	..	..	..	..	..	5
Powellized ..	..	..	5	..	..	..	..	..	..	5
Creosoted ..	..	..	..	..	4	..	..	..	..	4
Grey Gum ..	..	..	7	..	..	..	..	..	..	7
Totals	1,482	1,747	28,692	564	47,232	5,072	947	930	6,814	93,480
SLEEPERS REMOVED :—										
Totara ..	419	830	12,958	196	1,627	..	..	..	..	16,030
Jarrah ..	..	..	3,929	..	3,416	..	..	..	41	7,386
Silver-pine ..	14	..	66	368	10,307	4,170	49	66	1,566	16,606
Puriri ..	913	249	892	..	75	..	..	..	..	2,129
Ironbark ..	..	..	1,347	..	1,334	5	..	..	..	2,686
Powellized ..	..	..	1,005	..	18,232	..	..	..	..	19,237
Matai ..	..	..	84	..	2,846	..	..	..	..	2,930
Birch ..	..	..	652	..	4,639	..	618	623	5,207	11,739
Grey-gum ..	..	..	..	..	248	..	..	..	..	248
Blue-gum ..	..	..	..	..	33	..	..	..	..	33
Creosoted ..	..	..	2	..	1,387	..	..	..	..	1,389
Kauri ..	136	668	..	..	2	..	..	..	..	806
Rimu ..	..	..	200	..	..	..	..	..	..	200
Mixed ..	..	..	6,578	..	543	..	..	..	..	7,121
Totals	1,482	1,747	27,713	564	44,689	4,175	667	689	6,814	88,540

RETURN No. 19.

RETURN OF NUMBER OF STATIONS AND PRIVATE SIDINGS ON EACH SECTION FOR THE YEAR ENDING 31ST MARCH, 1918.

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.	30	7	6	13
Kaihu ..	74 28	12	1	2	3
Gisborne ..	19 41	17	3	3	6
North Island Main Line and Branches	49 10	397	126	34	160
South Island Main Line and Branches	1,135 3	515	175	22	197
Westland ..	1,405 9	71	25	7	32
Westport ..	157 26	17	2	1	3
Nelson ..	35 78	23	3	..	3
Picton ..	60 20	23	4	..	4
Totals	56 12	1,105	346	75	421

RETURN NO. 20.
COMPARATIVE STATEMENT OF MILEAGE OF RAILWAYS OPEN FOR TRAFFIC AND UNDER MAINTENANCE ON 31ST MARCH, 1918.

Section.	Mileage open for Traffic on 31st March, 1917.	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, 1918.	Equivalent Total Mileage maintained during Finan- cial Year ended 31st March, 1918.
		Line opened.	Date of Opening.		Line.	Length.				
						M. ch.	M. ch.	M. ch.	M. ch.	M. ch.
Whangarei-Kawakawa ..	M. ch. 74 28	..	..	..	..	..	..	..	74 28	74 28
Kaihu ..	19 41	..	..	..	..	..	..	..	19 41	19 41
North Island Main Lines and Branches	1,116 75	(Waikato Branch .. Kohurangi Extension .. Raetihi Branch ..	10th December, 1917 7th January, 1918 18th December, 1917	5 00 4 50 8 38	..	..	18 8	4 79	1,135 03	1,121 74
Gisborne ..	44 28	Motuhora Extension ..	26th November, 1917	4 62	..	..	4 62	1 52	49 10	46 00
South Island Main Lines and Branches	1,402 65	..	..	..	..	..	..	..	1,402 65	1,402 65
Ditto, Private Line— Nightsaps 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	..	..	22 70	..	..	22 70	6 51	2,992 67	2,976 48

RETURN NO. 21.
STATEMENT SHOWING WEIGHTS OF RAILS IN VARIOUS LINES ON 31ST MARCH, 1918.

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.
Whangarei-Kawakawa Section—														
Onerahi-Opua ..	..	..	..	..	..	24 42	28 14	0 50	4 46	..	..	..	..	57 72
Kaikohe Branch ..	..	..	..	..	..	..	16 36	..	..	..	..	..	..	16 36
Kaihu Section—														
Dargaville-Tarawhiti ..	..	..	..	..	..	17 15	2 26	..	..	..	..	..	..	19 41
North Island Main Lines and Branches—														
Auckland-Wellington ..	..	..	..	..	..	0 12	..	..	30 75	24 65	..	370 5	..	425 77
Newmarket-Okamatea ..	..	..	..	..	..	0 44	19 65	..	21 61	..	..	41 77	..	84 7
Penrose-Onehunga ..	..	0 10	..	..	..	2 23	..	..	..	..	..	0 26	..	2 59
Waikato Branch ..	..	..	..	..	..	..	5 0	..	..	..	..	..	..	5 0
Huntly-Awaroa Railway ..	..	..	..	..	..	..	7 43	..	..	..	..	..	..	7 43
Frankton-Thames ..	..	..	..	..	..	9 78	..	..	18 40	..	..	34 37	..	62 75
Paeroa-Waihi ..	..	..	..	..	..	..	..	..	12 22	..	..	0 2	..	12 24
Cambridge Branch ..	..	..	..	..	..	6 75	2 36	..	2 42	..	..	0 8	..	12 1
Morrisville-Rotorua ..	..	..	..	..	..	57 2	..	..	0 9	..	..	11 49	..	68 60
Baetahi Branch ..	..	..	..	..	..	6 37	2 1	..	..	..	..	..	..	8 38
Marton-New Plymouth ..	..	..	..	..	..	5 31	..	..	..	..	..	..	..	136 65
Waitara Branch ..	0 14	0 48	..	..	..	3 77	26 30	..	41 42	..	..	89 72	..	4 62
Stratford-Kohurutahi ..	..	..	..	..	..	..	..	..	0 3	..	..	..	..	42 25
Mount Egmont Branch ..	..	..	..	..	..	..	..	..	6 2	..	..	..	..	6 2
Arancho-Wanganui ..	..	..	..	0 7	..	..	..	..	1 79	..	..	1 14	..	3 20
Foxton Branch ..	..	..	..	2 77	..	11 13	..	..	5 23	..	..	..	..	19 33
Palmerston-Spit ..	..	0 75	..	..	..	1 40	..	..	34 76	..	..	76 41	..	113 72
Wellington-Woodville ..	..	..	..	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-Motuhora ..	0 20	..	..	..	..	..	31 8	..	17 62	..	..	..	..	49 10
South Island Main Lines and Branches—														
Lyttelton-Bluff ..	..	..	..	..	..	0 48	..	..	1 79	..	..	387 64	1 50	392 1
Addington-Culverden ..	..	..	..	..	..	28 34	..	..	..	..	..	39 23	..	67 57
Oxford Branch ..	..	11 46	..	..	..	18 37	..	..	3 36	..	..	0 6	..	33 45
Eyreton Branch ..	..	..	..	..	..	20 4	0 7	..	..	..	..	..	..	20 11
Waipara-Parnassus ..	..	..	..	..	..	..	12 52	..	31 29	..	..	..	..	44 1
Southbridge Branch ..	..	..	..	..	..	23 19	1 0	..	1 20	..	..	..	..	25 39
Little River Branch ..	..	8 22	6 27	1 59	..	0 32	0 3	1 41	4 24	..	..	..	..	22 48
Springfield Branch ..	..	..	..	..	..	2 02	4 60	..	29 30	..	..	36 14	..	72 26
White Cliffs Branch ..	..	..	..	..	..	11 46	..	..	..	..	..	..	..	11 46
Rakai Forks Branch ..	..	..	..	..	22 20	..	..	..	..	..	..	..	..	22 20
Mount Somers Branch ..	3 33	24 3	..	..	..	..	..	..	..	..	..	..	..	27 36
Albury Branch ..	0 65	..	..	..	..	22 44	4 78	..	7 66	..	..	..	..	36 13
Waimate Branch ..	..	..	..	..	2 2	2 44	..	..	..	..	..	..	..	4 46
Waimate Gorge Branch ..	..	..	..	8 21	..	..	..	..	..	..	..	..	..	8 21
Duntroon Branch ..	1 16	..	..	4 31	..	28 21	..	..	3 53	..	..	..	..	37 41
Oamaru Breakwater Branch ..	0 23	..	..	..	..	0 40	..	..	..	..	..	..	..	0 63
Carried forward ..	6 11	45 44	6 27	20 43	24 22	341 32	164 59	2 11	296 2	24 65	..	1,170 70	1 50	2,104 36

RETURN NO. 21—continued.
STATEMENT SHOWING WEIGHTS OF RAILS IN VARIOUS LINES ON 31ST MARCH, 1918—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.	65 lb. Steel.	70 lb. Iron.	70 lb. Steel.	100 lb. Steel.	Total.
Brought forward ..	M. ch. 6 11	M. ch. 45 44	M. ch. 6 27	M. ch. 20 43	M. ch. 24 22	M. ch. 341 32	M. ch. 164 59	M. ch. 2 11	M. ch. 296 2	M. ch. 24 65	M. ch. ..	M. ch. 1,170 70	M. ch. 1 50	M. ch. 2,104 36
South Island Main Lines and Branches—continued.														
Ngapara Branch ..	..	..	..	..	..	11 44	8 52	..	3 45	..	..	..	..	15 9
Livingstone Branch ..	..	..	..	..	..	..	..	..	1 39	..	..	..	..	11 75
Waibemo Branch ..	..	7 5	..	0 59	..	0 1	..	..	1 0	..	..	..	..	8 65
Port Chalmers Branch ..	..	..	..	..	..	0 17	..	..	..	..	..	1 9	..	1 26
Walton Park Branch ..	..	..	..	..	..	1 49	0 19	..	0 59	..	..	0 1	..	2 49
Fernhill Branch ..	..	..	..	..	..	1 57	..	..	..	..	..	..	..	1 57
Otago Central Railway ..	..	..	..	..	..	65 72	3 0	..	65 59	..	..	..	..	134 51
Outram Branch ..	..	..	..	..	..	6 34	0 69	..	1 57	..	..	..	..	9 0
Lawrence Branch ..	..	..	..	..	..	1 29	18 26	..	15 9	..	..	..	..	34 63
Catlin's River Branch ..	0 4	..	..	0 25	..	19 2	20 4	..	3 37	..	..	..	..	42 68
Tapanui Branch ..	..	..	..	..	..	10 40	9 3	..	6 58	..	..	..	..	26 21
Waikata Branch ..	..	..	..	..	..	..	12 55	..	..	..	0 2	..	..	12 57
Wyndham Branch ..	..	..	..	..	..	9 1	..	..	..	..	0 34	..	..	9 35
Seaward Bush Branch ..	..	..	..	..	..	1 63	24 79	..	7 3	..	..	..	..	33 65
Invercargill-Kingston ..	..	..	..	..	..	44 59	8 6	..	23 56	..	9 63	..	..	87 0
Makarewa-Tuatapere ..	..	..	..	..	..	17 76	..	..	10 21	..	..	..	..	48 23
Thornbury-Nightcaps ..	..	0 7	..	..	..	..	..	..	..	..	..	..	..	24 51
Forest Hill Branch ..	10 57	10 16	..	..	..	..	2 8	..	0 1	..	..	..	..	12 66
Mararoa Branch ..	..	..	..	..	..	0 24	..	..	0 1	..	..	..	..	10 41
Waimea Plains Railway ..	..	..	..	5 76	..	4 22	..	..	0 72	..	..	25 31	..	36 41
Riversdale-Switzers ..	..	..	..	..	..	1 77	11 69	..	..	..	..	0 1	..	13 67
Westland Section—														
Greymouth-Otira ..	..	..	..	..	..	18 45	..	..	11 28	..	..	20 55	..	50 48
Greymouth-Ross ..	..	..	..	..	..	18 26	..	..	17 43	..	..	2 40	..	38 29
Stillwater-Inangahua ..	..	..	..	..	..	31 25	13 29	..	6 64	..	..	5 35	..	56 73
Blackball-Ngahere ..	..	..	..	..	..	..	1 0	..	2 31	..	..	..	..	3 31
Greymouth-Kewanui ..	..	..	..	..	..	0 15	..	..	4 62	..	..	3 8	..	8 5
Westport-Mokihinui ..	..	..	..	0 16	..	10 70	..	..	..	..	..	19 11	..	30 17
Westport-Te Kuha ..	0 2	0 1	..	1 1	..	..	5 61	..	..	..	..	..	..	5 61
Nelson-Glenhope ..	0 10	..	..	0 1	..	24 41	17 60	..	16 75	..	..	..	..	60 20
Pictou-Wharanui ..	..	..	..	..	..	17 2	22 48	..	16 29	..	..	0 2	..	56 12
Totals ..	18 69	62 73	6 27	28 61	24 22	660 43	345 7	2 11	513 51	24 65	9 63	1,294 5	1 50	2,932 67

RETURN NO. 22.

SOUTH ISLAND MAIN LINES AND BRANCHES.

SHOWING MILEAGE OF TRACK IN MAIN LINES AND SIDINGS OPEN FOR TRAFFIC ON 31ST MARCH, 1918, ON THE SOUTH ISLAND MAIN LINES AND BRANCHES.

Line of Railway.	Main Line.		Branches.	Total Railway.	Sidings.			Total Equivalent of Single Track.
	Single.	Double.			Main Line.	Branches.	Total.	
CHRISTCHURCH DIVISION :—	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	328 32	.. ..	4 79	36 32	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			8 29		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
Totals, Christchurch Division	211 57	17 72	328 32	558 1	99 79	36 32	136 31	694 32
DUNEDIN DIVISION :—								
Main Line	165 40	11 24	.. ..	176 64	73 34	.. ..	73 34	250 18
Duntroon Branch .. ..	.. ..	.. ..	37 41	301 12	.. ..	3 31	33 35	40 72
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	.. ..	.. ..	0 79	.. ..	3 48
Fernhill Branch .. ..	.. ..	.. ..	1 57			0 26		2 3
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
Catlin's River Branch .. ..	.. ..	.. ..	42 68	.. ..	.. ..	4 60	.. ..	47 48
Totals, Dunedin Division ..	165 40	11 24	301 12	477 76	73 34	33 35	106 69	584 65
INVERCARGILL DIVISION :—								
Main Line	82 41	.. ..	.. ..	82 41	35 8	.. ..	35 8	117 49
Tapanui Branch .. ..	.. ..	.. ..	26 21	315 67	.. ..	2 70	41 54	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 77		14 54
Wyndham Branch .. ..	.. ..	.. ..	9 35			1 0		10 35
Seaward Bush Branch .. ..	.. ..	.. ..	33 65	.. ..	.. ..	3 9	.. ..	36 74
Kingston Branch .. ..	.. ..	.. ..	87 0			11 35		98 35
Makarewa-Orepuki Branch ..	.. ..	.. ..	48 23			9 51		57 74
Thornbury-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
Totals, Invercargill Division	82 41	.. ..	315 67	398 28	35 8	41 54	76 62	475 10
Grand Totals—Whole Line..	459 58	29 16	945 31	1,434 25	208 41	111 41	320 2	1,754 27

RETURN No. 23.

STATEMENT SHOWING APPROXIMATELY SLEEPERS LAID AND REMOVED UP TO 31ST MARCH, 1918.

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	45 70	96,338	..
1870-71	..	18 58	18 58	39,323	..
1871-72	..	11 68	11 68	24,885	..
1872-73	..	27 62	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
1917-1918	22 70	..	22 70	48,038	88,540
Totals	..	..	..	6,218,915	7,836,549

* Complete information not recorded until 1880-81.

† Nine months only.

STATEMENT OF ACCIDENTS FOR THE YEAR ENDING 31ST MARCH, 1918.
RETURN NO. 24.

	Train Accidents.						Accidents on Line (other than Train-running).						Shunting Accidents.						Accidents on Wharves and in Sheds.						Accidents in Workshops.						Total.		
	Passengers.			Employees.			Other Persons.			Employees.			Other Persons.			Employees.			Other Persons.			Employees.			Other Persons.								
	Fatal.	Serious.	Minor.	Fatal.	Serious.	Minor.	Fatal.	Serious.	Minor.	Fatal.	Serious.	Minor.	Fatal.	Serious.	Minor.	Fatal.	Serious.	Minor.	Fatal.	Serious.	Minor.	Fatal.	Serious.	Minor.	Fatal.	Serious.	Minor.	Fatal.	Serious.	Minor.			
Whangarei ..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	14	
Kaihu ..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	2	
Gisborne ..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	4	
North Island Main Line	1	1	5	..	..	..	1	2	84	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	384	
and Branches	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	
South Island Main Line	1	..	2	..	..	2	..	..	61	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	316	
and Branches	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	
Westland ..	..	..	..	..	..	..	..	..	9	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	31	
Westport ..	..	..	..	..	..	1	..	..	2	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	15	
Nelson ..	1	..	..	..	..	..	..	..	2	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	2	
Pictou ..	..	..	..	..	..	..	..	..	2	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	2	
Totals ..	3	1	7	..	..	11	8	3	4	2	2	168	3	2	2	1	90	3	1	2	1	1	259	..	..	..	2	2	226	22	13	770	

RETURN NO. 25.

LOCOMOTIVE RETURNS FOR THE YEAR ENDING 31ST MARCH, 1918.

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.								
	Train.	Shunting and Empty.	Work- train.		Coal.	Oil.	Tallow.	Waste.	Wages and Material.	Stores.	Fuel.	Wages.	Total.	Wages and Material.	Stores.	Fuel.	Wages.	Total.					

WHANGAREI SECTION.

D .. F.A.. W.B.	1	15	16	16,892	16,908	Cwt.	Qt.	lb.	lb.	£	£	£	£	£	£	£	0.88	0.20	2.40	5.53	9.01	213 D.
	3	17	9,562	4,979	35,640		14,033	1,092	91	486	229	56	461	897	1,643	1.54	0.38	3.10	6.04	11.06	521 F.A.	
	6	17	88,366	24	109,796	69,742	3,994	286	1,308	2,159	192	2,283	2,586	7,220	4.72	0.42	4.99	5.65	15.78	1,080 W.B.		
	Totals	10	..	109,465	30,984	162,344	88,771	5,388	398	1,903	2,450	262	2,913	3,873	9,498	3.62	0.39	4.31	5.72	14.04	1,814	
General charges	..	..	..	..	..	..	..	..	..	..	..	..	..	1,546	..	..	..	..	..	2.29	..	
	..	..	..	21,895	162,344	..	..	..	..	..	..	..	..	11,044	..	..	..	..	..	16.33	..	
Totals	..	..	109,465	30,984	160,922	..	..	..	..	..	..	..	..	..	..	10,951	..	..	..	..	..	

KAIHU SECTION.

F . . . General charges	2 ..	15 ..	14,723 ..	3,008 ..	1,216	18,947	4,285	339	35	211	404	18	337	458	1,217	5-12	0-23	4-27	5-80	15-42	315 F.		
					..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
					1,216	18,947	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Totals	..	..	14,723	3,008	1,216	18,947	..	..	..	..	..	..	..	1,469	51†	..	..	..	..	..	..		
					1,216	1,216*	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..

GISBORNE SECTION.

FA...	1	15	3,662	1,118	6,382	11,162	3,925	533	34	236	96	29	406	257	788	2.06	0.62	8.73	5.53	16.94	141 FA.
	4	15	49,535	10,717	6,366	66,618	22,553	2,927	120	848	2,491	149	2,318	1,661	6,619	8.97	0.54	8.35	5.98	23.84	681 WA.
Totals General charges	5	..	53,197	11,835	12,748	77,780	26,478	3,460	154	1,084	2,587	178	2,724	1,918	7,407	7.98	0.55	8.41	5.92	22.86	822
	..	..	..	..	..	..	..	..	..	..	..	..	..	..	622	..	..	..	..	1.91	..
	..	..	..	..	12,748	77,780	12,748	12,388*	..	..	..	..	..	..	8,029	..	..	..	..	24.77	..
Totals	..	..	53,197	11,835	360	65,392	..	..	..	..	..	..	..	..	7,336	..	..	..	..	..	..

* 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, 1918—continued.

Type.	Number of Engines.	Engine-mileage.				Quantity of Stores.				Cost.				Cost per Engine-mile, in Pence.				Days in Steam.	Type.	
		Detail.		Total.	Running.		Coal.	Running.		Repairs.	Running.		Repairs.	Running.		Total.				
		Train.	Shunting and Empty.		Work-train.	Oil.		Tallow.	Waste.		Stores.	Fuel.		Wages.	Stores.		Ft. el.			Wages.
A ..	50	964,594	69,287	12,401	510,632	42,769	1,946	15,656	25,129	2,261	34,612	20,198	82,200	5-77	0-52	7-94	4-63	18-86	8,898 A.	
AA ..	25	173,419	14,458	143	188,020	7,276	384	3,363	1,296	417	11,280	4,520	17,513	1-65	0-53	14-40	5-77	22-35	2,112 AA.	
AB ..	9	149,785	3,522	..	59,310	5,079	337	2,071	1,122	282	4,796	2,165	8,365	1-76	0-44	7-51	3-39	13-10	1,059 AB.	
BB ..	30	632,474	58,605	95	404,393	22,813	1,155	8,006	4,853	1,201	30,764	15,145	51,963	1-68	0-42	10-68	5-26	18-04	6,466 BB.	
BC ..	1	15,518	1,647	247	17,412	13,684	33	214	73	36	1,078	412	1,599	1-01	0-49	14-86	5-68	22-04	239 BC.	
C ..	2	..	10,460	..	10,460	3,542	22	141	56	13	278	437	784	1-28	0-30	6-38	10-03	17-99	243 C.	
D* ..	4	532	6,602	18,418	25,552	490	57	4	109	3	37	64	213	1-02	0-03	0-35	0-60	2-00	545 D*.	
E (simple)	1	1,072	1,601	..	2,673	860	137	8	34	7	65	152	258	3-05	0-63	5-83	13-65	23-16	42 E (simple).	
F ..	24	5,392	271,342	26,405	303,139	7,930	459	3,205	5,124	416	5,574	10,666	21,780	4-06	0-33	4-41	8-44	17-24	4,199 F.	
FA ..	4	2,875	49,921	67	52,863	1,314	84	482	869	75	1,042	1,931	3,917	3-94	0-34	4-73	8-77	17-78	707 FA.	
H ..	6	30,817	18,024	..	54,530	3,280	253	1,816	3,374	193	4,244	2,863	10,674	16-58	0-95	20-85	14-07	52-45	1,444 H.	
J ..	15	74,145	50,788	4,858	129,791	65,720	254	2,041	1,738	222	4,421	3,796	10,177	3-21	0-41	8-18	7-02	18-82	1,766 J.	
K ..	2	10,339	2,386	..	12,725	5,216	288	37	589	18	392	341	1,340	11-11	0-34	7-39	6-43	25-27	201 K.	
L ..	9	45,889	26,896	319	73,104	29,191	1,856	132	699	97	1,943	2,065	4,803	2-29	0-32	6-38	6-78	15-77	1,144 L.	
M ..	4	19,979	21,045	211	41,235	16,082	1,171	47	1,780	65	1,269	1,288	4,402	10-36	0-38	7-39	7-49	25-62	670 M.	
N (simple)	9	115,225	18,008	18,332	151,565	80,736	3,958	258	2,692	219	5,917	3,231	12,059	4-26	0-35	9-37	5-12	19-10	1,561 N (simple).	
N (compound)	1	11,695	687	..	12,382	5,740	324	14	206	17	444	235	902	3-99	0-33	8-61	4-55	17-48	106 N (compound).	
NA ..	2	26,746	1,016	981	28,743	19,619	985	37	1,195	48	1,533	579	3,355	9-98	0-40	12-80	4-84	28-02	263 NA.	
NC ..	2	26,786	1,016	354	28,156	15,712	947	35	1,423	45	1,259	576	3,303	12-13	0-38	10-73	4-91	28-15	250 NC.	
O ..	6	25,071	4,692	326	30,089	18,585	1,084	83	599	63	1,431	876	2,969	4-78	0-50	11-41	6-99	23-68	472 O.	
OA ..	1	1,083	5,426	..	6,509	3,902	202	17	1,339	12	315	240	1,906	49-37	0-44	11-62	8-85	70-28	122 OA.	
OB ..	2	38,982	3,979	..	42,961	23,804	1,205	43	1,138	66	1,885	988	4,077	6-36	0-37	10-53	5-52	22-78	440 OB.	
OC ..	1	844	909	..	1,753	1,550	96	5	96	5	127	63	291	13-14	0-68	17-39	8-63	39-84	31 OC.	
P ..	4	4,342	11,469	20,159	35,970	16,477	942	76	476	53	909	955	2,287	2-47	0-35	6-07	6-37	15-26	460 P.	
Q ..	6	132,371	15,871	1,367	149,609	102,800	4,602	237	1,783	244	5,535	3,188	10,785	2-92	0-39	8-88	5-12	17-31	1,439 Q.	
R ..	10	23,799	100,638	6,379	130,816	50,841	4,621	271	773	253	3,984	4,749	9,759	1-42	0-46	7-31	8-71	17-90	2,034 R.	
S ..	4	170	29,710	..	29,880	13,140	839	57	831	53	959	1,192	3,035	6-67	0-43	7-70	9-58	24-38	403 S.	
T ..	2	1,581	15,780	1,907	19,268	11,965	622	36	319	33	575	677	1,604	3-98	0-41	7-16	8-43	19-98	242 T.	
Un ..	2	28,972	3,896	..	32,868	20,004	1,077	87	305	64	1,558	806	2,733	2-23	0-47	11-38	5-88	19-96	449 Un.	
V ..	3	5,484	13,070	16	18,570	10,253	643	75	409	38	780	648	1,601	1-74	0-49	10-08	7-69	24-78	315 V.	
WA ..	4	25,527	28,932	..	54,459	24,195	1,845	134	1,892	105	1,880	1,745	5,622	8-34	0-46	8-29	7-69	24-78	692 WA.	
WA (converted)	2	17,122	4,182	136	21,440	9,022	628	45	289	34	641	507	1,342	1-79	0-38	7-18	5-67	15-02	284 WA (converted).	
WAB ..	2	12,059	846	..	12,905	6,038	29	206	243	32	490	252	1,017	4-52	0-59	9-11	4-69	18-91	125 WAB.	

NORTH ISLAND MAIN LINE AND BRANCHES.

RETURN NO. 25—continued.
LOCOMOTIVE RETURNS FOR THE YEAR ENDED 31ST MARCH, 1918—continued.

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

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* Does not include cost of gang, fuel, and stores for two locomotives, one being hired to Public Works Department, and one to Stores Branch.
 † Gang, fuel, and stores supplied by Stores Branch.
 ‡ Gallons petrol.
 § Mileage run by engines performing work-train service for Maintenance Branch "working-expenses" classifications.
 || Credits for same from Maintenance Branch.
 1 J converted to W.A. 1 Wd transferred to Westland Section in December. 1 Wf transferred to Pictou Section in May.

RETURN NO. 25—continued.

LOCOMOTIVE RETURNS FOR THE YEAR ENDING 31ST MARCH, 1918—continued.

Type.	Engine-mileage.			Quantity of Stores.				Cost.				Cost per Engine-mile, in Pence.				Days in Steam.	Type					
	Average Speed - Miles per Hour.	Detail.		Total.	Running.				Running.				Total.									
		Train.	Shunting and Empty.		Work-train.	Coal.	Oil.	Tallow.	Waste.	Repairs.	Stores.	Fuel.		Wages.								
A (compound).	7	30	139,959	7,203	147,162	Cwt.	Qt.	lb.	lb.	£	£	£	£	£	10-00	0-46	8-07	4-40	22-93	1,111	A (compound).	
AB (simple) 409	1	30	15,027	1,398	16,425	9,225	618	21	258	6,129	32	728	2,699	1,781	9-86	0-47	10-64	5-05	26-02	154	AB (simple) 409.	
AB ..	9	30	252,114	11,119	263,239	110,789	7,042	295	3,009	2,422	371	8,169	3,807	14,769	2-21	0-34	7-45	3-47	13-47	1,733	AB.	
B ..	8	30	162,430	16,732	179,162	138,747	7,020	299	2,274	5,578	367	9,351	4,371	19,667	7-44	0-49	12-48	5-84	26-25	1,812	B.	
BA ..	10	20	127,912	21,576	149,488	115,418	6,726	316	2,667	5,204	365	8,019	4,289	17,877	8-34	0-58	12-86	6-87	28-65	1,915	BA.	
D ..	10	18	792	46,070	54,208	17,039	1,118	117	818	312	63	918	1,656	2,949	1-38	0-28	4-06	7-33	13-05	1,170	D.	
F ..	37	20	60,304	453,443	517,659	234,428	15,914	905	6,708	9,634	783	11,079	20,044	41,540	4-47	0-36	5-14	9-29	19-26	7,991	F.	
FA ..	4	20	22,261	22,328	44,589	17,703	1,272	78	775	1,095	75	1,276	1,673	4,119	5-84	0-40	6-80	8-91	21-95	755	FA.	
J ..	14	25	197,827	33,674	247,587	119,780	6,349	404	3,473	3,039	335	6,821	6,171	16,366	2-95	0-32	6-61	5-99	15-87	2,832	J.	
K ..	6	25	31,877	2,828	34,738	17,344	1,020	100	700	1,325	58	1,054	793	3,230	9-15	0-41	7-28	5-48	22-32	501	K.	
L ..	1	20	7,808	2,700	10,508	3,145	416	37	253	122	24	245	412	803	2-79	0-54	5-60	9-41	18-34	210	L.	
P ..	6	18	67,202	16,325	83,528	77,626	2,500	248	1,654	1,511	139	2,318	2,610	6,378	4-33	0-40	6-64	7-48	18-85	1,240	P.	
Q ..	7	30	147,678	9,247	156,925	113,542	5,396	214	1,533	4,095	285	7,534	2,878	14,792	6-26	0-44	11-52	4-40	22-62	1,170	Q.	
R ..	7	20	8,533	57,104	77,970	26,661	2,003	143	1,390	996	113	1,954	2,753	5,816	3-07	0-35	6-01	8-47	17-90	1,144	R.	
T ..	4	18	45,706	5,840	51,899	29,125	1,746	124	1,103	1,329	114	1,970	1,687	5,100	6-14	0-53	9-11	7-80	23-58	832	T.	
U ..	9	30	138,728	6,942	145,670	78,490	3,799	185	2,144	4,184	201	5,136	2,881	12,402	6-89	0-33	8-46	4-75	20-43	1,306	U.	
UA ..	6	30	125,970	7,875	133,921	87,259	3,459	216	1,828	2,455	183	5,136	2,788	10,562	4-40	0-33	9-20	5-00	18-93	1,129	UA.	
UB ..	22	30	413,839	34,019	448,373	252,183	14,141	639	5,530	11,253	750	18,276	9,634	39,913	6-02	0-40	9-78	5-16	21-36	4,381	UB.	
UC ..	10	30	169,635	21,010	190,755	91,551	5,938	257	2,832	6,476	324	6,959	4,408	18,167	8-14	0-41	8-76	5-55	22-86	2,168	UC.	
V ..	10	25	197,133	12,342	211,777	152,240	5,360	473	2,879	1,789	289	4,706	4,657	11,441	2-03	0-33	5-33	5-28	12-97	2,101	V.	
WA (converted)	1	20	570	6,386	7,215	3,482	227	8	107	125	15	242	277	659	4-16	0-50	8-05	9-21	21-92	102	WA (converted).	
WD ..	4	20	49,299	16,393	69,179	34,119	2,458	124	939	1,979	137	2,457	1,838	6,411	6-86	0-48	8-52	6-38	22-24	859	WD.	
WF ..	16	25	179,289	61,532	269,186	132,259	8,435	389	3,568	8,686	465	9,869	7,529	26,549	7-74	0-41	8-80	6-72	23-67	3,543	WF.	
WW ..	3	25	7,382	2,445	9,827	5,685	390	21	147	28	22	455	245	750	0-68	0-54	11-11	5-99	18-32	135	WW.	
Totals	212	..	2,569,275	876,531	3,522,604	1,941,479	108,877	5,877	48,917	80,441	5,795	119,619	90,446	296,301	5-48	0-40	8-15	6-16	20-19	40,294	Totals	
General charges	..	..	..	..	..	..	..	..	..	..	..	..	..	49,337	..	..	..	..	3-36	..	..	General charges
	..	..	..	76,798	3,522,604	..	..	..	..	..	..	..	..	345,638	..	..	..	..	23-55	..	..	
	..	..	..	47,694	47,694*	..	..	..	..	..	..	..	..	3,547+	..	..	..	..	..	..	..	
Totals	..	..	2,569,275	876,531	3,474,910	..	..	..	..	..	..	..	..	342,091	..	..	..	..	..	..	..	Totals

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

† Credit for same received from Maintenance Branch.

1 Ab transferred to North Island Main Line and Branches in May. 1 D sold in May. 1 R sold in September. 1 J converted to WA.

RETURN NO. 25—continued.

LOCOMOTIVE RETURNS FOR THE YEAR ENDING 31ST MARCH, 1918—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.			Total.					
			Train.	Shunting and Empty.	Work- train.		Coal.	Oil.	Tallow.	Waste.		Stores.	Fuel.	Wages.						
WESTLAND SECTION.																				
D ..	1	18	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	D.	
F ..	5	20	34,987	49,685	244	84,916	23,293	3,591	157	1,299	522	201	872	2,810	4,405	1,48	0-57	2-46	7-94	1,154
FA ..	1	20	24,621	1,817	43	26,481	8,205	913	40	320	326	54	308	601	1,289	2-95	0-49	2-79	5-45	259
LA ..	5	20	31,695	8,528	19,687	59,910	18,329	2,740	130	1,062	1,161	155	688	1,685	3,689	4-65	0-62	2-76	6-75	886
N ..	2	25	39,252	2,191	142	41,585	14,650	1,687	60	519	331	95	548	947	1,921	1-91	0-55	3-16	5-47	519
W ..	2	15	24,313	9,788	479	34,580	17,240	1,945	86	639	363	108	646	1,183	2,300	2-52	0-75	4-48	8-21	502
WA ..	3	20	50,110	7,357	976	58,443	23,712	2,191	97	683	363	108	888	1,413	4,507	8-57	0-49	3-65	5-80	609
WB ..	1	20	11,846	2,065	28	13,939	6,489	651	34	216	463	36	242	374	1,115	7-97	0-62	4-17	6-44	168
WD ..	1	20	4,129	524	4	4,657	2,105	238	6	86	250	15	78	118	461	12-89	0-77	4-02	6-08	48
WE ..	1	15	9,619	3,933	69	13,621	9,649	788	42	283	220	43	362	543	1,168	3-88	0-75	6-38	9-57	232
Totals	22	..	230,572	85,888	21,672	338,132	123,672	14,744	652	5,107	5,722	827	4,632	9,674	20,855	4-06	0-59	3-29	6-86	4,377
General charges	..	..	..	..	..	..	..	..	..	..	..	..	..	..	3,053	..	..	..	..	..
Totals	..	..	230,572	85,888	21,672	338,132	123,672	14,744	652	5,107	5,722	827	4,632	9,674	23,908	23,908	..	..	..	16-97
	..	..	230,572	85,888	261	316,721	..	..	..	..	..	..	..	..	22,664	..	..	..	..	..
WESTPORT SECTION.																				
C ..	2	12	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	294
F ..	2	15	17,026	8,634	299	21,473	4,800	875	59	402	105	47	176	765	1,093	1-46	0-65	2-44	10-61	15-16
FA ..	2	15	12,540	18,188	56	22,566	5,806	802	74	474	159	48	214	779	1,200	1-78	0-53	2-39	8-71	380
WB ..	5	20	4,322	23,065	39	97,658	7,817	908	79	469	270	59	289	925	1,543	2-87	0-63	3-07	9-84	16-41
	..	..	74,554	..	..	..	53,599	4,648	247	1,698	1,532	240	1,977	2,773	6,522	3-76	0-59	4-86	6-82	329
Totals	11	..	91,694	66,913	394	159,001	72,022	7,233	459	3,043	2,066	394	2,656	5,242	10,358	3-12	0-59	4-01	7-91	15-63
General charges	..	..	..	..	..	..	..	..	..	..	..	..	..	..	2,094	..	..	..	..	3-17
	..	..	..	..	..	..	..	..	..	..	..	..	..	..	12,452	..	..	..	..	18-80
Totals	..	..	91,694	66,913	394	158,607	..	..	..	..	..	..	..	..	12,419	..	..	..	..	..

* 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, 1918—continued.

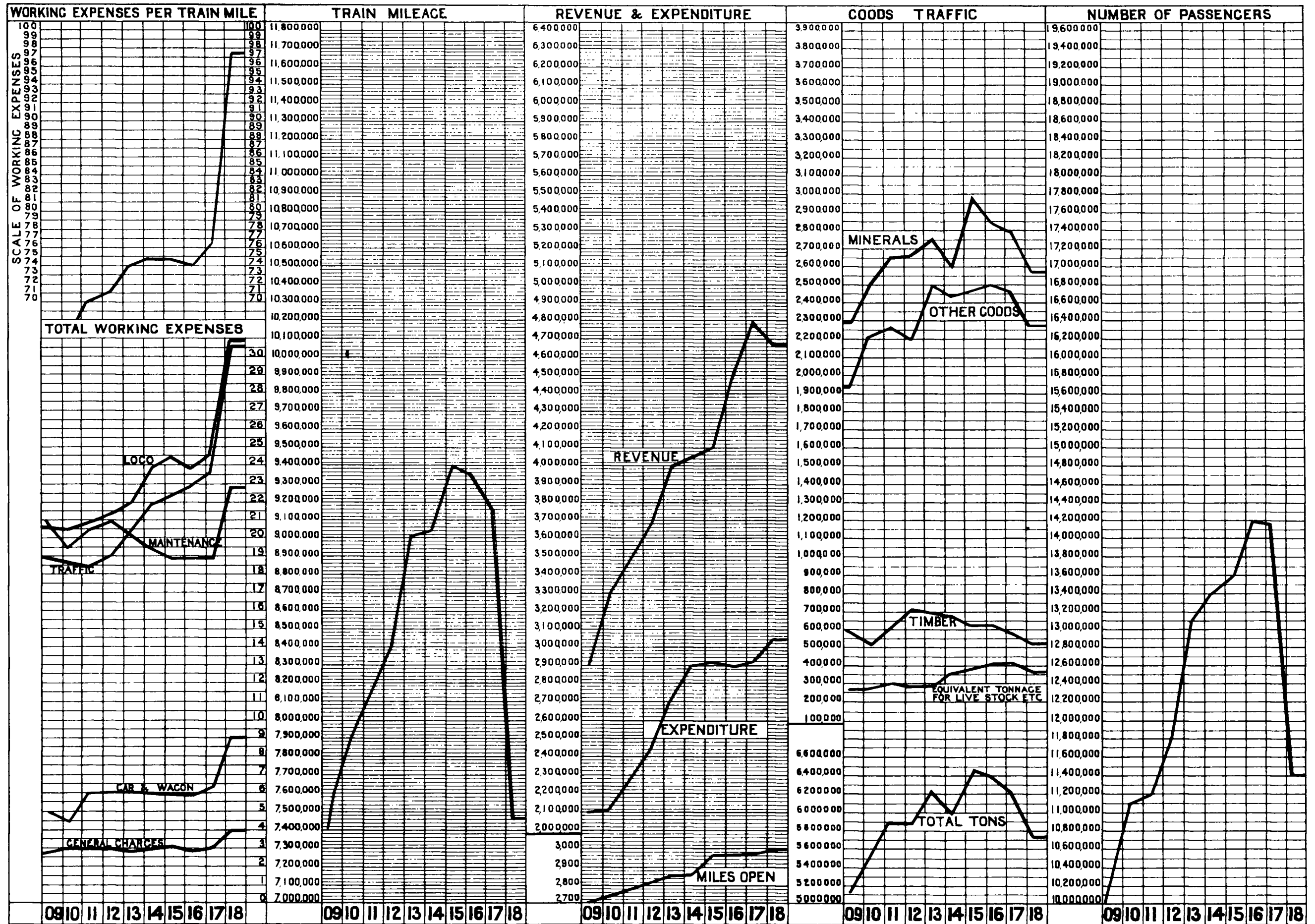
Type.	Number of Engines.	Average Speed— Miles per Hour.	Engine-mileage.			Quantity of Stores.				Cost.				Cost per Engine-mile, in Pence.				Days in Steam.	Type.			
			Detail.		Total.	Running.			Repairs.	Running.			Repairs.	Running.								
			Train.	Shunting and Empty.		Work- train.	Coal.	Oil.		Tallow.	Waste.	Stores. Material.		Wages and Material.	Stores.	Fuel.	Wages.			Total.		
F ..	1	18	4,207	5,302	689	10,198	Cwt.	Qt.	lb.	lb.	£	£	£	£	£	0.68	0.52	5.77	8.00	14.97	262	F.
FA ..	3	18	49,005	7,930	356	57,291	21,276	1,700	123	736	472	90	1,668	1,274	3,504	1.98	0.38	6.99	5.33	14.68	668	FA.
WF ..	1	25	20,892	1,243	..	22,135	9,772	735	44	274	319	37	774	398	1,528	3.46	0.40	8.39	4.32	16.57	203	WF.
Totals	5	..	74,104	14,475	1,045	89,624	34,152	2,851	198	1211	820	149	2,687	2,012	5,668	2.20	0.40	7.19	5.39	15.18	1,133	
General charges	..	..	..	..	..	..	..	..	..	..	..	..	..	..	816	..	..	..	..	2.18	..	
					1,045	89,624	..	..	..	..	..	..	..	..	6,484	..	..	..	..	17.36	..	
					1,045*	1,045*	..	..	..	..	..	..	..	..	35†	..	..	..	..	..	..	
Totals	..	..	74,104	14,475	..	88,579	..	..	..	..	..	..	..	..	6,449	..	..	..	..	..	..	
NELSON SECTION.																						
PICTON SECTION.																						
D ..	1	18	18	302	..	320	96	42	19	351	7	2	8	14	31	5.25	1.50	6.00	10.50	23.25	9	D.
FA ..	2	18	16,982	6,678	64	23,724	9,581	702	21	351	490	39	814	605	1,948	4.96	0.39	8.24	6.12	19.71	398	FA.
G† ..	2	18	4,423	9,995	68	14,486	5,627	553	4	294	185	32	484	499	1,200	3.06	0.53	8.02	8.27	19.88	367	G.
WF ..	2	25	40,833	7,345	..	48,178	19,958	1,437	35	460	439	76	1,715	1,118	3,348	2.19	0.38	8.54	5.57	16.68	483	WF.
Totals	7	..	62,256	24,320	132	86,708	35,262	2,734	60	1,124	1,121	149	3,021	2,236	6,527	3.11	0.41	8.36	6.19	18.07	1,257	
General charges	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1,843	..	..	..	..	5.10	..	
					132	86,708	..	..	..	..	..	..	..	..	8,370	..	..	..	..	23.17	..	
					132*	132*	..	..	..	..	..	..	..	..	7†	..	..	..	..	..	..	
Totals	..	..	62,256	24,320	..	86,576	..	..	..	..	..	..	..	..	8,363	..	..	..	..	..	..	
* Mileage run by engines performing work-train services for Maintenance Branch "working-expenses" classifications. † Credits for same from Maintenance Branch. ‡ 1 G sold in June.																						

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

† Credits for same from Maintenance Branch.

‡ 1 G sold in June.

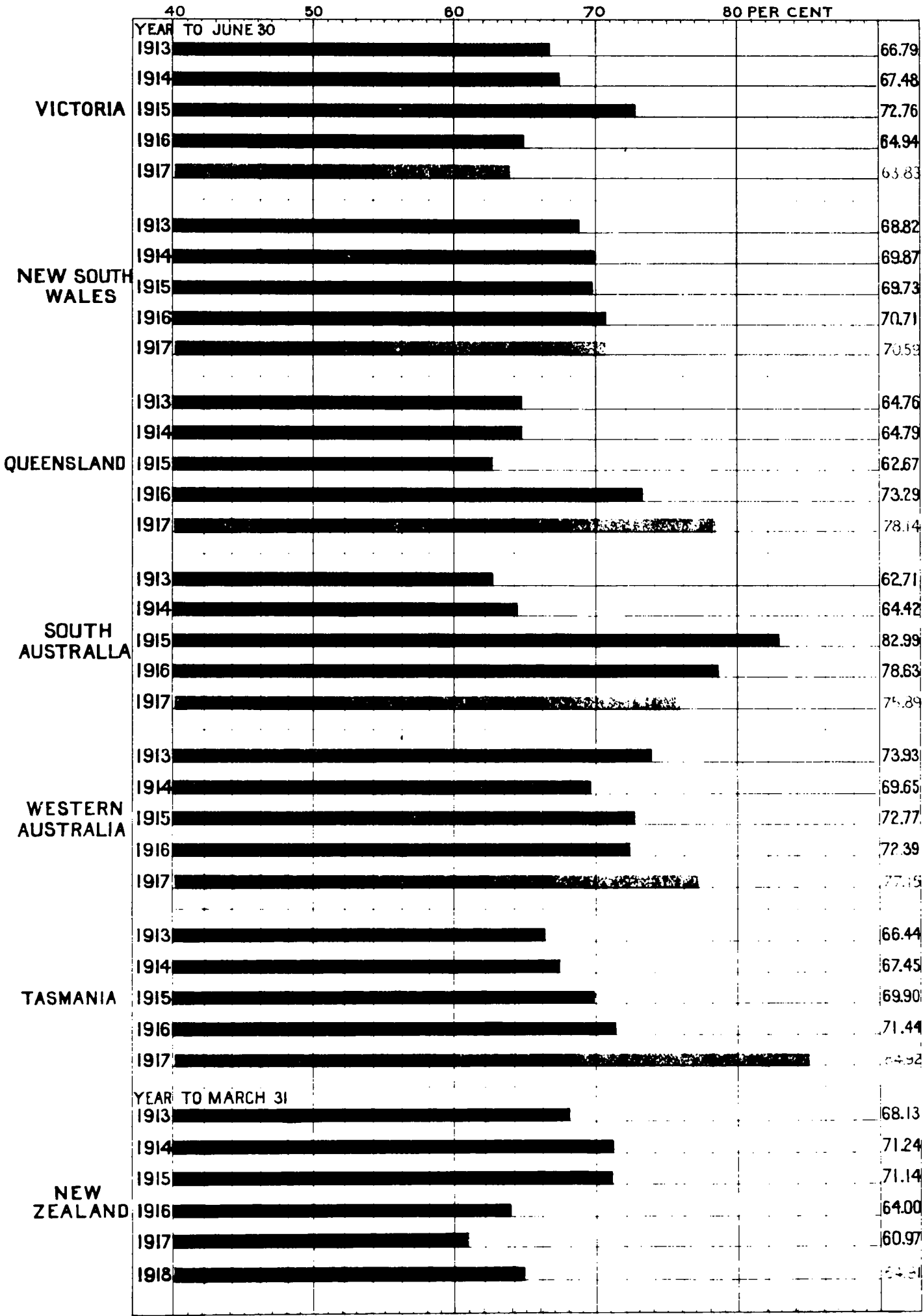
NEW ZEALAND GOVERNMENT RAILWAYS



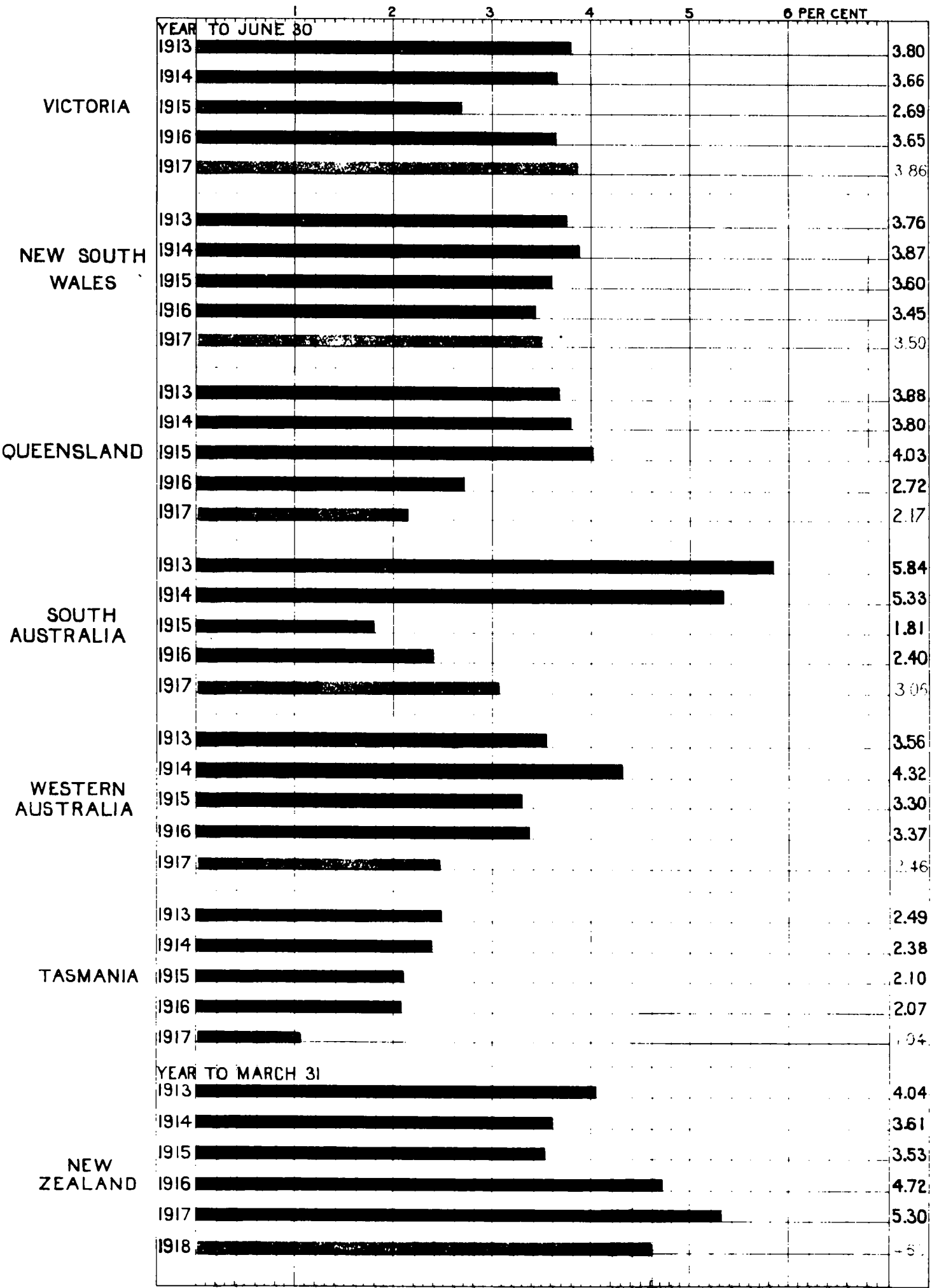
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GOVERNMENT RAILWAYS OF AUSTRALASIA
COMPARATIVE STATEMENT
PERCENTAGE OF WORKING EXPENSES TO EARNINGS FROM 1913 TO 1918

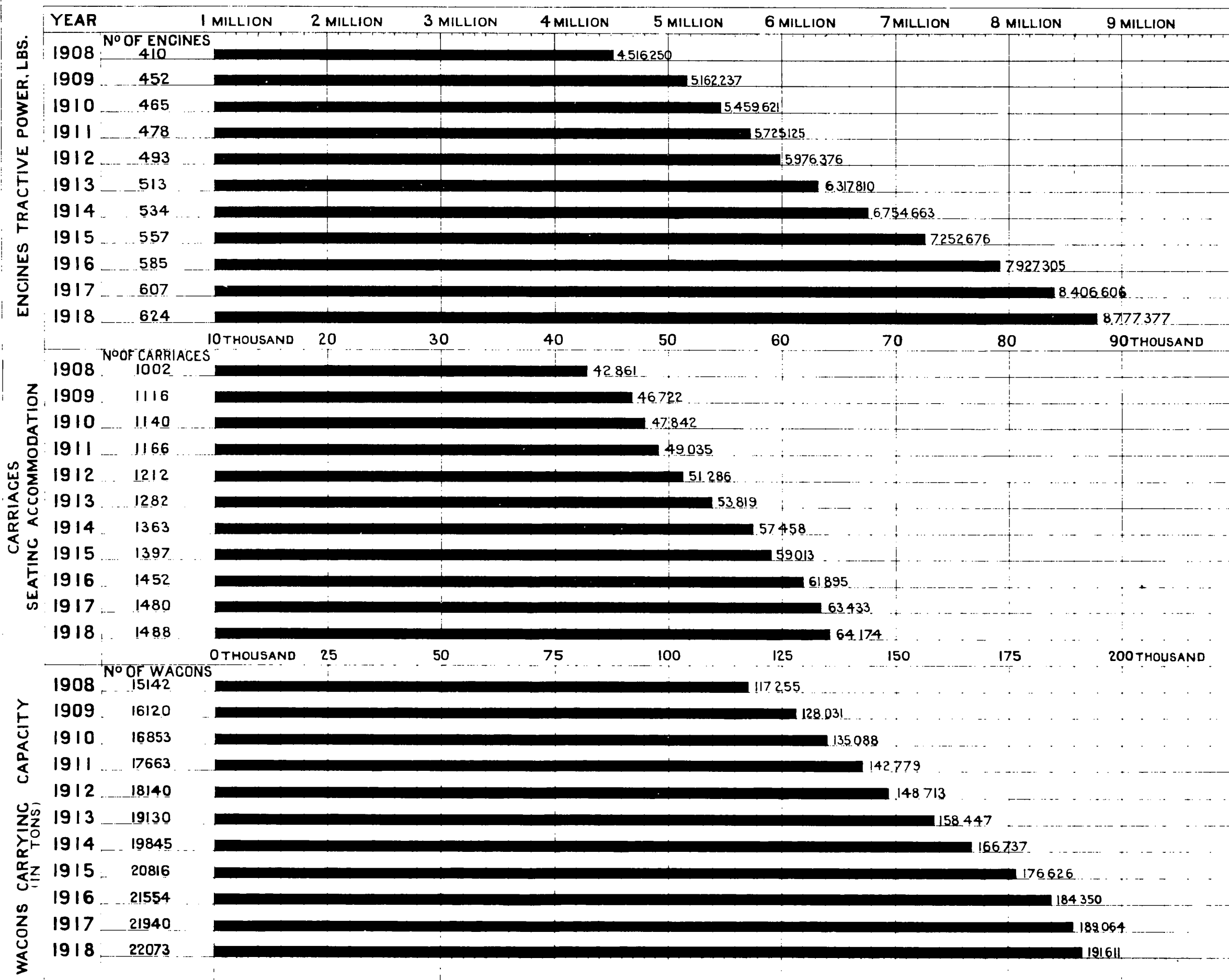


GOVERNMENT RAILWAYS OF AUSTRALASIA
COMPARATIVE STATEMENT
PERCENTAGE OF NET EARNINGS TO CAPITAL FROM 1913 TO 1918



NEW ZEALAND RAILWAYS

NUMBER OF ENGINES & TRACTIVE POWER, NUMBER OF CARRIAGES & SEATING ACCOMMODATION, NUMBER OF WAGONS
& CARRYING CAPACITY IN USE FROM 1908 TO 1918



Percentage of increase,
1908 to 1918 :—

Engines,
52.20 per cent.

Tractive power,
94.35 per cent.

Percentage of increase,
1908 to 1918 :—

Carriages,
48.50 per cent.

Seating-accommodation,
49.73 per cent.

Percentage of increase,
1908 to 1918 :—

Wagons,
45.77 per cent.

Carrying-capacity,
63.41 per cent.