

1920.
NEW ZEALAND.

RAILWAYS STATEMENT

BY THE MINISTER OF RAILWAYS, RIGHT HON. W. F. MASSEY.

MR. SPEAKER,—

In presenting the Railways Statement for the year ending 31st March, 1920, I have pleasure in announcing that, notwithstanding the curtailment of the train service brought about by the shortage of coal between the 2nd July and 27th September last, the gross receipts amounted to £5,752,487, an increase of £763,855 on the earnings for the year ended 31st March, 1919, and £752,487 in excess of the estimated revenue. The following gives a summary of the results:—

		Year 1920.	Year 1919.
		£	£
Total earnings		5,752,487	4,988,632
Total expenditure		4,105,067	3,308,575
		£1,647,420	£1,680,057

The mileage of lines open for traffic on the 31st March, 1920, was 3,006 miles.

The Culverden-Waiiau line, 12 miles 75 chains, was opened for traffic on the 15th December, 1919.

The capital cost of the lines open for traffic, including the steamers and plant on Lake Wakatipu, increased from £36,167,681 to £36,390,115.

The net revenue, £1,647,420, is equal to a return of 4·53 per cent. on the capital (£36,390,115) invested in the lines open for traffic, and 4·12 per cent. on the capital (£39,997,340) invested in the opened and unopened lines.

The gross receipts per train-mile for all lines amounted to 186·00d., as against 160·00d. for the previous year, an increase of 26·00d. per train-mile.

The receipts per train-mile from the North Island main line and branches were 183·50d., as against 161·00d. for the previous year, an advance of 22·50d. The South Island main line and branches provided a gross return of 195·50d., as against 159·00d. last year, an increase of 36·50d.

The expenditure for the year, £4,105,067, was £796,492 more than the previous year, and exceeded the estimate by £530,067.

The percentage of working-expenses to earnings was 71·36, as against 66·32 for the previous year, an increase of 5·04 per cent.

The sum of £160,323 was expended under the head of “ Additions to open lines ” in providing additional rolling-stock, tarpaulins, workshops machinery, Westinghouse brake, improvements to workshops and engine-depots, station facilities, additional dwellings, tablet-installation, and purchases of land.

During the year four new heavy tank engines, three bogie cars, and 279 wagons were built in the workshops and put into traffic. Forty engines, forty cars, sixteen brake-vans, ninety-nine bogie and 526 four-wheeled wagons were on order or under construction at the close of the financial year.

RESULTS OF WORKING.

The following is a summary of the results of working for the year ending 31st March, 1920, as compared with 1919:—

PARTICULARS.	Year ended 31st March.	
	1919.	1920.
Total miles open for traffic	2,993	3,006
Average miles open for year	2,993	2,996
Capital cost of opened and unopened lines	£39,260,882	£39,997,340
Capital cost of open lines	£36,167,681	£36,390,115
Capital cost per mile of open lines	£12,084	£12,106
Gross earnings	£4,988,632	£5,752,487
Working-expenses	£3,308,575	£4,105,067
NET PROFIT ON WORKING	£1,680,057	£1,647,420
PERCENTAGE OF PROFIT TO CAPITAL INVESTED	4·65	4·53
PERCENTAGE OF WORKING-EXPENSES TO EARNINGS	66·32	71·36
Earnings per average mile open	£1,670	£1,923
Working-expenses per average mile open	£1,107	£1,372
NET EARNINGS PER AVERAGE MILE OPEN	£563	£551
Earnings per train-mile	d. 160·00	d. 186·00
Working-expenses per train-mile	105·97	132·72
NET EARNINGS PER TRAIN-MILE	54·03	53·28
Passengers, ordinary	11,374,521	12,760,814
Season tickets	351,124	400,621
Goods tonnage	5,238,457	5,597,232
Live-stock tonnage	373,281	403,047
Train-mileage	7,477,583	7,408,608
Locomotives	620	616
Passenger-cars	1,489	1,492
Wagons and brake-vans	22,658	22,937

Having regard to the world-wide unsettled conditions that exist as a consequence of the war, and the impossibility of forecasting when normal circumstances will be restored, prudence compels me to adopt a conservative view in respect to the railway revenue and expenditure for the year ending 31st March, 1921. I anticipate, however, that the revenue will be £6,000,000 and the expenditure £4,612,500.

It is a matter of regret that circumstances have precluded any material progress being made with the important essential works proposed in 1914. The lack of accommodation results in congestion of traffic, and is a serious obstacle to successful operations.

SUPERANNUATION FUND.

The total amount standing to the credit of the Government Railways Superannuation Fund at the end of the financial year was £408,233, an increase of £44,428 on the balance to the credit of the fund on the 31st March, 1919. The gross income for the year was £196,615, and the outgoing amount £152,187. Of the latter amount, £94,464 represents grants to 1,117 members of the service who have retired voluntarily or have been retired medically unfit, 391 widows and 547 children 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 £104,130, or £11,677 less than the estimated annual liability. The receipts are, however, augmented by a Government subsidy of £75,000 and amounts received by way of interest on funds invested and fines imposed under the regulations. These amounted to £17,769.

The financial position of the fund is such as to entirely preclude any possibility of its being able to bear any increase in the liabilities already imposed under existing statutes; but, having regard to the disabilities suffered by beneficiaries of the fund owing to the increase in the cost of living, consideration is being given to proposals having for their object the granting of temporary allowances, which will not, however, be a charge against the Superannuation Fund.

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

SIR,— New Zealand Government Railways, Head Office, Wellington, 8th September, 1920.

I have the honour to report on the working of the railways for the financial year ended 31st March, 1920.

The Culverden—Waiiau extension, 12 miles 75 chains in length, was taken over in December last, making the total mileage open for traffic at the 31st March 3,006 miles.

The capital invested in the lines open for traffic, including the steamers and plant on Lake Wakatipu, on the 31st March was £36,390,115, as against £36,167,681 for the previous year, an increase of £222,434. This amount includes £74,277 construction charges on lines already taken over from the Public Works Department, £160,323 on new works charged against capital account under "Additions to open lines," and £92,994 expended under the Railway Improvement Authorization Act, 1914.

The gross receipts for the year amounted to £5,752,487, as against £4,988,632 for the previous year, an increase of £763,855.

The net revenue, £1,647,420, is equal to a return of 4·53 per cent. on the capital invested in the lines open for traffic, and 4·12 per cent. on the capital invested in the opened and unopened lines.

The train-mileage for the year, 7,408,608 miles, was 68,975 miles less than the previous year, due to the curtailment of train services to economize coal-consumption.

Traffic in Otago District was seriously disorganized by floods and slips in July and August. On the 4th and 5th July traffic on the Outram Branch was blocked by floods. On the 4th July a slip occurred on the Otago Central Branch at Salisbury. From the 18th to the 22nd August traffic on the Outram Branch was suspended through flood. Traffic was suspended between Mosgiel and Milton on the 19th August through a flood. On the 20th August a flood interfered with the traffic between Mosgiel and Clinton. Between the 19th and 28th August traffic on the Otago Central Branch was interrupted through slips between Wingatui and Ranfurly.

In the Auckland District a flood between Hoteo and Wayby, on the North Auckland Railway, interrupted traffic on the 27th March.

In addition to the above there were a number of smaller slips and washouts which caused delays to trains, but did not involve any actual suspension of traffic.

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

	Average Late Arrival.	
	Min.	Min.
Long distance passenger trains	5·02	2·94
Suburban trains	0·80	0·53
Long-distance mixed trains	7·67	4·67

against last year.

The number of ordinary passengers carried during the year was 12,760,814, an increase of 1,386,293.

Season tickets issued numbered 400,621, an increase of 49,497. Workers' weekly twelve-trip tickets numbered 83,365, and workers' weekly tickets issued on suburban lines 248,071, an increase over the preceding year of 9,093 twelve-trip and 33,917 workers' weekly tickets.

The improvement in passenger traffic of all classes is attributable to the restoration of Sunday trains and excursion fares, removal of restrictions on travel imposed during the later period of the war, and the greater facilities afforded by a return to approximately pre-war time-tables in December, 1919.

The passenger traffic for the year ended 31st March, 1919, was adversely affected by the influenza epidemic.

Although the increase of 1,386,293 ordinary passengers constitutes a record increase for any year in the history of the railways, the year's total of 12,760,814 shows a decline of 1,440,692 passengers compared with the 14,201,506 passengers carried in the year 1915–16.

The goods and live-stock tonnage was 6,000,279 tons, an increase of 388,541 tons. The increases were as follow :—

Cattle	11,432	head.
Sheep	641,214	„
Timber	123,442	tons.
Other goods	378,580	„

Decreases were—

Pigs	16,418	head.
Minerals	143,247	tons.

Consequent on the partial removal of congestion of frozen-meat works by shipping facilities for export of frozen meat, an impetus has been given to the movement of fat cattle and sheep for freezing. A considerable number of both cattle and sheep were also railed for depasturing as a result of shortage of feed in Hawke's Bay and Otago.

The increase in the tonnage of timber carried is due to the keen demand for building-material throughout the Dominion, the establishment of new mills, and increased shipping facilities for carriage of timber for export.

The mineral traffic was adversely affected by shortage of labour at some of the mines and the influenza epidemic at two of the mining towns on the Coast. Mineral traffic, which declined by 128,569 tons last year, shows a further decrease of 143,247 tons for the year under review. The quantity of coal railed from the Westport and Greymouth mines decreased by 174,741 tons, an average of 3,300 tons per week, during the year ended 31st March last.

Under the heading of "Other goods" the increase of 378,580 tons is due to heavy grain traffic in Canterbury, large shipments of frozen meat, tallow, pelts, &c., and the import of grain and other merchandise from overseas.

The average number of men employed for the year was 13,385, against 12,391 for the previous year.

Thirty-four members of the Second Division were promoted to the First Division, 1,083 members of the permanent staff resigned, 136 retired on superannuation, fifty-one died, 112 were dismissed, and 881 engaged.

The sum of £12,633 was paid under the Workers' Compensation for Accidents Act during the year to members who sustained injuries while in the execution of their duty.

The additions made to the rolling-stock during the year consisted of four heavy tank engines, Class "Ww," three bogie cars, and 279 wagons, all of which were built in the Railway workshops. Eight second-hand tank engines were sold and written off stock.

The rolling-stock on order at the close of the year under review consisted of forty engines, forty cars, sixteen brake-vans, ninety-nine bogie and 526 four-wheeled wagons.

Two hundred and seventy modern car, van, and wagon axles were substituted for the old iron type during the year, thus increasing the carrying-capacity of each vehicle by 2 tons.

The permanent-way, buildings, structures, and appliances have been efficiently maintained, and a considerable number of improvements has been made in the accommodation at various stations. About seven miles of track were relaid. This is much below the fixed standard, but great difficulty has been experienced in carrying out even the most essential works owing to the shortage of suitable labour. 82,968 new sleepers and 86,805 cubic yards of ballast were placed in the track during the year, and protective work carried out on the Midland Railway, at Oamaru, and on the Westland Section.

Interlocking and signal appliances have been extended and sidings and station-yards improved. Grade easements have been continued in the Auckland District, and station rearrangements in connection therewith.

During the year eight stations have been equipped with fixed signals, while thirty-eight stations were provided with distant signals in addition to previous equipment of home signals. 298 stations are now equipped with fixed signals, and 100 stations are interlocked. Special switch-locks were provided at eight stations, and special locking arrangements for points and signals were installed at ten switch-out tablet stations.

The railway telegraph and telephone systems were extended during the year, and now comprise 287 Morse sets, 1,642 telephones, 286 electric bells, 2,606 miles of poles, and 7,193 miles of wire.

Electric lighting has been installed at a number of station buildings, yards, offices, engine-sheds, and dwellings.

REVENUE.

The gross revenue for the year amounted to £5,752,487, an increase of £763,855 on the earnings of the previous year and £752,487 above the estimates. The particulars are as follow:—

	1920.	1919.
	£	£
Passengers, ordinary	2,138,391	1,799,381
Season tickets	165,596	150,901
Parcels, luggage, and mails	290,453	258,524
Goods	2,956,237	2,608,336
Miscellaneous, rents, &c.	201,810	171,490
	<u>£5,752,487</u>	<u>£4,988,632</u>

The gross receipts per train-mile for all lines were 186·00d., as against 160·00d. for the preceding year, an increase of 26·00d. per train-mile.

The North Island main line and branches produced 183·50d., as against 161·00d. per train-mile for the previous year, an increase of 22·50d.

The South Island main line and branches gave a return of 195·50d., as against 159·00d. last year, an increase of 36·50d.

The earnings from the Lake Wakatipu steamers amounted to £7,878, an increase of £1,196 over the revenue for the previous year.

The net revenue, £1,647,420, was equal to a return of 4·53 per cent. on the capital invested in the lines open for traffic (£36,390,115), and 4·12 per cent. on the capital in the opened and unopened lines (£39,997,340).

EXPENDITURE.

The working expenditure for the year under review, including £7,964, the cost of working the Lake Wakatipu traffic, amounted to £4,105,067, an increase of £796,492 over the expenditure for last year. The ratio of expenditure to earnings was 71·36, as compared with 66·32 for the preceding year, an increase of 5·04 per cent.

	Expenditure.		Per Cent. of Revenue.	
	1919-20.	1918-19.	1919-20.	1918-19.
	£	£		
Traffic	1,301,935	1,032,609	22·66	20·73
Locomotive	1,785,491	1,381,797	31·08	27·74
Maintenance	837,910	752,558	14·59	15·10
Management	171,767	134,626	2·99	2·70
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	4,097,103	3,301,590	71·32	66·27
Lake Wakatipu steamers ..	7,964	6,985	0·04	0·05
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	£4,105,067	£3,308,575	71·36	66·32
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The expenditure for 1919-20 includes the increases in salaries and wages granted under the Government Railways Amendment Act, 1919, and the cost-of-living bonus granted from 1st January, 1920.

The increased expenditure in the Traffic Branch, Head and Departmental Offices resulted mainly from regulation scale increases and the increases and bonus referred to above.

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

The increased expenditure in the Maintenance Branch is due to increases in salaries and wages and bonus, and the advance in the cost of materials. The expenditure per mile of railway was £281, as against £252 last year.

The sum of £52,722 was expended in the Maintenance Branch and charged to capital under the head "Additions to open lines." These comprise additions to workshops and engine-depots, water services, station facilities, additional dwellings, tablet-installation, telephone and telegraph facilities, and purchase of land.

In the Locomotive Branch £80,662 was expended in the provision of additional rolling-stock, tarpaulins, workshop machinery, and Westinghouse brakes.

The rolling-stock in respect of which the charges were incurred under the head "Additions to open lines" included four locomotives, three carriages, thirty-nine bogie and 240 four-wheeled wagons, and 585 tarpaulins completed on 31st March, and forty locomotives, thirty-five carriages, twelve brake-vans, ninety-seven bogie and 500 four-wheeled wagons, and 765 tarpaulins incomplete but in hand on that date.

The operations in both the Maintenance and Locomotive Branches were again considerably hampered by the inability to obtain the necessary material from abroad and the shortage of suitable labour.

COAL.

The quantity of coal carried on the Westport Section was 459,452 tons, against 551,410 tons for the previous year, a decrease of 91,958 tons, or 16½ per cent. On the Greymouth Section the quantity carried was 283,665 tons, against 366,448 tons the previous year, a decrease of 82,783 tons, or 23 per cent.

The output of coal carried on the Greymouth Section for the year ended 31st March, 1915, was 514,795 tons, compared with 283,665 tons at 31st March, 1920. The decrease, 231,130 tons, represents a decline of 45 per cent. in the output of West Coast coals in six years.

Price of Coal.—The cost of coal has again been substantially increased, and the tendency is towards a still further advance owing to increase in cost of labour and sea freight where sea-borne coal is concerned.

Coal-saving Time-table.—Consequent on the difficulties experienced during the years 1916-19 in obtaining adequate supplies to replenish the Department's coal stocks, serious depletion had taken place by 31st March, 1919, and the outlook was then causing anxiety. Strong efforts were made to improve the position and obtain adequate supplies, but owing to shipping and labour difficulties a full measure of success did not immediately result. Stocks rapidly diminished, and on the 2nd July, 1919, a drastic curtailment of the time-table was brought into operation, and remained in force until the 27th September.

The causes leading up to the coal-cut were investigated by a Royal Commission last year.

Although the position in respect of coal has improved in consequence of the savings effected by the curtailed train services, there is still necessity for the exercise of unremitting attention and constant vigilance in the matter of coal-supplies.

Pulverized Fuel.—Arrangements have been made for the practical testing of pulverized fuel at an early date. A pulverizer has been obtained, and will be fitted up as soon as some essential materials come to hand and labour is available to assemble the appliance and erect the necessary building, &c.

TIME-TABLE.

On the 14th December last a full time-table on the pre-war basis was brought into operation. Coincident with this, issue of holiday, school, and other excursion tickets was reinstated, and the running of Sunday trains resumed.

The restrictions imposed on passenger and goods traffic during the period the curtailed time-table was in operation resulted in the accumulation of some 12,000,000 ft. of timber and considerable quantities of other non-essential goods. Special arrangements were made to clear up the arrears with the least possible delay.

TRAIN ACCIDENTS.

On the 14th May a goods-train got out of control when running on a down grade leaving Hihi-tahi, and was derailed near Mataroa. Thirty-two wagons were wrecked. Both the driver and fireman were scalded by escaping steam. The driver, I regret to say, subsequently succumbed to his injuries. On the 21st February ten wagons on a goods-train were derailed at Opapa, seven wagons being badly damaged.

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 £78,818. The total expenditure on the scheme up to the 31st March was £635,265.

It was estimated in 1914 that the scheme which was to provide accommodation and facilities that were at that time imperatively necessary to enable the Department to deal efficiently with the traffic would be completed in five years. The intervention of the war, however, has prevented any material progress being made, and as a consequence the Department is now in a position of having to deal with greatly increased traffic with out-of-date and inadequate facilities.

During the five years 1915 to 1920 the revenue has increased by £1,647,030, and there is every indication that this rate of increase will be maintained. It is therefore imperatively necessary that the railway-improvement scheme of 1914 should be vigorously pushed on.

The Department could find regular employment for at least five years for 2,500 suitable men.

ROLLING-STOCK.

In consequence of the difficulty of obtaining the necessary material and the depletion of the staff during the war period, the building of new rolling-stock was greatly restricted; and, as the arrears cannot be made up by the manufacture of locomotives and wagons in the Railway Workshops of the Dominion, arrangements have been made to invite tenders for the construction of twenty-five locomotives and 2,500 wagons from abroad, and also to invite offers from manufacturers within the Dominion for the building of an additional 500 wagons. A contract has also been let to Messrs. A. and G. Price for the construction of twenty locomotives in their workshops at Thames.

HOUSING OF STAFF.

Considerable difficulty is experienced by the staff in obtaining house accommodation, especially in the North Island, where the shortage of houses is very acute. With a view to overcoming this it has been decided to enter upon a large housing scheme and to provide houses for all permanent members of the Railway staff. Land has been acquired in various centres, and an up-to-date factory will be erected at Frankton Junction, where timber will be cut to standard and the complete house will be sent to the locality in which it is to be erected. In addition to dealing with the timber for houses, the factory will be capable of turning out timber suitably cut for other railway purposes; and as soon as its own urgent requirements are met in regard to houses the Department will be in a position to supply other Government Departments with house material cut to size. Apart altogether from the economy in erecting factory-cut houses, the number of houses that can be built in a given time will be greatly increased as compared with the ordinary method of building.

A number of houses are now in course of erection at Kaiwarra,

I have, &c.,

R. W. McVILLY,
General Manager.

The Hon. the Minister of Railways.

TRAFFIC.

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

Whangarei Section.

Revenue, £60,858 ; increase, £5,971. Passengers increased 32,909. Season tickets increased 143, and live-stock 405. Goods tonnage increased 11,927 (timber increased 8,090 tons and general goods 5,260 tons, but minerals decreased 1,423 tons).

Kaihu Section.

Revenue, £6,488 ; increase, £387. Passengers increased 6,123. Timber decreased 3,456 tons, and general goods 248 tons.

Gisborne Section.

Revenue, £39,237 ; increase, £8,806. Passengers increased 26,648, and season tickets 24. Live-stock increased 46,275. Goods tonnage increased 7,579 (timber increased 2,470 tons and general goods 9,081 tons, but minerals decreased 3,972 tons).

North Island Main Line and Branches.

Revenue, £3,259,747 ; increase, £410,920.

The principal items of traffic were—Passengers, 7,118,330 ; increase, 512,963. Season tickets, 255,848 ; increase, 32,773. Parcels, &c. (revenue), £166,898 ; increase of £17,464. Live-stock, 3,801,538 ; increase, 364,286. Goods, 2,074,583 tons ; increase, 175,965 tons.

The revenue per mile of railway increased from £2,530 Os. 10d. to £2,894 19s. 7d., and per train-mile from 13s. 5d. to 15s. 3½d.

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

Auckland.—Revenue, £1,211,397 ; increase, £138,717. Passengers increased 441,362, and season tickets 20,892. Parcels luggage and mails increased £9,379. Cattle and calves increased 2,844, but sheep decreased 24,753 and pigs 10,191. Timber increased 8,514 tons and general goods 41,887 tons, but minerals decreased 23,053 tons owing to the restriction of output at the Waikato coal-mines.

Ohakune.—Revenue, £413,198 ; increase, £74,071. Passengers increased 58,725 and season tickets 790. Parcels, luggage, and mails increased £108. Cattle and calves increased 379, and sheep 70,318 ; pigs decreased 660. Timber increased 42,945 tons, general goods 14,029 tons, and minerals 13,600 tons.

Wanganui.—Revenue, £591,180 ; increase, £59,600. Passengers increased 62,065, but season tickets decreased 611. Parcels, luggage, and mails increased £2,572. Cattle and calves decreased 5,354, and pigs 3,984 ; sheep increased 37,022. Timber increased 560 tons and general goods 48,405 tons, but minerals decreased 936 tons.

Wellington.—Revenue, £1,043,972 ; increase, £138,532. Passengers decreased 49,189, but season tickets increased 11,702. During a portion of the previous year there was a considerable traffic in connection with the military camps at Trentham and Featherston. Parcels, luggage, and mails increased £5,405. Cattle and calves increased 16,900, and sheep 285,904 ; pigs decreased 4,139. General goods increased 34,834 tons. Timber decreased 1,128 tons, and minerals 3,692 tons.

Picton Section.

Revenue, £37,880 ; increase, £7,516. Passengers increased 29,737. Live-stock decreased, 32,325, due to a shortage of shipping for frozen meat. Goods tonnage increased 14,725 (chiefly chaff).

Nelson Section.

Revenue, £36,734 ; increase, £2,098. Passengers increased 7,710 ; season tickets decreased 48. Live-stock increased 7,370. Goods tonnage increased 6,728.

Westport Section.

Revenue, £90,139 ; decrease, £13,495. Passengers increased 7,725, and season tickets 120. Goods tonnage decreased 95,709 tons (chiefly coal).

Westland Section.

Revenue, £159,323 ; increase, £7,353. Passengers increased 52,160, and season tickets 1,984. Parcels, luggage, and mails increased £834. Live-stock increased 3,598. Goods tonnage decreased 61,952 tons ; timber increased 20,961 tons, and general goods 653 tons, but minerals decreased 83,566 tons (chiefly coal).

South Island Main Line and Branches.

Revenue, £2,054,204 ; increase, £333,103.

The principal items of traffic were—Passengers, 4,552,376 ; increase, 689,151. Season tickets, 128,777 ; increase, 15,749. Parcels, luggage, and mails, £106,954 ; increase, £13,177. Live-stock, 3,506,801 ; increase, 243,256. Goods (tons), 2,280,704 ; increase, 302,858.

The revenue per mile of railway increased from £1,225 17s. 1d. to £1,459 4s. 2d., and per train-mile from 13s. 3d. to 16s. 3½d.

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

Christchurch.—Revenue, £901,736 ; increase, £167,853. Passengers increased 330,663, and season tickets 6,395. Parcels, luggage, and mails increased £5,800. Cattle and calves decreased 1,702. Sheep increased 178,875, and pigs 3,173. Timber increased 32,195 tons, general goods 150,885 tons, and minerals 24,556 tons.

Dunedin.—Revenue, £712,986 ; increase, £101,434. Passengers increased 255,876, and season tickets 8,233. Parcels, luggage, and mails increased £5,414. Cattle and calves decreased 1,959, and pigs 250 ; sheep increased 58,917. Timber increased 4,527 tons, minerals 744 tons, and general goods 38,239 tons.

Invercargill.—Revenue, £439,482 ; increase, £63,816. Passengers increased 102,612, and season tickets 1,121. Parcels, luggage, and mails increased £1,963. Cattle and calves decreased 604, and pigs 487 ; sheep increased 7,293. Timber increased 9,804 tons, general goods 15,224 tons, and minerals 26,684 tons.

Lake Wakatipu Steamers.

Revenue, £7,878 ; increase, £1,196. Passengers increased 6,411. Live-stock increased 2,731. Timber decreased 33 tons, and minerals 344 tons ; general goods increased 335 tons.

Average Late Arrival of Trains, Year ended 31st March, 1920.

Year ended	Period ended												Average for Year in Minutes.	
	April 26.	May 24.	June 21.	July 19.	Aug. 16.	Sept. 13.	Oct. 11.	Nov. 8.	Dec. 6.	Jan. 3.	Jan. 31.	Feb. 28.		Mar. 31.
<i>Express and Mail Trains.</i>														
March 31, 1920	..	4.70	5.38	5.31	..	..	..	2.41	3.25	5.28	5.04	5.98	7.85	5.02
March 31, 1919	..	3.68	2.04	2.35	1.79	1.81	1.69	1.56	1.61	1.81	4.79	3.53	6.48	5.16
<i>Long-distance Mixed Trains.</i>														
March 31, 1920	..	6.74	8.32	8.60	..	..	..	4.74	5.00	6.15	7.16	10.78	11.62	7.67
March 31, 1919	..	6.25	4.20	3.51	3.31	2.51	2.90	2.67	2.34	3.08	5.97	6.38	9.36	8.33
<i>Suburban Trains.</i>														
March 31, 1920	..	0.82	1.10	1.12	..	..	..	0.42	0.40	0.74	0.64	0.93	1.08	0.80
March 31, 1919	..	0.83	0.58	0.62	0.37	0.45	0.30	0.40	0.38	0.42	0.62	0.49	0.62	0.53

MAINTENANCE.

Mr. F. W. MacLean, M.Inst.C.E., Chief Engineer, reports as follows :—

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

The difficulty in carrying on not only urgently needed new work, but also ordinary maintenance work during the year has been even greater than in the preceding years.

Although, at much increased cost, it has been possible to obtain materials to some extent, yet owing to the shortage of labour it has been possible to make only a limited use of these materials.

Some of the rails previously ordered have been delivered in New Zealand, but very little relaying of track could be carried out for lack of men.

If the essential work of maintenance is to be carried on efficiently, arrears of work overtaken, and the large extensions and alterations which increasing traffic demands to be carried out, it seems obvious, in view also of the large works contemplated by the Government and others, that special steps will have to be taken to obtain the necessary labour.

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

Main and branch lines, 53 lb., 56 lb., 65 lb., and 100 lb. steel rails relaid with new 70 lb. material	..	..	..	..	..	..	..	..	..	..	..	..	..	5
Branch lines, 40 lb. relaid with 55 lb. material	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Branch lines, relaid with second-hand material	..	..	..	..	..	..	..	..	..	..	..	..	..	1 $\frac{3}{4}$
Total relaying for the year	..	..	..	..	..	..	..	..	..	..	..	..	..	6 $\frac{3}{4}$

Sleepers.—82,968 new sleepers were placed in the track during the year.

Ballasting.—86,805 cubic yards of ballast were placed on the track during the year.

Slips and Floods.—Slips and floods of a minor character which do not call for special comment occurred in the Auckland, Ohakune, Wanganui, and Invercargill districts.

Heavy rain during the middle of August caused a heavy flood in the Taieri River, traffic on the Main South Line and Outram Branch being suspended for two or three days. A large slip also occurred on the Otago Central Railway, blocking the line for several days.

1,680 tons of rock were used on protective works on the Midland Railway, and about 1,300 tons of rock to protect the foreshore at Oamaru. 7,279 tons of stone were also used on protective works on the Westland Section.

Mr. Borlase's quarry at Sawyer's Bay has been purchased by the Department.

Bridges.—These have been maintained in good condition. Considerable renewals and repairs have been effected. The amount of bridge-strengthening carried out has been very limited.

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

Wharves.—The wharves belonging to the Department have been maintained in good order.

A new wharf has been provided at Half-way Bay, Lake Wakatipu.

The dredging at the Nelson wharves referred to in last annual report has been carried out to the satisfaction of the Nelson Harbour Board. One of the dredges belonging to the Lyttelton Harbour Board was employed for this work.

Buildings.—Extensive renewals and repairs have been effected. One station building, one engine-shed, one shelter-shed, and one house, which were destroyed by fire, have been reinstated. One station building which was past repair was replaced by a new building.

Station-yards.—Siding extensions and rearrangements, and additional accommodation, have been carried out at a number of stations.

Railway Improvements.—Further portions of the Auckland-Mercer grade easements and station rearrangements in connection therewith have been executed. This extensive work is now approaching completion.

The total expenditure under Railways Improvement Account during the year was £78,818.

Additions to Open Lines.—The expenditure under this heading for the year was £51,225, the principal works being—Signalling and interlocking, block working, telegraph, and telephone facilities, &c., rearrangements, Ohakune (completion), Christchurch engine-depot (completion); additional refreshment-room accommodation and bakery, &c., at Marton (completion); additional storage accommodation and refreshment-rooms, Paekakariki; improved drainage, &c., Invercargill (part), Featherston, Mercer, Morrinsville, Frankton Junction; engine-pits, &c., Frankton Junction, Cross Creek (completion), Oamaru, Paekakariki; engine-depot additions, Taihape, Greymouth; additions to locomotive offices, Addington, Newmarket (completion), Petone (completion); locomotive workshops additions, Greymouth; goods-shed additions, Hawera (completion), Turakina; additions and improvements to station buildings, &c., Ngongotaha, Matamata, Matangi, Ruatangata, Teschemaker's Siding, Invercargill; siding alterations and extensions, Whangarei (part), Otahuhu (part), Ngongotaha (completion), Te Aroha, Waioura, Taumarunui, Hunterville, Wanganui, Wangahu, Turakina (part), Te Kauwhata, Patea, Lambton (part), Sockburn (part), Timaru, Tinwald, Lumsden, Longlands, Edendale, Hinuera (part), Invercargill; improved access, Auckland and Remuera; additional platform accommodation, Taumarunui (completion), Walton; storeroom and removal of Inspector Permanent-way's office, Frankton Junction; lining of Spiral tunnel at 200 m., North Island Main Trunk; provision of ash-pits, Frankton Junction, Paekakariki, Oamaru; workshops for lineman and signal-adjuster at Ohakune, Aramoho, New Plymouth, Timaru; stockyards, Greytown, Greenpark, Hukanui; new goods-shed, Christchurch (part); watering facilities, Frankton Junction, Cross Creek, Oio, Whangarei; purchase of land, Frankton Junction, Taumarunui, Featherston, Para; house and land, Templeton; house on railway land, Cave; erection of houses, Frankton Junction, Ngongotaha, Mamaku (completion), Mercer (2), Waimauku, Matamata, Te Kuiti, Taumarunui (2), Ohakune (3), Taihape (2), Patea, Lepperton, Featherston (3), Waipawa, Waipara, Hakataramea, Para; electric lighting, &c., Auckland, New Plymouth, Christchurch; goods-yard, Riccarton, Rangiora; works at Brunner, Stillwater, Kaimata, Moana, &c.; telegraph, telephone, and tablet facilities in progress in connection with opening Oira Tunnel; office accommodation for Advertising and Architectural Branch, Wellington.

Miscellaneous Works.—Additions and improvements amounting to £10,240 and charged to working-expenses were carried out. The works include additions and improvements to station buildings, sidings, &c., Auckland, Paekakariki, Napier, Woodville, Waipukurau, Heriot, Puketiro; improved lighting (electric), station buildings, cottages, &c., Whangarei, New Plymouth, Thorndon; provision of and improvements to stockyards, &c., Kai Iwi, Wharanui, Koromiko, Arthur's Pass; workshop improvements, Frankton Junction; water-service improvements, Morrinsville, Palmerston North; loading-banks, Woodend, Moana; accommodation for trainmen, Ashburton; hot-water services installed in fifty-eight houses; improvements and additions to twenty-four houses; purchase of quarry and plant, Sawyer's Bay; removal of terminal facilities from Maclennan to Tahakopa; lavatory accommodation, drainage, &c., Palmerston North, Culverden, Puketiro, Masterton, East Town Workshops.

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

	£
Maintenance (charged to working-expenses)	837,910
New works (charged to capital)	130,043
Other Government Departments, public bodies, and private parties	40,907
	<hr/>
Total expenditure	£1,008,860

The maintenance expenditure charged to working expenses amounted to £280 per mile, compared with £252 per mile in 1918–19, £240 in 1917–18, £243 in 1916–17, £251 in 1915–16, and £254 in 1914–15. The increase in expenditure is due to the increase in wages and in the cost of materials.

Mileage.—The mileage open for traffic on the 31st March, 1920, was 3,005 miles 71 chains. During the year 12 miles 75 chains additional lines were opened for traffic.

Land and Leases.—Number of leases registered during year, 470; aggregate rental of same, £8,442 9s. 2d. Total number of leases current at 31st March, 1920, 5,596; aggregate rental of same, £37,252 0s. 10d. Private siding agreements registered during year, 87; aggregate rental of same,

£2,912. Total number of agreements current at 31st March, 1920, 430; aggregate rental of same, £13,732. Miscellaneous agreements entered into, 38. Total number of Proclamations issued taking or giving up land, 27. Total amount of compensation paid during year for land taken, £14,268 6s.

Staff.—Maintenance Branch: Working staff, 3,361; office staff, 164: total, 3,525.

SIGNAL AND ELECTRICAL.

Fixed Signals at Officered Stations.

During the year eight stations have been equipped with fixed signals, viz.: Home and distant signals at Ngongotaha, Smart Road, Te Roti, Mokoia, Whenuakura, Mangatera; and home signals at Waiau and Riccarton Racecourse.

The following 38 stations have been equipped with distant signals in addition to previous equipment of home signals: Waitoa, Te Aroha, Mangaiti, Hikutaia, Puriri, Kopu, Thames South, Thames, Inglewood, Tariki, Midhirst, Eltham, Normanby, Hawera, Manutahi, Patea, Waverley, Waitotara, Nukumarū, Okelu, Kai Iwi, Westmere, Wanganui, Okoia, Fordell, Ashhurst, Papatawa, Oringi, Matamau, Makotuku, Ormondville, Kopua, Takapau, Marakeke, Hatuma, Waipukurau, Waipawa, Otane. An additional home signal has been provided at Culverden.

The total number of officered stations (including tablet stations) is 485, of which 298 are equipped with fixed signals, 100 are interlocked, and 87 unequipped.

Forty-two signal repeaters have been installed during the year making a total of 331 now in use.

Interlocking of Points and Signals.

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

Complete signalling and interlocking has been installed at Swanson and Drury service siding.

Alterations have been made to signalling and interlocking at Otahuhu, Taumarunui, Palmerston North, and Sockburn.

The following flag stations, sidings, and private sidings have been interlocked with the tablet system during the year: Service siding at 22 m. 20 ch. near Runciman; the New Zealand Munitions and Supplies Department's private siding near Kaitoke; Messrs. Borthwick and Sons' private siding near Belfast; Mussel Bay Station; Toiro Station; Kaihiku Station; Kuriwao Station; Wairuna Station; Arthurton Station; Otikerama Station; ballast-pit siding near Gore; Charlton Station; Brydone Station; Ota Creek Station; Morton Mains Station; Longbush Station; Mill Road Station; Woodend Station.

Special switch-locks (Woods) interlocking the facing-points with home signals have been installed at Ngongotaha, Smart Road, Mokoia, Te Roti, Whenuakura, Mangatera, Waiau, Nelson.

Ten switch-out tablet stations have been equipped with special locking arrangements for points and signals, viz.: Smart Road, Te Roti, Mokoia, Whenuakura, Westmere, Nukumarū, Okoia, Mangatera, Papatawa, Marakeke.

Total stations now interlocked, 100; tramway crossings, 7; sidings and flag stations interlocked with tablet, 149; stations where Woods locks are installed, 297.

Block Working—Electric Tablet.

No additions have been made to tablet working. The total mileage now equipped is 1,657 miles of single line out of a total of 2,963 miles open for traffic.

Tablet instruments were installed at Ngongotaha, and Arthurton has been closed as a tablet station.

A total of 8 instruments have been taken out and put into stock. The number of tablet instruments now in use is 900, at 376 stations. The total number of automatic tablet exchangers now in use is 345.

Lock and Block.

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

Track locking of up main line at Penrose station has been installed.

The total mileage equipped is 43 miles of double line. The total number of lock-and-block instruments now in use is 80, at 36 stations.

Telegraph and Telephone Facilities.

A new Morse wire has been run from Wanganui to Hawera. Seventy-two miles of new line have been brought into use during the year. One additional Morse connection has been installed.

Railway-wires have been placed underground at several places where crossed by high-tension wire.

An alarm-bell system in connection with the railway fire brigade has been installed at Timaru.

Twenty-three new connections to railway telephone circuits, 8 new connections to public exchange, and 4 extensions to existing connections have been made. Ten electric bells have been installed.

Totals now in use are—Morse sets, 287; telephones, 1,642; electric bells, 286; miles of wire, 7,193; miles of poles, 2,606.

Electric Lighting and Power.

Electric-light installations have been made as follows: Whangarei, engine-shed and Station master's house; Auckland, station building; Frankton, Inspector's office and store; Te Kuti, engine-shed and bookstall; New Plymouth, goods-offices; Hawera, new goods-office; Thorndon, goods-offices; Christchurch, goods-yard; Addington, railway store and offices, Locomotive Engineer's office; Riccarton, station and tramway crossing signals; Rangiora, railway-station; Invercargill, signals and cabin at tramway-crossing, Conon Street; Pukekohe, Stationmaster's house.

Additions and alterations were made to the following installations: Auckland, railway-yard and locomotive-yard; Rotorua, additional lights installed on platform and in yard and cottage No. 148; Lambton, railway-yard; Addington, locomotive workshops; Port Chalmers, lighting of export wharf.

The following work has been done in connection with electrification of machinery in locomotive workshops: Newmarket, electric welding plant has been installed and brought into use; Frankton Junction, $7\frac{1}{2}$ -horse-power motor has now been installed in the machine-shop; Gisborne, 2 $7\frac{1}{2}$ -horse-power motors have been installed at the locomotive depot. Addington, 7 additional motors have been installed and brought into use, making a total of 23 D.C. and 15 A.C., aggregating 204 horse-power D.C. and 273 $\frac{1}{2}$ A.C., or a total of 477 $\frac{1}{2}$ horse-power.

Level-crossing Automatic Alarm-bells.

Five level crossings were fitted with automatic electric warning-bells at the following places: 127 m. 49 ch. (near Turakina); 24 m. 12 ch. (near Maharahara); 36 m. 78 ch. (near Piripiri); 33 m. 26 ch. (near Paraparaumu); 5 m. 48 ch. (near Khandallah). The present number now in use is 35. The installations have given satisfaction during the year.

Expenditure.

Particulars of expenditure for the Signal and Electrical Branch for the year ending 31st March, 1920, are as follows:—

New works—		£	s.	d.
Signalling and interlocking	.. .. .	22,248	13	1
Electric tablet working	.. .. .	1,147	3	8
Telegraph and telephone facilities	.. .. .	1,749	8	0
Electric light	.. .. .	3,127	18	7
Electric motors, &c.	.. .. .	2,127	6	11
Level-crossing alarms	.. .. .	1,647	2	0
Total	.. .. .	£32,047	12	3

Maintenance—		£	s.	d.
Signalling and interlocking	.. .. .	23,140	18	0
Electric block, telegraph, and telephone lines	.. .. .	23,092	7	2
Lines, &c., maintained by Post and Telegraph Department	.. .. .	1,753	8	6
Electric light	.. .. .	6,080	4	0
Electric motors, cranes, fire-alarms, level-crossing bells, &c.	.. .. .	1,832	12	4
Total	.. .. .	£55,899	10	0

LOCOMOTIVE.

Mr. E. E. Gillon, Chief Mechanical Engineer, reports as follows:—

Locomotives.—On the 1st April, 1919, there were 620 engines in service, and on the 31st March, 1920, there were 616 engines. Eight second-hand tank engines were sold and written off stock; four new heavy tank engines, 4-6-4 type, Class Ww, were built in the Government railway workshops.

In the Government railway workshops to date 191 engines have been built, and twenty-four old locomotives have been rebuilt. Five hundred and thirty-one locomotives passed through the workshops during the year, the details of work done being as follows:—

Particulars.	Number and Type.					Total.
	Four-cylinder Balanced- compound Tender Engines.	Tender Engines.	Tank Engines.	Fell Engines.	Single Fairlies.	
Number passed through shops	59	192	262	8	10	531
Built new	..	..	4	..	..	4
Re-erected	..	..	5	..	..	5
Thoroughly overhauled	23	44	65	3	3	138
Heavy repairs	20	62	67	4	4	157
Light repairs	16	86	121	1	3	227
Painted	16	54	68	2	7	147
Paint touched up	33	110	89	5	2	239

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

During the year a contract was entered into with Messrs. A. and G. Price (Limited), of Thames, for twenty simple-superheated tender engines, Pacific type, Class AB. At the close of the year there were on order in the railway workshops twenty engines, consisting of ten simple-superheated tender engines, Pacific type, Class AB, and ten heavy tank engines, 4-6-4 type, Class WAB. Altogether there were on order on the 31st March, 1920, forty engines.

The tractive power of locomotives was increased by 24,868 lb., equal to 0.28 per cent.

Boilers.—The work on renewals and repairs has been kept well up to date. 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 Throat-plate.	New Smoke-box Tube-plate.	New Firebox.	New Firebox Tube-plate.	Boilers patched.
Boilers ..	296	1	135	160	80	42	1	2	8	11	105

Twenty-three new boilers were in hand at the close of the year, consisting of ten Class AB, three Class F, and ten Class WAB.

Carriages.—The stock on the 1st April, 1919, was 1,489, and on the 31st March, 1920, the number was 1,492. Three 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 ..	2,172	120	11	2,303
Built new	3	..	..	3
Converted	4	..	..	4
Thoroughly overhauled	213	1	..	214
Heavy repairs	852	22	4	878
Light repairs	1,100	97	7	1,204
Painted	619	15	1	635
Paint touched up	870	6	..	876

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

Brake-vans.—The number of brake-vans on the line on the 1st April, 1919, was 444, and the number on the 31st March, 1920, was 444. No new brake-vans were added during the year.

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

Description.	Number passed through Shops.	Thoroughly overhauled.	Heavy Repairs.	Light Repairs.	Painted.	Paint touched up.
Brake-vans	920	40	269	611	149	279

Sixteen bogie brake-vans were under construction at close of the year.

Wagons.—The wagon stock on the 1st April, 1919, was 22,214, and the number on the 31st March, 1920, was 22,493. Two hundred and seventy-nine new wagons were built and added to stock.

The carrying-capacity of wagon stock was increased by 3,242 tons, equal to 1.67 per cent. or an equivalent of 540 ordinary wagons.

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

Description.	Number passed through Shops.	Built new.	Rebuilt.	Thoroughly overhauled.	Heavy Repairs.	Light Repairs.	Painted.	Paint touched up.
Wagons	25,703	279	24	243	6,614	18,543	3,346	14,235

Six hundred and twenty-five wagons were under construction in the railway workshops at the close of the year, and comprised 99 bogie and 526 four-wheel wagons.

Tarpaulins.—The tarpaulin stock on the 1st April, 1919, was 18,232, and on the 31st March, 1920, the number was 18,817. Five hundred and eighty-five new tarpaulins were made in railway workshops; 1,517 worn-out tarpaulins were condemned and written off and replaced with a similar number of new tarpaulins.

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

Description.	Number passed through Shops.	Manufactured new.	Condemned and replaced with New Tarpaulins.	Repaired.
Tarpaulins	20,091	585	1,517	17,989

Seven hundred and sixty-five tarpaulins were being manufactured in the railway workshops at the close of the year.

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

Description.	Number passed through Shops.	Heavy Repairs.	Light Repair.	Painted.	Paint touched up.	Boiler-repairs.					
						Heavy Repairs.	Light Repairs.	New Tubes (Sets).	Tubes pieced and Second-hand (Sets).	New Firebox.	Boilers patched.
Hand-cranes	23	5	18	3	6	..	..	..	..	..	..
Steam-cranes	27	11	16	1	12	..	7	..	..	..	5
Stationary engines	12	..	..	..	..	1	11	1	1	..	2
Pile-drivers and hoisting-engines	3	1	2	2	..	1	1	..	..	1	1

General.—In addition to the engines, cars, brake-vans, and wagons shown as passing through workshops for repairs as mentioned above, during the year 26,432 engines, 37,023 cars, 8,818 brake-vans, and 76,321 wagons were repaired at out-depots in order to keep vehicles out of service the shortest possible time.

Axles.—During the year 270 car, van, and wagon axles were replaced with modern steel axles. This number does not include axles for new rolling-stock.

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

Car-lighting.—The oil-gas manufactured at the five separate Pintsch-gas works during the year amounted to 8,170,302 cubic feet, and cost to manufacture 5s. 2·86d. per 100 cubic feet. The increase in cost of production is again due to the extra cost of oil, &c.

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

Rail Motor-cars.—The Thomas transmission rail motor-car was out of commission, due to repair parts not being obtainable. The Westinghouse petrol-electric rail motor-car was available for service.

Steamers.—The control of the Lake Wakatipu steamers is now in charge of the Traffic Branch.

Train Running and Mileage.—There has been a decrease of 68,975 miles in train-mileage as compared with 1918–19.

The engine mileage has increased by 30,435 miles as compared with 1918–19, due chiefly to increased shunting mileage.

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.
1919–20	7,408,608	10,023,309	45·61	12·56	58·17
1918–19	7,477,583	9,992,874	34·89	9·83	44·72

The increased cost is due to the advanced price of fuel, and stores, and the extra cost of wages.

STORES.

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

The value of stores, material, and plant (purchased under the Railways vote) on hand at the 31st March, 1920, at the various stores, depots, and sawmills amounted to £834,384 15s. 9d., as against £559,984 12s. 9d. on the 31st March, 1919.

The value of stores on hand on account of additions to open lines amounted to £46,378 9s. 3d., as against £19,439 0s. 1d. on the 31st March, 1919.

The value of stores on hand on account of Railway Improvement Authorization is £14,176 3s. 1d. No stocks were held on this account on the 31st March, 1919.

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

MEMBERS OF THE RAILWAY SERVICE WHO HAVE HAD HONOURS AND AWARDS
CONFERRED ON THEM DURING THE WAR OF 1914-19.

VICTORIA CROSS.

Andrew, Captain Leslie Wilton Traffic Branch.

THE MOST EXCELLENT ORDER OF THE BRITISH EMPIRE.

To be Officers of the Military Division of the said Most Excellent Order (O.B.E.).

Barclay, Lieut.-Colonel George, v.D. Traffic Branch.
Gow, Captain Reginald Ronald Traffic Branch.
Lawless, Major Thomas Maintenance Branch.

DISTINGUISHED SERVICE ORDER.

Cockerell, Lieutenant Allan Richmond Traffic Branch.
Ennis, Lieut.-Colonel William Oliver Traffic Branch.
Hastings, Major Norman Locomotive Branch.

MILITARY CROSS.

Avey, Captain George Augustus Traffic Branch.
Ciochetto, Lieutenant Charles Victor, M.M. Traffic Branch.
Emery, Captain Ladislas Aloysius Joseph Locomotive Branch.
Jones, Lieutenant James Adams Traffic Branch.
McMinn, Lieutenant Walter Edwin Locomotive Branch.
Mintrom, 2nd Lieutenant Frederick Harold, M.M. Locomotive Branch.
Rogers, Captain Stanley Dick Locomotive Branch.
Rohloff, Major Arthur Frederick Richard Stores Branch.
Simmonds, Captain Herbert Traffic Branch.
Webster, 2nd Lieutenant George Fox Traffic Branch.
Wilson, Lieutenant Frederick William Maintenance Branch.
Wray, Major William George Stores Branch.

BAR TO MILITARY CROSS.

McMinn, Lieutenant Walter Edwin, M.C. Locomotive Branch.

DISTINGUISHED-CONDUCT MEDAL.

Crocker, Corporal Thomas Richard Locomotive Branch.
Deuchrass, Company Sergeant-Major William Locomotive Branch.
Evans, Company Sergeant-Major John Henry Traffic Branch.
Godfrey, Company Sergeant-Major James Alfred, M.M. Traffic Branch.
Lloyd, Sergeant Daniel Patrick Locomotive Branch.
Mills, Sergeant Arthur Charles Traffic Branch.
Moorhouse, Lance-Sergeant William Charles Sefton Locomotive Branch.
Munn, 2nd Lieutenant William George Traffic Branch.
Scully, Company Sergeant-Major Peter Alphonsus Traffic Branch.
Stuart, Corporal Godfrey Leslie Locomotive Branch.

MILITARY MEDAL.

Baillie, Private Frederick William Maintenance Branch.
Ballantyne, Lance-Corporal John McKay Locomotive Branch.
Balneaves, Private Andrew Ewen Traffic Branch.
Barrett, Lance-Sergeant William Maintenance Branch.
Blackburn, Private Percy Locomotive Branch.
Bowles, Sergeant William Bernard Traffic Branch.
Broughton, Corporal Dudley Seabrook Traffic Branch.
Brown, Bombardier William Locomotive Branch.
Caldwell, Sergeant Robert Todd Locomotive Branch.
Cameron, Lance-Sergeant John Locomotive Branch.
Ciochetto, Lieutenant Charles Victor, M.C. Traffic Branch.
Clark, Corporal Henry George Traffic Branch.
Cochran, Sergeant John Inkerman Young Maintenance Branch.
Couling, 2nd Lieutenant John Traffic Branch.
Dalzell, Rifleman Anthony Traffic Branch.
Dobbyn, Sapper Arthur James Traffic Branch.
Farrell, 2nd Lieutenant Edwin Traffic Branch.
Fruin, Rifleman Francis Lincoln Maintenance Branch.
Gallagher, 2nd Lieutenant Arthur Walton Traffic Branch.
Garlick, Private Robert Thomas Maintenance Branch.
Gilmore, 2nd Lieutenant Alexander Frederick Traffic Branch.
Godfrey, Company Sergeant-Major James Alfred, D.C.M. Traffic Branch.
Gordon, Sergeant William Elliot Locomotive Branch.

MILITARY MEDAL—*continued.*

Guthrie, Bombardier Alexander Hudson	Locomotive Branch.
Gwilliam, Bombardier George William Albert	Locomotive Branch.
Hall, Battery Sergeant-Major Arthur Cornelius	Locomotive Branch.
Heard, Sergeant Grahame	Maintenance Branch.
Helm, Sergeant Angus McKay	Locomotive Branch.
Henson, Corporal Joseph Herbert Hasard	Traffic Branch.
Higginson, Corporal Nicholas Leslie	Traffic Branch.
Ingram, Private Samuel	Locomotive Branch.
Islip, Corporal Ernest Ellis	Locomotive Branch.
Kernick, Sergeant Joseph	Traffic Branch.
Leigh, Lance-Corporal Thomas John	Traffic Branch.
Linehan, Corporal Charles Andrew	Traffic Branch.
Lyall, Sergeant John Robert	Maintenance Branch.
Menzies, Company Sergeant-Major James William Chisholm	Traffic Branch.
Mintrom, 2nd Lieutenant Frederick Harold, M.C.	Locomotive Branch.
Mole, Bombardier Harry Pope	Locomotive Branch.
Morrison, Private Kenneth	Traffic Branch.
McAlinden, Private Charles Raymond Maundant	Traffic Branch.
McDonald, Gunner Hector	Lake Wakatipu Service.
McGonagle, Lance-Corporal Douglas Leslie	Locomotive Branch.
McLean, Fitter Lachlan Donald	Locomotive Branch.
Newton, Private Alfred William Henry	Locomotive Branch.
O'Donnell, Sergeant John	Maintenance Branch.
Otto, Lance-Corporal Walter Edward	Locomotive Branch.
Parr, Gunner Ellis Alexander	Locomotive Branch.
Patton, 2nd Lieutenant Hugh Lindsay	Traffic Branch.
Penberthy, Sergeant Bert James	Locomotive Branch.
Phaup, Corporal Thomas Walker	Traffic Branch.
Quinn, Private Charles	Traffic Branch.
Rodgerson, Fitter Richard	Locomotive Branch.
Ruane, Sergeant Andrew Thomas	Locomotive Branch.
Russell, Corporal Robert Duncan	Locomotive Branch.
Sage, Lieutenant Albert Henry	Stores Branch.
Smylie, Corporal Alexander	Locomotive Branch.
Stevens, Sergeant Arthur Morris	Locomotive Branch.
Still, Corporal Archie Ernest	Locomotive Branch.
Stockdale, Sergeant Walter	Locomotive Branch.
Sullivan, Rifleman Joseph	Locomotive Branch.
Thomson, Company Sergeant-Major George William Gordon	Traffic Branch.
Williams, Sergeant-Major William Edgar	Locomotive Branch.
Wilson, Sapper Charles Gardiner	Maintenance Branch.

BAR TO MILITARY MEDAL.

Broughton, Corporal Dudley Seabrook, M.M.	Traffic Branch.
Cochran, Sergeant John Inkerman Young, M.M.	Maintenance Branch.
Quinn, Private Charles, M.M.	Traffic Branch.

MERITORIOUS-SERVICE MEDAL.

Bray, Staff-Sergeant Benjamin Robert	Traffic Branch.
Cochran, Sergeant Richard Dean	Maintenance Branch.
Dent, Sergeant Claud	Traffic Branch.
Grigg, Sergeant Matthew Henderson	Traffic Branch.
McDonald, 2nd Lieutenant Enes John	Traffic Branch.
McLean, Fitter Lachlan Donald, M.M.	Locomotive Branch.
Nicholson, Staff-Sergeant Harold Kenneth	Locomotive Branch.
Whitfield, Gunner George Errington	Maintenance Branch.

FOREIGN DECORATIONS.

CROIX DE CHEVALIER OF THE LEGION OF HONOUR (FRENCH).

Hastings, Major Norman, D.S.O.	Locomotive Branch.
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CROIX DE GUERRE (FRENCH).

Levick, Company Sergeant-Major William Arthur Purvis	Traffic Branch.
Warren, Rifleman Charles Henry	Locomotive Branch.

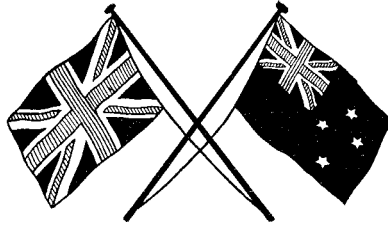
CROIX DE GUERRE (BELGIAN).

Moynihan, Corporal Denis	Traffic Branch.
Woodrow, 2nd Lieutenant Thomas Murray	Locomotive Branch.

ORDER OF DANILU (MONTENEGRIN).

Barclay, Lieut.-Colonel George, O.B.E., V.D.	Traffic Branch.
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NEW ZEALAND GOVERNMENT RAILWAYS.

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

(Additional to lists already published in previous Railway Statements.)

Name.	Branch.	Military Unit.
Baldwin, R. L. W. ...	Traffic ...	3rd N.Z.R.B.
Campbell, M. D. ...	Traffic ...	Divisional Signal Company.
Gray, G. C. ...	Locomotive ...	3rd N.Z.R.B.
Haydon, A. L. ...	Locomotive ...	N.Z. Medical Corps.
Turner, W. ...	Traffic ...	2nd Battalion, Otago Infantry Regiment.
Warren, C. H. ...	Locomotive ...	Otago Infantry Regiment.

INDEX OF RETURNS

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GOVERNMENT RAILWAYS, 1919-1920.

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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.**
8. **Classified Maintenance Expenditure.**
9. **Statement of Season Tickets issued.**
10. **Number of Employees.**
11. **Return of Passenger Bookings at Excursion Fares.**
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15. **Comparative Statement of Mileage, Capital Cost, Earnings, and Expenditure on Colonial Railways.**
16. **Comparative Statement of Mileage, Capital Cost, Earnings, Expenditure, and Traffic, New Zealand Government Railways.**
17. **Renewals of Rails.**
18. **Renewals and Removals of Sleepers.**
19. **Number of Stations and Private Sidings.**
20. **Mileage of Railways open for Traffic and under Maintenance.**
21. **Weights of Rails in various Lines.**
22. **Mileage of Track, Main Line and Sidings, South Island Main Line and Branches.**
23. **Sleepers laid and removed each Year.**
24. **Accidents.**
25. **Locomotive Returns.**

RETURN NO. 1.

GENERAL REVENUE ACCOUNT FOR THE YEAR ENDED 31ST MARCH, 1920.

DR.	£	s.	d.	CR.	£	s.	d.
To Cash in hand, freights, &c., outstanding at stations, 1st April, 1919 ..	164,598	1	5	By Gross payment to Public Account ..	6,079,513	16	7
Revenue from passenger, parcels, and goods traffic, as per Return No. 5 ..	5,752,487	8	7	Less collections for refund ..	319,003	18	6
				Cash in hand, freights, &c., outstanding at stations, 31st March, 1920 ..	*5,760,509	18	1
					156,575	11	11
					<u>£5,917,085</u>	<u>10</u>	<u>0</u>

To Net payment to Public Account ..	5,760,509	18	1	By Working-expenses, as per Return No. 4 ..	..	..	..	4,105,067	1	5
Less cash in hand, freights, &c., outstanding at stations, 1st April, 1919, as above ..	164,598	1	5	Balance—Net earnings, available for interest ..	..	..	..	1,647,420	7	2
				* Receipts as per Treasury accounts ..	45,766,015	9	9			
				Balance, Refund Account, 31st March, 1919, as below ..	24,712	2	8			
					5,790,727	12	5			
				Balance, Refund Account, 31st March, 1920, as below ..	30,217	14	4			
					<u>£5,760,509</u>	<u>18</u>	<u>1</u>			
Cash in hand, freights, &c., outstanding at stations, 31st March, 1920, as above ..	156,575	11	11					<u>£5,752,487</u>	<u>8</u>	<u>7</u>

COLLECTIONS FOR REFUND TO HARBOUR BOARDS, SHIPPING COMPANIES, CARRIERS, ETC., FOR THE YEAR ENDED 31ST MARCH, 1920.

DR.	£	s.	d.	CR.	£	s.	d.			
To Balance brought forward, 1st April, 1919 ..	24,712	2	8	By Treasury payments ..	..	..	..	313,498	6	10
Collections for refund ..	319,003	18	6	Balance, 31st March, 1920, carried forward ..	..	..	..	30,217	14	4
								<u>£343,716</u>	<u>1</u>	<u>2</u>

H. WILLIAMS, Chief Accountant.

RETURN NO. 2.

GENERAL EXPENDITURE ACCOUNT FOR THE YEAR ENDED 31ST MARCH, 1920.

Dr.	£	s.	d.	Cr.	£	s.	d.
To Balance brought forward,—				By Liabilities outstanding at 31st March, 1919, brought forward	170,311	5	10
Accounts due to the Department outstanding at 1st April, 1919, for stores, work done, &c.	42,695	15	6				
Stock of stores at 1st April, 1919	559,984	12	9	Classified expenditure, as per Return No. 4	4,105,007	1	5
Payments,—				Recoveries to credit of Vote 8,*—			
Per Treasury Vote 8*	4,662,120	9	3	Other Government Departments, and personal accounts for stores, work done, &c.	326,268	16	0
				Miscellaneous recoveries	29,886	7	7
					356,155	3	7

Liabilities outstanding at 31st March, 1920, carried forward,—

Wages and supplies for March paid from Treasury in April	262,551	9	9
Accounts due to the Department outstanding at 31st March, 1920, for stores, work done, &c.	61,434	0	8

* Payments per Treasury ... £4,662,120 9 3
 Recoveries ... 356,155 3 7
 Net charge to Vote ... £4,305,965 5 8

Stock of stores at 31st March, 1920	834,384	15	9
	<u>£5,527,352</u>	<u>7</u>	<u>3</u>

H. WILLIAMS, Chief Accountant.

RETURN NO. 3.

CLASSIFIED EXPENDITURE FOR THE YEAR ENDED 31ST MARCH, 1920.

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.																		
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Whangarei	8,799 19 10	3,411 2 4	1,226 18 2	118 9 9	13,556 10 1	5,853 3 11	365 17 6	3,066 11 2	9,285 12 7	452 11 10	1,792 7 4	10,842 17 2	498 16 1	1,472 5 3					37,901 0 4
Kaihu	2,051 12 8	1,368 12 5	530 0 1	22 12 4	3,972 17 6	700 5 10	32 0 2	330 12 5	1,062 18 5	205 13 4	411 14 7	1,619 9 7	52 0 5	36 9 10					7,361 3 8
Giaborne	7,601 11 10	1,406 9 1	401 5 3	12 13 2	9,421 19 4	2,959 10 7	192 17 6	1,157 19 3	4,310 7 4	534 10 3	970 12 0	5,203 10 7	322 4 2	228 5 9					20,991 9 5
North Island Main Lines and Branches	189,201 7 1	59,021 3 4	35,095 0 6	1,575 15 10	284,893 6 9	232,442 0 1	17,518 4 11	95,542 11 0	345,502 16 0	43,345 12 11	66,323 14 5	568,231 6 5	26,052 5 9	65,222 19 3					1,399,572 1 6
South Island Main Lines and Branches	180,558 16 1	39,899 19 3	31,861 17 5	3,823 0 9	256,143 13 6	150,659 15 4	13,502 6 3	70,957 17 9	235,119 19 4	25,267 0 2	41,712 12 3	451,374 3 7	16,391 16 11	42,474 15 6					1,068,484 1 3
Westland	26,063 9 10	5,748 3 3	2,568 17 8	75 1 2	34,455 11 11	14,150 16 11	544 11 7	4,616 2 2	19,311 10 8	1,623 8 10	6,155 16 8	32,292 2 7	1,319 11 9	5,641 5 11					100,799 8 4
Westport	6,040 11 7	1,458 14 11	868 18 0	2 16 8	8,371 1 2	7,702 2 9	425 19 8	2,881 1 3	11,009 3 8	740 17 1	6,065 1 5	17,765 1 11	760 14 5	3,852 11 3					48,564 10 11
Nelson	6,414 15 5	4,028 0 9	480 6 6	72 9 11	10,995 12 7	3,261 16 6	118 13 1	1,509 17 9	4,890 7 4	586 17 9	489 9 8	13,796 6 7	298 3 1	210 2 8					31,266 19 8
Picton	7,266 5 3	2,085 14 2	440 2 2	42 8 4	9,834 9 11	3,612 12 6	96 7 0	1,049 3 9	4,758 3 3	392 6 3	598 12 3	8,975 2 11	311 0 0	217 15 11					25,087 10 6
Lake Wakatipu Steamers																		5,752 3 2	5,752 3 2
Total	433,998 9 7	118,427 19 6	73,473 5 9	5,745 7 11	631,645 2 9	421,342 4 5	32,796 17 8	181,111 16 6	635,250 18 7	73,148 18 5	124,520 0 7	1,110,100 1 4	46,006 12 7	119,356 11 4					2,745,780 8 9
	STORES.																		
Whangarei	999 19 8	1,799 18 11	685 14 5	24 12 7	3,510 5 7		4,172 12 0	399 14 6	1,159 10 3	5,731 16 9	341 19 3	913 10 8	1,079 5 4	53 1 5	17 0 7				11,646 19 7
Kaihu	446 1 9	445 1 6	167 17 2	47 18 7	1,106 19 0		661 13 7	31 4 0	97 19 6	790 17 1	55 1 10	260 19 2	116 6 8	5 10 2	1 15 7				2,337 9 6
Giaborne	173 3 8	531 5 1	148 11 3	14 5 1	867 5 1		5,130 6 1	351 2 6	597 13 0	6,079 1 7	747 18 0	422 0 3	625 16 2	33 16 0	10 14 1				8,786 11 2
North Island Main Lines and Branches	40,116 6 5	18,077 10 3	23,574 1 4	2,192 16 8	83,960 14 8		359,845 2 7	14,875 15 8	49,691 18 5	424,412 16 8	33,111 7 11	37,633 15 1	46,525 1 3	2,740 9 5	872 13 8				629,256 18 8
South Island Main Lines and Branches	17,638 18 4	9,701 12 9	25,061 16 4	1,161 2 10	53,563 10 3		194,874 0 2	7,885 11 4	39,008 17 9	241,768 9 3	15,011 14 9	29,731 8 10	29,483 3 2	1,744 18 2	545 13 8				371,848 18
Westland	8,866 1 6	1,143 5 6	1,160 7 6	58 18 7	11,228 13 1		5,922 19 3	1,166 19 8	2,115 19 3	9,205 18 2	1,277 17 7	3,628 12 3	2,509 7 3	139 11 6	44 10 0				28,034 9 10
Westport	734 0 2	330 4 7	321 11 4	10 10 8	1,396 6 9		3,520 2 8	491 18 10	1,190 5 3	5,202 6 9	261 18 2	1,374 10 9	1,392 3 8	81 18 4	26 0 9				9,735 5 2
Nelson	618 11 1	209 2 8	167 0 5	13 4 6	1,007 18 8		3,220 17 6	243 17 7	547 12 5	4,012 7 6	347 13 11	432 19 6	420 19 4	31 19 4	10 3 9				6,264 2 0
Picton	939 10 11	410 7 0	390 5 9	15 8 1	1,755 11 9		3,474 14 7	192 3 0	1,840 12 1	5,507 9 8	194 19 8	342 18 2	563 11 9	33 13 3	10 16 5				8,409 0 8
Lake Wakatipu Steamers																		1,983 5 2	1,983 5 2
Total	70,532 13 6	32,648 8 3	51,677 5 6	3,538 17 7	158,397 4 10		580,822 8 5	25,638 7 1	96,250 7 11	702,711 3 5	51,360 11 1	74,740 14 8	82,715 14 7	4,864 17 7	1,539 8 6				1,078,302 19 10
	MISCELLANEOUS.																		
Whangarei	38 14 3	153 16 6	20 1 9	0 14 8	16 16 11	230 4 1	4 0 5	989 4 8	32 14 10	1,025 19 11	121 18 11	598 9 3	849 1 9						2,825 13 11
Kaihu	0 11 9	5 9 1	13 2 8	5 17 11	30 17 2	55 18 7	0 1 2	41 7 11	1 15 1	43 4 2	49 13 7	37 3 8	73 2 11						259 2 11
Giaborne	44 8 7	225 16 0	79 1 11	2 11 4	35 4 9	387 2 7	0 16 5	292 6 11	12 13 3	305 16 7	97 5 6	188 5 4	1,056 15 2						2,035 5 2
North Island Main Lines and Branches	2,410 15 0	10,240 2 7	7,567 9 3	380 8 8	4,341 13 7	24,940 9 1	230 13 3	27,719 0 8	2,762 13 10	30,712 7 9	12,731 18 8	20,279 16 3	56,847 14 8						145,512 6 5
South Island Main Lines and Branches	2,272 14 8	7,891 3 2	7,468 15 9	551 2 1	1,178 14 7	19,362 10 3	177 8 7	24,762 7 7	1,170 9 1	26,110 5 3	11,027 10 2	15,906 11 10	39,189 0 1						111,595 17 7
Westland	591 2 8	643 15 0	217 11 4	8 8 4	1,184 0 0	1,579 11 4	2 7 4	1,103 2 7	77 19 9	1,183 9 8	Cr. 66 10 9	1,516 4 5	6,411 7 2						10,624 1 10
Westport	157 17 3	268 15 8	141 2 5	0 14 2	26 1 2	594 10 8	2 5 11	402 0 9	37 7 0	441 13 8	Cr. 364 19 1	1,500 10 0	3,217 11 1						5,389 6 4
Nelson	5 18 6	50 17 6	1 8 6		10 3 0	68 7 6		78 8 0	22 3 7	100 11 7	18 13 8	25 18 8	638 10 0						862 1 5
Picton	81 8 9	387 2 3	133 10 10	5 14 7	41 6 5	649 2 10		88 1 9	19 4 7	107 6 4	16 14 4	52 16 9	835 14 5						1,661 14 8
Lake Wakatipu Steamers																		228 2 7	228 2 7
Total	5,603 11 5	19,866 17 9	15,642 4 5	955 11 9	5,799 11 7	47,867 16 11		417 13 1	55,476 0 10	4,137 1 0	60,030 14 11	23,632 5 0	40,105 16 2	109,118 17 3					280,983 12 10
Grand total	510,134 14 6	170,943 5 6	140,792 15 8	10,239 17 3	5,799 11 7	837,910 4 6	421,342 4 5	614,036 19 2	25,638 7 1	332,838 5 3	4,137 1 0	1,397,992 16 11	148,131 14 6	239,366 11 5	1,301,934 13 2	50,871 10 2	120,895 19 10	7,963 10 11	4,105,067 1 5

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, 1920.

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.															
			£	s. d.				£	s. d.	£	s. d.	£	s. d.		£	s. d.		£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.						
1919-20.																																																							
Whangarei	74	115,380	60,858	1 10	822	8 1 10	6 1/2	17,296	19 9	16,043	9 3	4,220	17 3	12,771	4 3	551	17 6	1,489	5 10	52,373	13 10	28 4/2	233 7/4	35 9/8	26 3/6	216 8/0	33 3/7	6 9/4	57 0/4	8 7/8	20 9/8	172 5/8	26 5/6	0 9/1	7 4/6	1 1/5	2 4/5	20 1/3	3 1/0	86 0/6	707 7/5	108 9/4													
Kaihu	20	15,216	6,487	14 10	324	7 9 8	6 1/2	5,135	15 1	1,896	19 8	1,020	6 2	1,808	19 2	57	10 7	38	5 5	9,957	16 1	79 1/6	256 7/9	81 0/1	29 3/4	94 8/5	29 9/2	15 7/3	51 0/1	16 0/9	27 8/8	90 4/5	28 5/3	0 8/9	2 8/8	0 9/1	0 5/9	1 9/1	0 6/0	153 4/9	497 8/9	157 0/6													
Gisborne	49	62,078	39,236	15 1	800	15 0 12	7 1/2	10,676	7 0	10,635	5 6	2,060	11 4	6,886	1 11	356	0 2	238	19 10	31,813	5 9	27 2/1	217 8/8	41 2/8	27 2/6	218 2/7	41 3/5	7 5/4	60 4/2	11 4/5	17 5/5	140 5/3	26 6/2	0 9/1	7 2/7	1 3/8	0 6/1	4 8/8	0 9/2	81 0/8	649 2/5	123 0/0													
North Island Main Lines and Branches	1,126	4,261,807	3,259,747	9 6 1/2	2,894	19 7 1/5	3 1/2	393,794	10 6	800,628	0 5 1/2	13,426	5 3	671,694	2 4	28,792	15 2	66,095	12 11 2	1,74,341	6 7	12 0/8	349 7/3	22 1/8	24 5/6	711 0/4	45 0/9	6 5/6	189 5/4	12 0/2	20 6/0	596 4/5	37 8/2	0 8/8	25 5/7	1 6/2	2 0/3	58 7/0	3 7/2	66 7/0	1,931 0/3	122 4/5													
South Island Main Lines and Branches	1,417	2,521,426	2,054,204	9 5 1/2	1,453	4 2 1/6	3 1/2	329,069	14 0	502,998	13 10 1/8	8,636	18 0	520,046	6 10 1/8	18,136	15 1	43,020	9 2 1/5	1,551,928	16 11	16 0/2	233 7/5	31 3/2	24 4/9	357 3/1	47 8/8	6 7/5	98 5/0	13 2/0	25 3/2	369 4/2	49 5/0	0 8/8	12 8/8	1 7/3	2 0/9	30 5/6	4 0/9	76 5/5	1,102 4/2	147 7/2													
Westland	157	220,553	159,322	16 6 1/2	1,014	15 11 1/4	5 1/2	47,263	16 4	29,700	18 6 1/4	14,135	9 0	41,212	17 0	1,459	3 3	5,685	15 11	139,458	0 0	29 6/6	301 0/4	51 4/3	18 6/4	189 1/8	32 3/2	8 8/7	90 0/4	15 3/8	25 8/7	262 5/0	44 8/5	0 9/2	9 2/9	1 5/9	3 5/7	36 2/2	6 1/9	87 5/3	888 2/7	151 7/6													
Westport	36	82,339	90,138	10 9 1/2	2,503	17 0 21	10 1/2	10,361	18 7	16,653	4 1	9,577	18 4	22,374	16 8	842	12 9	3,878	12 0	63,689	2 5	11 5/0	287 8/3	30 2/0	18 4/8	462 5/9	48 5/4	10 6/3	266 0/5	27 9/2	24 8/2	621 5/2	65 2/2	0 9/3	23 4/1	2 4/6	4 3/0	107 4/1	11 3/0	70 6/6	1,769 1/4	185 6/4													
Nelson	61	75,744	36,733	11 8	602	3 10 9	8 1/2	12,071	18 9	9,003	6 5	1,901	13 2	14,855	15 11	330	2 5	220	6 5	38,383	3 1	32 8/6	197 9/0	38 2/5	24 5/1	147 6/0	28 5/3	5 1/8	31 1/7	6 0/2	40 4/4	243 5/4	47 0/7	0 9/0	5 4/1	1 0/5	0 6/0	3 6/1	0 7/0	104 4/9	629 2/3	121 6/2													
Picton	56	54,067	37,879	18 4	676	8 6 1/4	0	12,239	4 6	10,372	19 3	1,598	7 5	10,374	9 1	344	13 3	228	12 4	35,158	5 10	32 3/1	218 5/6	54 3/3	27 3/9	185 2/3	46 0/5	4 2/2	28 5/4	7 1/0	27 3/9	185 2/6	46 0/5	0 9/1	6 1/6	1 5/3	0 6/0	4 0/8	1 0/1	92 8/2	627 8/3	156 0/7													
Totals	2,986	7,408,608	5,744,609	7 11 1/2	1,923	7 3 1/5	6 3/4	837,910	4 6 1/2	1,397,992	16 11 3/8	7,498	5 11 1/2	1,301,934	13 2	50,871	10 2	120,895	19 10 4	1,097,103	10 6	14 5/9	280 5/4	27 1/4	24 3/4	468 0/7	45 2/9	6 7/4	129 7/4	12 5/5	22 6/6	435 9/0	42 1/7	0 8/9	17 0/3	1 6/5	2 1/0	40 4/8	3 9/2	71 3/2	1,371 7/6	132 7/2													
Lake Wakatipu Steamers			7,878	0 8																7,963	10 11																																		
Totals			5,752,487	8 7 1/2																																																			
1918-19.																																																							
Whangarei	74	112,406	54,886	15 5	741	14 3 9	9 1/2	15,712	18 9	12,679	8 10	3,953	16 4	10,295	19 5	469	3 10	1,287	0 8	44,398	7 10	28 6/2	212 3/4	33 5/5	23 1/0	171 3/4	27 0/7	7 2/2	53 4/3	8 4/4	18 7/6	139 1/4	21 9/9	0 8/5	6 3/4	1 0/0	2 3/4	17 3/9	2 7/5	80 8/9	599 9/8	94 8/0													
Kaihu	20	15,095	6,100	17 7	305	0 10 8	1	4,962	16 9	1,464	18 9	411	11 2	1,569	7 1	52	9 11	34	18 9	8,496	2 5	81 3/5	248 1/4	78 9/1	24 0/1	73 2/5	23 2/9	6 7/5	20 5/8	6 5/4	25 7/2	78 4/7	24 9/5	0 8/6	2 6/2	0 8/3	0 5/7	1 7/5	0 5/6	139 2/6	424 8/1	135 0/8													
Gisborne	49	58,097	30,431	9 6	621	1 1 10	5 1/2	14,546	12 10	9,731	18 11	1,680	16 0	4,768	12 11	262	2 9	174	4 10	31,164	8 3	47 8/0	296 8/7	60 0/9	31 9/8	198 6/1	40 2/0	5 5/3	34 3/0	6 9/5	15 6/7	97 3/2	19 7/0	0 8/6	5 3/5	1 0/8	0 5/7	3 5/6	0 7/2	102 4/1	636 0/1	128 7/4													
North Island Main Lines and Branches	1,126	4,246,359	2,848,826	14 4 1/2	2,530	0 10 1/3	5 3/4	344,401	13 4	617,996	6 5 1/6	6,226	0 9	525,878	8 10	24,240	5 1	49,566	16 6 1/2	1,728,709	10 11	12 0/9	305 8/7	19 4/7	21 6/9	548 8/4	34 9/3	5 8/5	147 9/8	9 4/2	18 4/6	467 0/3	29 7/2	0 8/5	21 5/3	1 3/7	1 7/4	44 0/2	2 8/0	60 6/8	1,535 2/7	97 7/1													
South Island Main Lines and Branches	1,404	2,598,272	1,721,100	10 7 1/2	1,225	17 1 1/3	3	301,061	18 7	378,708	0 11 0/8	9,730	10 2	414,777	16 0 1/2	14,518	15 11 1/2	33,489	15 11 1/2	1,251,529	16 8	17 4/9	214 4/3	27 8/1	22 0/1	269 7/3	34 9/8	6 3/3	77 6/2	10 0/7	24 1/0	295 4/3	38 3/1	0 8/4	10 3/4	1 3/4	1 9/5	23 8/5	3 0/9	72 7/2	891 4/0	115 6/0													
Westland	157	225,503	151,969	13 11	967	19 2 1/3	5 1/2	37,205	14 2	25,773	13 1	12,099	13 1	34,169	5 9 1/2	1,312	2 5	4,227	11 1	114,787	19 7	24 4/8	236 9/8	39 6/0	16 9/6	164 1/6	27 4/3	7 9/6	77 0/7	12 8/8	22 4/8	217 6/4	36 3/6	0 8/6	8 3/6	1 4/0	2 7/9	26 9/2	4 5/0	75 5/3	731 1/3	122 1/7													
Westport	36	89,576	103,634	6 11 1/2	2,878	14 8 2/3	1 1/2	10,678	18 8	13,729	10 10	9,088	10 6	20,865	18 7	887	19 2	3,183	6 9	58,434	4 6	10 3/1	296 6/4	28 6/1	13 2/5	381 3/8	36 7/8	8 7/7	252 4/6	24 3/5	20 1/3	579 6/1	55 9/1	0 8/6	24 6/6	2 3/8	3 0/7	88 4/2	8 5/3	56 3/9	1,623 1/7	156 5/6													
Nelson	61	74,703	34,635	15 11	567	16 0 9	3 1/4	11,461	18 10	7,387	12 1	1,710	18 5	12,388	11 6	296	12 0	196	15 0	33,442	7 10	33 0/9	187 9/0	36 8/2	21 3/3	121 1/1	23 7/4	4 9/4	28 0/5	5 5/0	35 7/7	203 0/9	39 8/0	0 8/5	4 8/6	0 9/5	0 5/7	3 2/3	0 6/3	96 5/5	548 2/4	107 4/4													
Picton	56	57,572	30,363	14 5	542	4 2 1/0	6 1/2	12,525	14 5	8,017	10 9	1,762	15 11	7,894	7 6	255	17 7	170	6 11	30,626	13 1	41 2/5	223 6/7	52 2/1	26 4/1	143 1/7	33 4/2	5 8/1	31 4/8	7 3/5	26 0/0	140 9/7	32 9/1	0 8/4	4 5/7	1 0/7	0 5/6	3 0/4	0 7/1	100 8/7	546 9/0	127 6/7													
Totals	2,983	7,477,583	4,981,949	18 7 1/2	1,670	2 3 1/3	4	752,558	6 4	1,075,488	19 9 3/8	7,307	12 4	1,032,608	7 7	42,295	8 8	92,330	16 5 3/8	3,301,589	11 1	15 1/0	252 2/8	24 1/6	21 5/9	360 5/4	34 5/2	6 1/5	102 6/8	9 8/3	20 7/3	346 1/7	33 1/4	0 8/5	14 1/8	1 3/6	1 8/5	30 9/5	2 9/1	66 2/7	1,106 8/0	105 9/7													
Lake Wakatipu Steamers			6,682	8 0																6,984	19 4																																		
Totals			4,988,632	6 7 1/2																																																			
66-32																																																							

H. WILLIAMS, Chief Accountant.

RETURN NO. 5.

COMPARATIVE STATEMENT OF PASSENGER AND GOODS TRAFFIC FOR THE YEAR ENDED 31ST MARCH, 1920.

Section.	Length Open for Traffic.	Passengers.					Live-stock.					Goods.				Gross Total Tonnage.			
		First Class.		Second Class.		Total.	Season Tickets.	Cattle.	Calves.	Sheep.	Pigs.	Total.	Equivalent Tonnage.	Timber.	Minerals.		Other Goods.		Total.
		Single.	Return.	Single.	Return.												Number.	Number.	
1919-20.																			
Whangarei ..	74	24,616	6,538	89,775	93,210	214,139	2,043	4,472	129	19,052	470	24,123	2,277	43,244	85,275	34,229	162,748	165,025	
Kaihu ..	20	981	1,582	14,250	18,610	35,423	15	40	1	690	31	762	41	7,827	679	2,824	11,330	11,371	
Gisborne ..	49	11,324	4,908	54,212	43,056	113,500	268	1,980	200	173,777	168	176,125	7,627	14,153	16,142	26,106	56,401	64,028	
North Island Main Lines and Branches	1,126	467,801	544,506	2,327,617	3,778,406	7,118,330	255,848	238,851	22,531	3,462,943	77,213	3,801,538	£22,351	274,678	733,609	1,066,296	2,074,583	2,296,934	
South Island Main Lines and Branches	1,417	302,116	536,910	1,203,066	2,510,284	4,552,376	128,777	73,714	8,119	3,395,821	29,147	3,506,801	161,976	146,672	708,768	1,425,264	2,280,704	2,442,680	
Westland ..	157	21,161	20,402	115,228	214,166	370,957	10,579	4,940	218	37,612	99	42,869	3,166	116,372	281,195	34,579	432,146	435,312	
Westport ..	36	462	1,410	29,595	60,106	91,573	1,156	68	9	1,708	6	1,791	92	2,874	458,622	11,644	473,140	473,232	
Nelson ..	61	5,681	4,292	52,378	54,622	116,973	1,454	651	77	19,102	110	19,940	989	4,160	10,266	25,259	39,685	40,674	
Pictou ..	56	15,058	11,604	37,089	61,812	125,563	472	1,388	179	84,940	66	86,573	3,873	984	5,338	55,526	61,848	65,721	
Lake Wakatipu steamers	..	4,688	6,120	7,064	4,108	21,980	9	321	88	13,601	..	14,010	655	207	866	3,574	4,647	5,302	
Totals ..	2,996	853,888	1,138,272	3,930,274	6,538,380	12,760,814	400,621	326,425	31,551	7,209,246	107,310	7,674,532	403,047	611,171	2,300,760	2,685,301	5,597,232	6,000,279	
1918-19.																			
Whangarei ..	74	20,532	5,088	79,132	76,478	181,230	1,900	4,859	118	18,144	597	23,718	2,376	35,154	86,698	28,969	150,821	153,197	
Kaihu ..	20	715	1,154	13,493	14,938	29,300	25	23	22	68	22	135	13	11,283	279	3,072	14,634	14,647	
Gisborne ..	49	8,868	3,618	41,970	32,396	86,852	244	1,451	41	128,236	122	129,850	5,620	11,683	20,114	17,025	48,822	54,442	
North Island Main Lines and Branches	1,126	400,557	392,304	2,277,290	3,555,216	6,605,367	223,075	221,806	24,807	3,094,452	96,187	3,437,252	202,799	223,787	747,690	927,141	1,898,618	2,101,417	
South Island Main Lines and Branches	1,404	254,059	360,118	1,213,494	2,035,554	3,863,225	113,028	76,897	9,201	3,150,736	26,711	3,263,545	153,190	100,149	656,784	1,220,913	1,977,846	2,131,036	
Westland ..	157	17,802	13,390	109,689	163,160	304,041	10,008	5,296	192	33,761	22	39,271	3,127	95,411	364,761	33,926	494,098	497,225	
Westport ..	36	464	970	28,600	53,814	83,848	1,036	87	32	1,659	8	1,786	98	5,929	550,220	12,700	568,849	568,947	
Nelson ..	61	4,431	3,468	47,390	53,974	109,263	1,502	317	217	12,024	12	12,570	598	3,205	9,500	20,252	32,957	33,555	
Pictou ..	56	10,990	3,850	33,694	47,392	96,826	298	688	278	117,906	26	118,898	4,959	888	6,751	39,484	47,123	52,082	
Lake Wakatipu steamers	..	4,863	1,706	7,050	1,950	15,569	8	168	44	11,046	21	11,279	501	240	1,210	3,239	4,689	5,190	
Totals ..	2,983	723,281	785,666	3,850,702	6,014,872	11,374,521	351,124	311,592	34,952	6,568,032	123,728	7,038,304	373,281	487,729	2,444,007	2,306,721	5,238,457	5,611,738	

RETURN NO. 5—continued.
COMPARATIVE STATEMENT OF PASSENGER AND GOODS TRAFFIC FOR THE YEAR ENDED 31ST MARCH, 1920—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.	Number.	Number.	Number.						
1919-20.																														
Whangarei ..	17,559	8	3	1,097	18	4	2,262	3	11	20,919	10	6	37,085	0	7	1,573	5	10	1,280	4	11	39,938	11	4	60,888	1	10	37,405	152,785	
Kaihu ..	2,332	16	2	164	7	10	542	16	10	3,040	0	10	3,065	18	0	138	11	10	243	4	2	3,447	14	0	6,487	14	10	3,086	18,252	
Gisborne ..	12,260	15	6	283	4	11	1,744	14	1	14,288	14	6	23,435	19	7	367	10	2	1,144	10	10	24,948	0	7	39,236	15	1	13,770	75,846	
North Island Main Lines and Branches	1,306,691	0	0	107,672	18	6	166,897	10	7	1,580,261	9	1	1,586,810	1	0	40,244	10	6	52,431	8	11	1,679,486	0	5	3,259,747	9	6	1,325,101	5,686,908	
South Island Main Lines and Branches	734,898	4	2	50,503	3	7	106,954	6	0	892,355	13	9	1,084,635	7	6	41,740	3	1	35,473	5	1	1,161,848	15	8	2,054,204	9	5	918,740	3,440,166	
Westland ..	33,860	1	8	3,333	5	1	6,404	0	8	43,597	7	5	107,450	13	9	5,004	2	7	3,270	12	9	115,725	9	1	159,322	16	6	92,504	313,067	
Westport ..	6,417	7	8	854	0	9	1,110	15	2	8,382	3	7	76,803	11	7	4,182	12	1	770	3	6	81,756	7	2	90,138	10	9	82,339	146,172	
Nelson ..	11,204	3	7	1,010	11	1	1,726	11	6	13,941	6	2	12,806	19	1	9,185	17	0	1,099	9	5	22,792	5	6	36,733	11	8	75,744	92,555	
Pictou ..	10,125	3	4	447	16	5	1,798	8	5	12,371	8	2	21,934	5	5	2,618	17	3	955	7	6	25,508	10	2	37,879	18	4	54,067	79,379	
Lake Wakatipu steamers	4,041	12	4	229	2	6	1,011	19	4	5,282	14	2	2,509	0	9	16	9	9	69	16	0	2,595	6	6	7,878	0	8	..	..
Totals ..	2,138,390	12	8	165,596	9	0	290,453	6	6	2,594,440	8	2	2,956,236	17	3	105,072	0	1	96,738	3	1	3,158,047	0	5	5,752,487	8	7	2,496,512	9,906,120	
1918-19.																														
Whangarei ..	14,714	12	3	1,062	2	11	2,228	18	3	18,005	13	5	33,555	11	2	2,057	3	0	1,268	7	10	36,881	2	0	54,886	15	5	41,133	153,539	
Kaihu ..	1,840	14	7	85	3	4	547	11	1	2,473	9	0	3,307	17	2	82	2	3	237	9	2	3,627	8	7	6,100	17	7	2,944	18,039	
Gisborne ..	9,528	17	10	260	16	1	1,588	14	2	11,378	8	1	17,758	15	2	213	11	7	1,080	14	8	19,053	1	5	30,431	9	6	12,603	70,700	
North Island Main Lines and Branches	1,135,584	15	0	97,666	1	7	149,433	14	5	1,382,694	11	0	1,385,746	3	1	29,655	4	10	50,740	15	5	1,466,142	3	4	2,848,826	14	4	1,256,548	5,502,907	
South Island Main Lines and Branches	583,293	6	11	46,258	19	4	93,776	19	9	723,329	6	0	980,534	9	11	33,951	10	10	33,285	3	10	997,771	4	7	1,721,100	10	7	879,497	3,477,769	
Westland ..	27,670	10	5	3,198	5	11	5,569	11	4	36,438	7	8	108,599	14	7	3,817	5	11	3,114	5	9	115,531	6	3	151,969	13	11	225,503	309,649	
Westport ..	5,941	12	8	834	15	4	1,072	8	6	7,848	16	6	90,498	11	6	4,517	8	2	769	10	9	95,785	10	5	103,634	6	11	89,576	153,946	
Nelson ..	9,789	2	6	1,010	13	4	1,726	11	10	12,526	7	8	18,409	11	10	2,528	4	6	1,171	11	11	22,109	8	3	34,635	15	11	74,703	89,518	
Pictou ..	7,913	12	3	359	5	0	1,632	1	1	9,904	18	4	17,822	3	3	2,012	11	8	924	1	2	20,458	16	1	30,363	14	5	57,572	80,988	
Lake Wakatipu steamers	3,103	18	9	164	12	6	948	0	2	4,216	11	5	2,402	14	4	Cr.	7	3	0	70	5	3	2,465	16	7	6,682	8	0
Totals ..	1,799,381	3	2	150,900	15	4	258,524	10	7	2,208,806	9	1	2,608,335	12	0	78,827	19	9	92,662	5	9	2,779,825	17	6	4,988,632	6	7	2,379,472	9,857,055	

H. WILLIAMS, Chief Accountant.

RETURN No. 6.

ESTIMATED AMOUNT OF EXPENDITURE ON CONSTRUCTION OF RAILWAYS, ROLLING-STOCK, ETC., TO 31ST MARCH, 1920; 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	775,556	..	8,484	1 1 11
Kaibu	99,962	412,465	- 3,470	..
Tauranga .. .. .	..	34,884	..	..
Gisborne	682,922	478,723	7,424	1 1 9
North Island Main Lines and Branches ..	16,163,269	212,951	1,085,406	6 14 4
South Island Main Lines and Branches ..	14,710,176	1,209,976	502,276	3 8 6
Westland	2,122,303	188,730	19,865	0 18 9
Westport	606,236	789,534	26,449	4 7 3
Nelson	444,963	96,073	- 1,650	..
Picton	680,466	36,762	2,722	0 8 0
Lake Wakatipu steamer service	43,708	19,250	- 86	..
<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 .. .. .	..	75,888	..	..
W.R.D. stock of A.O.L. and R.I.A. stores ..	60,554	..	..	..
	£36,390,115	..	£1,647,420	£4 10 8
		£3,607,225		
Total cost of opened and unopened lines at 31st March, 1920	£39,997,340		..	£4 2 5

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, 1895, 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 the line taken over by the Working Railways Department within the financial year was earning revenue, thus: *South Island Main Lines and Branches*.—Culverden-Waiiau opened for traffic 15th December, 1919.

H. WILLIAMS, Chief Accountant.

RETURN No. 7.

EXPENDITURE UNDER VOTE FOR ADDITIONS TO OPEN LINES, CHARGED TO CAPITAL ACCOUNT, FOR THE YEAR ENDED 31ST MARCH, 1920.

						Amount.	Total.
						£	s. d.
Material on hand at 31st March, 1919						19,439	0 1
Expenditure charged to Vote 39 by Treasury						160,323	7 2
						179,762	7 3
Less material on hand at 31st March, 1920						46,378	9 3
							133,383 18 0
Expenditure on works, &c.—							
Way and Works Branch						52,722	0 11
Locomotive Branch						80,661	17 1
							133,383 18 0

WAY AND WORKS BRANCH: PARTICULARS OF WORKS, ETC.

Railway.	Work, &c.	Amount.	Total.
		£	s. d.
Whangarei	Extension of station-platform .. .. .	..	75 3 8
Gisborne	Additions to workshops and engine-depot .. .. .	..	43 11 4
North Island Main Lines and Branches	Sidings, stockyards, crossings, &c.	3,894	9 3
	Additions to station buildings, extension of station-yards, and other facilities	11,441	0 8
	Purchase of land	6,202	11 4
	Additional dwellings	14,906	19 4
	Additional works, water-services, &c., for Locomotive Branch	1,027	10 11
	Additions to workshops	594	18 1
	Lining Spiral Tunnel	149	8 2
	Tablet-installation	676	5 2
			38,893 2 11
South Island Main Lines and Branches	Sidings, loading-banks, crossings, &c.	1,273	14 8
	Additions to station buildings, extension of station-yards, and other facilities	7,621	10 3
	Additional dwellings	1,369	16 7
	Purchase of land	428	3 0
	Additional works, water-services, &c., for Locomotive Branch	384	3 7
	Additions to workshops	292	6 11
	Tablet installation	931	11 9
			12,301 6 9
Westland	Sidings	626	16 10
	Additions to dwellings, station buildings, and other facilities	345	4 2
	Additions to workshops and engine-depots	254	3 0
			1,226 4 0
Pieton	Purchase of land and provision of additional huts .. .. .	..	182 12 3
			£52,722 0 11

RETURN NO. 7—continued.

LOCOMOTIVE BRANCH: PARTICULARS OF ROLLING-STOCK, ETC.

Description of Stock ordered.	Order.	Number Incomplete on March 31, 1919.	Number Complete on 31st March, 1920.	Number Incomplete on 31st March, 1920.	Expenditure in Year ended 31st March, 1920.
Carriages, Class A, 1915-1916 programme ..	B-10	3	..	3	£ 650 11 3
Wagons, bogie, 1915-1916 programme ..	D-10	45	33	12	7,203 9 0
Wagons, four-wheel, 1915-1916 programme ..	E-10	*240	130	110	16,433 18 5
Carriages, Classes A and AA, 1916-1917 programme ..	I-10	31	1	30	51 12 9
Brake-vans, Class F, 1916-1917 programme ..	J-10	12	..	12	151 15 11
Wagons, bogie, 1916-1917 programme ..	K-10	91	6	85	1,317 10 9
Wagons, four-wheel, 1916-1917 programme ..	L-10	455	85	370	27,097 18 5
Locomotives, Class Ww, seventh lot ..	Q-10	4	4	..	3,129 3 4
Fitting Westland rolling-stock with Westinghouse brake	S-10	..	..	..	114 5 7
Tarpaulins, 1916-1917 programme ..	T-10	350	350	..	320 8 4
Carriages, Class A, 1917-1918 programme ..	V-10	4	2	2	1,993 15 8
Wagons, four-wheel, 1917-1918 programme ..	W-10	..	..	..	Cr. 82 12 10
Locomotives, Class AB, third lot ..	X-10	10	..	10	15,928 15 4
Tarpaulins, 1919-1920 programme ..	Y-10	1,000	235	765	2,335 3 8
Wagons, four-wheel, 1919-1920 programme ..	Z-10	45	25	20	6,574 18 5
Locomotives, Class AB (Price's contract) ..	A-11	20	..	20	198 2 11
Brake-van to replace transfer to Gisborne (part cost)	B-11	..	..	..	34 18 6
Seating accommodation, ZP vans ..	C-11	..	..	..	50 19 9
Locomotives, Class WAB ..	D-11	10	..	10	..
Workshops machinery ..	..	..	..	..	6,127 1 11
Workshops machinery sold ..	..	..	..	..	Cr. 570 0 0
Locomotives (old), sold ..	..	..	..	..	Cr. 8,400 0 0
Total .. ..	..	..	..	..	£80,661 17 1
Total locomotives .. ..	..	44	4	40	..
„ carriages .. ..	..	38	3	35	..
„ brake-vans .. ..	..	12	..	12	..
„ wagons, bogie .. ..	..	136	39	97	..
„ wagons, four-wheel .. ..	..	740	240	500	..
„ tarpaulins .. ..	..	1,350	585	765	..

* Order reduced by 50.

EXPENDITURE UNDER THE RAILWAYS IMPROVEMENT AUTHORIZATION ACT, 1914, CHARGED TO CAPITAL ACCOUNT, FOR THE YEAR ENDED 31ST MARCH, 1920.

	£	s.	d.	£	s.	d.
Expenditure charged by Treasury	92,994	8	2			
Less material on hand at 31st March, 1920	14,176	3	1			
				£78,818	5	1
New station and station-yard, goods-shed, and terminal facilities—Auckland ..	10,924	2	8			
Duplications—						
Newmarket—New Lynn	2,326	7	6			
Grade easements—						
Penrose—Mercer	32,028	17	3			
Palmerston North—Marton						
Frankton Junction—Te Kuiti						
Mercer—Frankton Junction						
Additions to workshops, Newmarket and Petone	1,927	13	3			
New line—Auckland—Westfield	836	2	0			
Signalling, interlocking, and safety appliances	30,765	2	5			
				£78,818	5	1

H. WILLIAMS, Chief Accountant.

RETURN NO. 8.

STATEMENT SHOWING CLASSIFICATION OF EXPENDITURE ON MAINTENANCE OF WAY AND WORKS FOR THE YEAR ENDED 31st MARCH, 1920.

Classification of Work.	SECTIONS.												Totals.																		
	Whangarei.		Kaihu.		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.							
Track-surfacing	7,418	5	11	1,741	15	6	6,902	3	9	161,003	3	9	159,086	2	8	20,706	8	8	4,693	2	11	4,752	1	11	6,099	17	0	372,403	2	1	
Track-renewals	1,561	10	8	493	2	6	115	8	9	50,151	19	6	22,380	18	5	8,622	6	1	1,227	14	4	1,069	12	5	1,161	10	6	86,784	3	2	
Ballasting	582	13	0	99	17	10	12	14	6	9,377	19	4	7,080	7	10	932	18	1	896	1	11	100	4	6	49	14	5	19,132	11	5	
Banks, cuttings, ditches, tunnels	276	4	2	163	10	4	788	17	1	11,195	5	11	11,923	0	2	5,259	1	2	115	9	10	1,117	6	2	976	3	0	31,814	17	10	
Bridges, culverts, drains	2,033	0	9	1,278	16	8	269	10	9	34,644	2	10	20,185	4	4	4,064	7	0	421	3	1	1,366	9	8	1,785	3	0	66,047	18	1	
Fences, gates, cattle-stops, hedges	476	0	2	60	16	0	1,061	3	5	10,644	14	7	9,614	18	11	1,261	3	1	227	13	9	709	0	0	437	16	1	24,493	6	0	
Roads, approaches, &c.	40	10	9	2	12	9	56	19	3	4,310	11	4	1,278	19	4	493	10	0	33	3	5	60	3	2	234	19	8	6,511	9	8	
Water-services, signals, cranes, appliances	839	7	1	14	2	4	775	16	9	37,648	7	2	24,965	9	7	1,543	0	3	828	18	9	236	17	4	330	3	3	67,182	2	6	
Wharves	1,975	19	0	462	15	3	..	91	0	3	1,448	3	0	1,448	3	0	173	3	5	546	16	2	1,915	10	9	95	1	5	6,708	9	3
Buildings	1,932	14	4	710	19	11	628	18	5	66,236	11	1	64,392	9	6	3,946	16	6	1,331	11	9	648	15	5	963	18	9	140,792	15	8	
Miscellaneous	143	17	0	76	8	10	29	9	7	4,149	1	2	5,535	5	8	142	8	1	14	1	6	85	14	5	63	11	0	10,239	17	3	
General charges	16	16	11	30	17	2	35	4	9	4,341	13	7	1,178	14	7	118	14	0	26	1	2	10	3	0	41	6	5	5,799	11	7	
Totals	17,296	19	9	5,135	15	1	10,676	7	0	393,794	10	6	329,069	14	0	47,263	16	4	10,361	18	7	12,071	18	9	12,239	4	6	837,910	4	6	
Rate per average mile opened	233	14	10	256	15	10	217	17	7	349	14	7	233	15	0	301	0	10	287	16	7	197	18	0	218	11	3	280	10	10	

RETURN No. 9.

STATEMENT OF SEASON TICKETS ISSUED FOR THE YEAR ENDED 31ST MARCH, 1920.

Description of Tickets.	Number.	Amount.		
		£	s.	d.
Travellers' annual, all lines	15	1,304	9	6
Travellers' annual, North Island	70	4,414	9	5
Travellers' annual, South Island	29	1,768	18	6
Reporters' annual	81	945	12	1
Sectional annual, North Island	414	15,993	19	7
Sectional annual, South Island	278	10,106	7	1
Tourist, all lines	495	6,637	2	8
Tourist, North Island	1,917	17,264	4	4
Tourist, South Island	98	942	10	0
School	35,664	23,371	10	1
Twelve-trip weekly	83,365	13,436	13	0
Weekly workmen's	248,071	25,349	1	9
All other season	30,124	44,061	11	0
Totals	400,621	165,596	9	0

H. WILLIAMS, Chief Accountant.

RETURN No. 10.

COMPARATIVE STATEMENT OF THE NUMBER OF EMPLOYEES FOR YEARS 1918-19 AND 1919-20.

Department.	Whangarei.	Kaihu.	Gisborne.	North Island Main Line and Branches.	South Island Main Line and Branches.	Westland.	Westport.	Nelson.	Picton.	Stores.	Refreshment Service.	Total.
1918-19.												
General	4	1	3	362	118	24	5	4	3	137	..	661
Traffic	42	6	16	2,280	1,886	118	77	47	33	..	..	4,505
Maintenance	63	20	52	1,700	1,238	148	36	44	46	..	..	3,347
Locomotive	45	5	18	1,970	1,501	181	115	21	22	..	..	3,878
Totals	154	32	89	6,312	4,743	471	233	116	104	137	..	12,391
1919-20.												
General	4	1	3	417	126	25	4	4	3	144	145	876
Traffic	41	6	16	2,389	2,009	121	74	50	34	..	..	4,740
Maintenance	61	18	42	1,707	1,246	167	36	43	44	..	..	3,364
Locomotive	46	5	20	2,311	1,716	156	108	22	21	..	..	4,405
Totals	152	30	81	6,824	5,097	469	222	119	102	144	145	13,385

RETURN No. 11.

RETURN SHOWING NUMBER OF PASSENGER TICKETS ISSUED AT CHEAP EXCURSION RATES FOR YEAR ENDED 31ST MARCH, 1920.

Sections.	SCHOOLS, FACTORIES, AND FRIENDLY SOCIETIES.				HOLIDAY EXCURSIONS.				GROSS TOTAL—SCHOOL AND HOLIDAY EXCURSIONS.							
	Schools, Factories, and Friendly Societies.		Schools, Factories, and Friendly Societies.		First Class.		Second Class.		Total.		Revenue.		Number of Tickets.		Revenue.	
	No.	No.	No.	No.	No.	No.	No.	No.	No.	£	s.	d.	No.	£	s.	d.
Whangarei	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Kaiti	483	457	940	58	5	210	133	210	51	5	10	210	17	2	6	210
Auckland	1,482	769	2,615	136	6,614	90,889	97,503	133	36,671	3	9	1,073	75	4	8	1,073
Ohakune	352	119	472	10	1,174	8,413	9,587	8,413	7,685	15	10	10,059	36,808	0	4	10,059
Gisborne	330	115	451	20	242	3,463	3,705	3,463	434	15	6	4,156	7,685	18	2	4,156
Wanganui	5,857	4,859	11,482	1,118	4,270	28,938	33,208	28,938	17,611	10	5	44,690	455	6	4	44,690
Wellington	5,713	6,821	13,104	1,048	19,653	31,718	51,371	31,718	35,394	0	4	64,475	18,730	7	2	64,475
Pictou	25	11	44	2	246	2,172	2,418	2,172	303	15	4	2,462	36,442	15	2	2,462
Nelson	864	253	1,412	66	134	617	751	617	264	15	7	2,163	306	3	10	2,163
Westport	239	169	417	16	340	340	340	340	70	8	5	757	331	14	9	757
Westland	3,386	3,955	7,447	636	1,075	8,796	9,871	8,796	2,652	18	1	17,318	3,288	19	2	17,318
Christchurch	10,428	12,376	23,960	2,023	5,585	26,167	31,752	26,167	21,607	14	5	55,712	23,631	8	6	55,712
Dunedin	4,300	6,724	11,255	750	33,995	34,692	68,687	34,692	27,377	3	0	79,942	28,128	1	8	79,942
Invercargill	4,898	5,833	11,187	1,283	3,720	27,336	27,336	27,336	11,269	9	3	38,523	12,553	4	5	38,523
Totals	38,357	42,461	84,786	7,173	76,713	260,159	336,872	260,159	161,401	18	3	421,658	168,575	10	5	421,658
Total, year ending—																
31st March, 1896	63,598	38,467	108,014	7,246	50,511	239,164	289,675	239,164	50,232	12	11	397,689	57,478	18	8	397,689
31st March, 1897	44,610	33,925	84,528	5,616	58,464	313,724	372,188	313,724	63,439	0	0	456,716	69,055	2	8	456,716
31st March, 1898	39,963	35,064	80,425	5,569	66,012	383,569	449,581	383,569	80,822	8	1	530,006	86,392	6	2	530,006
31st March, 1899	45,748	39,955	91,895	6,215	70,531	411,747	482,278	411,747	84,794	15	6	574,173	91,010	7	2	574,173
31st March, 1900	37,839	31,164	74,619	4,752	81,528	501,176	582,704	501,176	96,154	7	5	657,323	100,906	11	3	657,323
31st March, 1901	38,864	34,550	79,016	5,234	87,544	541,624	629,168	541,624	102,932	10	9	708,184	108,167	7	5	708,184
31st March, 1902	42,506	37,708	85,950	5,466	95,628	588,813	684,441	588,813	136,813	0	1	770,391	142,279	16	10	770,391
31st March, 1903	41,540	41,555	89,143	6,050	84,448	517,566	602,014	517,566	103,279	8	6	691,157	109,329	19	10	691,157
31st March, 1904	50,364	54,344	111,683	7,424	100,417	594,967	695,384	594,967	125,624	4	0	807,067	133,049	3	7	807,067
31st March, 1905	52,742	53,558	113,659	7,890	100,968	592,485	693,453	592,485	140,939	16	3	807,112	137,559	12	9	807,112
31st March, 1906	55,478	57,027	120,220	7,882	110,823	626,852	737,675	626,852	149,185	2	9	952,076	200,700	1	1	952,076
31st March, 1907	48,044	39,783	95,664	6,514	125,280	731,132	856,412	731,132	194,185	2	9	1,027,608	219,098	2	5	1,027,608
31st March, 1908	51,031	53,886	110,800	7,604	113,617	618,518	732,135	618,518	141,519	16	11	907,223	174,112	12	1	907,223
31st March, 1909	55,199	52,579	117,044	7,641	122,312	667,867	790,179	667,867	166,471	6	3	949,243	216,175	8	4	949,243
31st March, 1910	53,917	53,677	115,405	7,964	128,277	735,561	863,838	735,561	211,133	6	10	979,243	219,098	2	5	979,243
31st March, 1911	66,381	66,695	133,875	9,488	107,208	576,251	683,459	576,251	155,444	10	11	827,334	164,933	5	6	827,334
31st March, 1912	62,289	63,612	134,825	9,702	135,590	704,883	840,473	704,883	206,472	13	1	975,298	216,175	8	4	975,298
31st March, 1913	63,040	61,134	133,897	9,509	159,730	804,965	964,695	804,965	271,611	17	7	1,098,592	281,121	6	2	1,098,592
31st March, 1914	111,029	59,712	188,987	13,235	131,416	683,851	815,267	683,851	259,547	10	9	1,004,254	223,344	9	3	1,004,254
31st March, 1915	47,846	48,197	104,017	7,919	144,260	782,355	926,615	782,355	269,097	16	0	1,255,712	267,466	12	3	1,255,712
31st March, 1916	43,038	36,091	87,327	6,072	136,401	763,690	900,091	763,690	313,006	7	3	1,276,791	319,166	4	10	1,276,791
31st March, 1917	38,477	32,901	80,166	6,159	168,098	735,468	903,566	735,468	62,968	15	11	1,320,988	63,100	2	6	1,320,988
31st March, 1918	591	743	1,458	131	20,148	110,482	130,630	110,482	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil
31st March, 1919*	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil
31st March, 1920	38,357	42,461	84,786	7,173	76,713	260,159	336,872	260,159	161,401	18	3	421,658	168,575	10	5	421,658

* The issue of school, factory, 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, 1920.

Stations.	NUMBER OF TICKETS.					Number of Season Tickets.	OUTWARD.													INWARD.					Stations.																																
	First-class Single.	First-class Return.	Second-class Single.	Second-class Return.	Total.		Cattle.	Calves.	Sheep.	Pigs.	Timber. Hundreds of Superficial Feet.	Minerals.	Other Goods.	Ordinary Passengers.	Season Tickets.	Parcels.	Luggage, Mail, &c.	Goods.	Miscellaneous.	Rents and Commission.	Total Value forwarded.	Cattle.	Calves.	Sheep.		Pigs.	Timber. Hundreds of Superficial Feet.	Minerals.	Other Goods.																												
																												Tons.		£ s. d.		£ s. d.		£ s. d.		£ s. d.		£ s. d.		£ s. d.		£ s. d.		£ s. d.		£ s. d.		Tons.		Tons.				Tons.		Tons.	
NORTH ISLAND MAIN LINES AND BRANCHES—																												NORTH ISLAND MAIN LINES & BRANCHES—																													
Auckland (Coaching)	58,960	16,677	253,017	167,858	496,512	15,182																										Auckland (Coach.)																									
" (Goods)	4,741	3,366	32,486	38,273	78,866	6,735	236	13	133	4,060	18,116	52,971	165,919	211,604	14 0	17,020	14 2	16,462	3 8	6,083	12 4	Cr. 245	2 2	664	16 0	665	15 7	252,256	13 7	222,446	7 1	389	36	1,019	342	117,753	45,238	105,538	104,380	" (Goods)																	
Newmarket	1,263	1,643	26,314	29,276	58,496	3,587	112	2	15		3,214	180	5,586	8,878	3 1	1,175	9 2	345	17 11	99	5 10	9,590	15 2	132	11 3	1,434	15 8	21,656	18 1	3,434	15 8	21,656	18 1	4,443	6,816	6,816	Newmarket																				
Mount Eden	445	362	29,443	73,687	103,937	34,570	132	4	29	72	3,710	13,338	2,168	3,985	16 10	836	5 6	108	5 8	34	4 6	4,876	6 7	233	5 7	519	16 0	10,594	0 8	1,459	491	44,770	27,072	11,565	11,565	Mount Eden																					
Avondale	687	691	18,460	47,797	67,635	8,870	134	9,056	339	8,875	547	4,145	4,904	12 2	1,623	7 10	517	8 10	18	13 8	3,270	3 8	36	14 7	66	5 6	10,437	6 3	294	148	2,570	29	4,714	9,061	4,759	Henderson																					
Henderson	7,612	1,464	26,402	18,014	53,492	283	5,978	487	43,686	1,623	22,511	9,504	8,461	15 5	267	16 6	1,088	10 8	46	4 4	11,452	0 6	194	11 11	192	0 6	21,702	19 10	1,037	197	4,532	49	4,443	6,237	16,661	Henderson																					
Helenaville	1,015	145	5,876	2,988	10,024	55	7,804	75	20,149	120	2,015	1,134	2,424	14 6	32	6 3	207	15 5	7	0 5	4,188	17 5	3	18 9	13	14 9	6,878	7 6	564	151	3,995	34	1,856	2,785	3,167	Helenaville																					
Wellsford	1,156	78	2,679	318	4,231		2,026	19	9,692	315	22	335	1,864	4 2			56	16 3	9	0 2	1,589	19 5	862	6 2	5	0 0	4,387	6 2	261	54	3,196		729	2,835	2,652	Wellsford																					
Ranganui	1,304	1,582	3,491	6,064	12,441	2,904	364	5	34		12	68	2,207	6 3	1,768	8 11	58	1 1	6	16 10	113	15 2	5	17 10	29	10 0	4,189	16 1	1		1,455	2,239	689	848	2,399	Ranganui																					
Remuera	2,564	5,335	15,817	30,567	54,283	8,480			13		65	106	2,207	6 3	2,080	18 5	1,496	10 8	8	4 10	142	1 7	12	8 1	73	15 0	6,628	16 3	16		344	868	649	848	Remuera																						
Green Lane	1,835	4,517	16,617	37,053	60,022	10,903	18	2			10,815	42,834	1,461	8 5	544	18 5	77	2 6	11	12 2	13,647	15 7	19	9 11	31	10 0	15,793	17 0	36,434	1,866	274,613	8,619	13,778	15,826	8,377	8,377	Green Lane																				
Ellerslie	539	1,737	7,216	15,068	24,560	3,260	642	246	4,045	334	68	10,815	1,856	4,618	7 8	1,389	18 3	122	15 10	11	11 9	820	16 4	10	4 8	129	15 0	3,751	9 6	8		8	2	14	95	14,677	4,508	3,427	Ellerslie																		
Penrose Junction	570	271	9,088	9,251	19,160	6,682	5	1			2,809	1,856	546	1,266	7 8	1,389	18 3	122	15 10	11	11 9	820	16 4	10	4 8	129	15 0	3,751	9 6	8		8	2	14	95	14,677	4,508	3,427	Penrose Junction																		
Onehunga Town											6,328	10,802	13,381				39	17 0	4	1 6	5,180	12 10	587	0 0			5,811	11 4	5		5	5	19	10	4,155	10,607	23,818	23,818	Onehunga Town																		
Wharf																																						Wharf																			
Otahuhu	1,184	3,264	16,301	57,333	78,082	9,144	3,832	473	15,692	524	108	64	25,575	5,594	19 4	1,722	4 0	207	8 3	37	6 6	16,018	11 8	41	6 4	6	15 0	23,628	11 1	10,690	411	84,136	2,669	3,366	28,148	8,634	8,634	Otahuhu																			
Papatoetoe	604	2,030	9,776	32,119	44,529	3,317	234	73	11,450	3	1,140	1,952	1,856	3,400	5 0	1,016	9 3	626	1 4	15	13 2	1,085	17 11	11	10 10	33	12 2	6,189	9 8	2,940	116	4,032	2,584	5,333	2,584	Papatoetoe																					
Papakura	1,613	2,665	21,399	51,011	76,888	3,676	939	141	18,741	184	998	1,366	7,619	5 5	1,089	11 7	706	4 0	42	10 2	1,708	7 11	42	12 6	5	11 0	11,214	2 4	490	47	4,489	123	5,285	3,366	6,805	6,805	Papakura																				
Drury	463	204	7,284	8,863	14,814	120	268	102	3,663	347	2,610	3,312	1,826	9 2	80	11 7	579	18 11	16	3 6	4,488	9 11	10	11 7	10	11 4	3,997	16 0	1,451	63	3,383	1,676	3,383	1,676	3,383	1,676	Drury																				
Pukekohe	2,708	932	22,981	10,459	37,080	323	4,627	671	8,235	2,313	284	15	9,128	7,280	2 10	209	1 9	487	4 10	81	19 5	7,306	18 4	233	15 7	514	11 0	16,113	13 9	1,885	102	2,862	308	7,877	3,564	9,909	9,909	Pukekohe																			
Tuakau	915	266	8,692	5,366	15,239	301	1,823	251	34,491	520	24	15	3,233	2,814	12 3	180	7 10	177	11 6	28	2 4	3,061	2 8	60	9 10	72	5 0	6,394	11 5	637	137	7,922	62	1,625	1,654	4,510	4,510	Tuakau																			
Pokeno	273	87	4,942	2,749	7,951	96	890	101	5,612	488	18	8	677	1,289	6 7	48	14 9	423	11 7	8	3 7	706	19 2	25	14 9	2	5 0	2,602	10 5	659	14	1,321	38	1,009	247	1,759	1,759	Pokeno																			
Mercer	1,009	438	11,434	6,482	19,363	142	3,373	161	17,652	750	12,658	2,576	3,506	3,784	5 10	88	7 2	1,084	5 5	19	3 5	6,196	3 5	31	19 9	48	12 3	11,252	17 3	1,505	143	11,825	66	4,969	3,271	7,591	7,591	Mercer																			
Huntly	1,505	453	25,758	13,255	40,871	6,295	1,391	229	7,385	180	722	286,474	2,489	6,717	2 1	1,401	5 0	373	5 7	48	7 9	130,437	14 6	518	17 11	155	19 0	139,652	11 10	788	297	2,830	150	5,677	2,680	7,723	7,723	Huntly																			
Taupiri	297	64	4,537	1,893	6,791	8,295	1,080	103	7,959	504	21	15	922	1,156	15 9	96	7 0	354	0 9	10	16 7	1,267	18 11	62	10 2	0	5 0	2,948	14 2	771	25	3,790	39	2,969	667	3,188	3,188	Taupiri																			
Ngaruawahia	1,344	359	13,842	4,721	20,266	118	1,817	328	25,271	3,398	115	54,577	11,339	3,941	14 5	73	17 6	224	3 0	70	19 1	41,912	2 0	647	8 5	66	14 9	46,936	19 2	6,136	798	55,443	3,896	3,311	4,678	7,230	7,230	Ngaruawahia																			
Frankton Junction	11,857	2,066	71,468	19,755	105,146	127	14,718	1,731	46,104	2,527	165	146	9,734	35,933	19 6	648	8 8	1,163	12 8	584	13 8	12,281	8 9	321	19 9	209	17 1	51,144	0 1	6,685	826	34,232	13,309	5,668	13,596	9,855	9,855	Frankton Junction																			
Hamilton	8,910	1,573	46,723	7,502	64,708	343	2,321	439	22,939	4,956	5,033	1,321	11,576	18,021	9 11	711	12 5	2,137	9 3	402	19 9	14,431	19 9	169	9 4	1,294	6 11	37,169	7 4	1,940	190	4,996	1,112	50,499	14,380	19,251	19,251	Hamilton																			
Cambridge	2,887	380	18,370	7,487	29,124	73	2,972	307	12,626	1,133	1,462	3	1,039	7,370	6 7	72	11 0	878	4 6	85	16 3	3,041	19 4	83	14 0	200	18 8	11,733	10 4	1,443	135	6,757	202	13,481	14,696	12,680	12,680	Cambridge																			
Morrinsville	2,926	759	24,579	11,066	39,360	249	10,441	1,140	51,260	3,351	6,208	1,300	6,604	8,077	6 8	195	19 6	2,089	11 9	117	1 8	10,383	16 11	93	0 8	164	0 3	21,120	17 5	3,158	313	21,247	618	21,247	20,540	20,540	Morrinsville																				
Matamata	1,929	355	14,117	3,758	20,159	135	6,249	631	27,881	1,546	4,004	272	3,948	6,200	6 11	105	16 9	1,764	1 7	49	3 10	8,151	15 2	64	5 11	46	10 1	16,382	0 3	2,870	202	12,854	252	14,496	13,941</																						

RETURN NO. 12—continued. STATEMENT OF REVENUE FOR EACH STATION FOR THE YEAR ENDED 31ST MARCH, 1920—continued.

Table with columns for Stations, Number of Tickets (First-class Single, First-class Return, Second-class Single, Second-class Return, Total), and various goods categories (Cattle, Calves, Sheep, Pigs, Timber, Minerals, etc.) under OUTWARD and INWARD headings. Includes sub-sections for NORTH ISLAND MAIN LINES AND BRANCHES, WHANGAREI SECTION, KAIHU SECTION, and GISBORNE SECTION.

RETURN No. 12—continued. STATEMENT OF REVENUE FOR EACH STATION FOR THE YEAR ENDED 31ST MARCH, 1920—continued.

Table with columns for Stations, NUMBER OF TICKETS (First-class Single, First-class Return, Second-class Single, Second-class Return, Total), and various revenue categories (Cattle, Calves, Sheep, Pigs, Timber, Minerals, Other Goods, Ordinary Passengers, Season Tickets, Parcels, Luggage, Goods, Miscellaneous, Rents and Commission, Total Value Forwarded, etc.). Rows list numerous stations including Lyttelton, Christchurch, Dunedin, and Auckland.

RETURN No. 12—continued.

STATEMENT OF REVENUE FOR EACH STATION FOR THE YEAR ENDED 31ST MARCH, 1920—continued.

Table with columns for Stations, NUMBER OF TICKETS (First-class, Second-class, Total), and various revenue categories (Cattle, Calves, Sheep, Pigs, Timber, Minerals, Other Goods, Ordinary Passengers, Season Tickets, Parcels, Luggage, Goods, Miscellaneous, Rents and Commission, Total Value Forwarded). It is divided into OUTWARD and INWARD sections and includes sub-sections for SOUTH ISLAND MAIN LINES AND BRANCHES, WESTLAND SECTION, WESTPORT SECTION, NELSON SECTION, and LAKE WAKATIPU STEAMERS.

RETURN No. 13.

STATEMENT OF CARRIAGE, BRAKE-VAN, AND WAGON STOCK, AND TARPAULINS, FOR THE YEAR ENDING 31ST MARCH, 1920.

Description.	Class.	Whangarei.	Kaihu.	North Island Main Line and Branches.	Gisborne.	South Island Main Line and Branches.	Westland.	Westport.	Nelson.	Picton.	Total.
CARRIAGES.											
Sleepers, bogie, 50 ft.	AA	..	..	10	..	..	..	..	..	..	10
First-class, bogie, 50 ft.	AA	..	..	34	..	..	..	..	..	..	34
Ladies' (composite), bogie, 50 ft.	AA	..	..	6	..	..	..	..	..	..	6
Second-class bogie, 50 ft.	AA	..	..	35	..	..	..	..	..	..	35
Royal saloon, bogie, 50 ft.	AA	..	..	2	..	..	..	..	..	..	2
Postal, bogie, 50 ft.	AA	..	..	1	..	..	..	..	..	..	1
Royal saloon, bogie, 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
Ladies' (composite), bogie, 47½ ft.	A	..	..	..	..	4	..	..	..	..	4
Motor-train, bogie, 60 ft.	A	..	..	4	..	1	..	..	..	..	5
First-class, bogie, 50 ft.	A	..	..	31	..	..	..	..	..	..	31
" " 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	11	..	59	3	84	8	2	1	3	171
" " 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, 52 ft.	A	..	..	1	..	..	..	..	..	..	1
" " 50 ft.	A	..	..	86	..	1	..	..	..	..	87
" " 47½ ft.	A	..	..	95	..	106	3	3	..	..	207
" " 46 ft.	A	..	..	..	..	4	..	..	..	..	4
" " 44 ft.	A	2	..	86	..	101	8	3	3	3	206
" " 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.. . . . .	..	25	4	778	13	598	38	10	14	12	1,492
BRAKE-VANS.											
Brake-vans, 4-wheel	F	6	2	8	2	53	7	2	4	3	87
" " bogie	F	4	..	205	3	114	9	5	3	3	346
" " Fell	F	..	..	7	..	..	4	..	..	..	11
Totals.. . . . .	..	10	2	220	5	167	20	7	7	6	444
WAGONS.											
Horse-boxes	G	2	..	133	1	110	6	..	1	4	257
Cattle	H	19	..	301	4	211	24	4	5	4	572
Sheep	J	6	..	925	40	785	17	..	10	29	1,812
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	89	4	5,184	47	4,508	208	17	103	154	10,344
" "	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	20	..	128	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	..	..	208	..	75	..	..	15	..	298
Cool, insulated	X	6	..	173	..	29	3	..	..	..	211
" " ventilated	XA	1	1	122	..	95	..	..	..	7	226
" "	XB	1	..	89	..	56	..	..	..	..	146
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
Carried forward . . . . .	..	455	60	9,363	146	9,052	940	756	163	222	21,157.

RETURN NO. 13—continued.

STATEMENT OF CARRIAGE, BRAKE-VAN, AND WAGON STOCK, AND TARPULINS, FOR THE YEAR ENDING 31ST MARCH, 1920—continued.

Description.	Class.	Whangarei.		North Island Main Line and Branches.	Gisborne.	South Island Main Line and Branches.	Westland.	Westport.	Nelson.	Picton.	Total.
		Whangarei.	Kaibu.								
Brought forward ..		455	60	9,363	146	9,052	940	756	163	222	21,157
WAGONS—continued.											
Sheep, bogie ..	S			73		52					125
Cattle, ..	T			49		26					75
Platform, ..	U	8		211	40	82	28	2	4	6	381
Gas-storeholders, bogie ..	UA			9		5					14
Platform, ..	UB			115		90	44				249
Horse-boxes, ..	UC			27		24					51
Frozen meat, ..	V			54		75					129
..	VB			115		40					155
Covered goods, ..	Z			61		27					88
..	ZP			36		33					69
Totals..		463	60	10,113	186	9,506	1,012	758	167	228	22,493
TARPAULINS ..		147	24	8,109	115	9,570	335	52	175	290	18,817

RETURN NO. 14.

STATEMENT OF LOCOMOTIVE STOCK FOR THE YEAR ENDING 31ST MARCH, 1920.

Class.	Type.	Cylinder.		Coupled Wheels.		Truck Wheels.		Whangarei.	Kaibu.	North Island Main Line and Branches.	Gisborne.	South Island Main Line and Branches.	Westland.	Westport.	Nelson.	Picton.	Total.	
		Dia- meter.	Stroke.	No.	Dia- meter.		Dia- meter.											
					In.	In.	Ft. In.											In.
A	Tender (4-cyl. balanced compound)	12 & 19	22	6	4	6	6	30½		50		7					57	
AA	Tender (superheated)	18	24	6	4	1	6	30½		10							10	
AB	" "	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	" (superheated)	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		1				2			3	
D	" "	9½	18	4	3	0½	2	18		1		6				1	8	
F	" "	10½	18	6	3	0½			2	24		37	5	2	1		71	
FA	" "	12	18	6	3	0½	2	24	3	4	1	3	1	2	3	2	19	
H	" (Fell) ..	14	16	4	2	8	2	30½		6							6	
J	Tender	14	20	6	3	6½	2	24½		14		14					28	
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							10	
NA	" (compound)	15	20	6	4	1½	4	30½					2				2	
NC	" "	10 & 17	20	6	4	1	4	30½		2							2	
O	" "	15	18	8	3	0½	2	28½		6							6	
OA	" (compound)	11 & 18	20	8	3	7	2	30½		1							1	
OB	" "	16	20	8	3	7	2	30½		2							2	
OC	" (compound)	11 & 18	20	8	3	7	2	30½		1							1	
P	" "	15	20	8	3	5	2	26½		4		6					10	
Q	" "	16	22	6	4	1½	4	30½			6		7				13	
R	Single Fairlie ..	12½	16	6	3	0½	4	30½		10		7					17	
S	" "	13	16	6	3	0½	4	30½		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	30½				6					6	
UB	" "	16	20	6	4	1½	4	26½				20					20	
UB	" "	16	22	6	4	1½	4	30½				2					2	
UC	" "	16	22	6	4	1½	4	30½				10					10	
UD	" "	16½	22	6	4	10	4	28		2							2	
V	" "	15	20	6	4	1½	4	26½		3		10					13	
W	Tank	14	20	6	3	0½	4	26½				2					2	
WA	" "	14	20	6	3	3½	4	28½		3	5		3				11	
WA	" (converted)	14	20	6	3	6½	4	24½		3		1					4	
WAB	" (superheated)	17	26	6	4	6	4	30½		2							2	
WB	" "	14	20	6	3	3½	4	25	6				1	5			12	
WD	" "	14	20	6	3	3½	6	25		11		4	3				18	
WE	" "	16	22	6	3	6	8	30½		1		1					2	
WF	" "	14	22	6	3	9	6	30½		17		10			2	3	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	2	30½		1							1	
Ww	" (superheated)	15½	22	6	3	9	8	26½		47		3					50	
X	Tender (4-cyl. balanced compound)	13½ & 22	22	8	3	9	2	30½		18							18	
..	Small Tank ..									1							1	
Totals								9	2	346	6	207	23	11	6	6	616	

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).

State	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.	£				
Victoria ..	87,884	1,467,188	4,190	Ft. in. 5 3	£ 57,545,337	£ 13,734	350	39 4 0	13,031,655	£ 6,432,277	d. 118-46	£ 4,010,789	d. 73-87	£ 2,421,488	d. 44-59	4-21	62-35	£ 4 7 8	111,904,786	6,515,470	£ 1,647	964	£ 583	182	34-55	19-41	1-95	798	1,663	20,392	30 June, 1919.	
New South Wales ..	309,460	1,962,989	4,737	4 8½	76,601,591	15,877	414	39 0 5	19,935,202	9,958,173	119-75	6,904,450	83-00	3,053,723	36-75	4-03	69-33	5 1 5	98,568,768	12,714,012	2,102	1,457	645	238	39-46	19-52	5-59	1,279	1,659	23,076	" "	
Queensland ..	670,500	712,826	5,469	3 6	40,435,103	7,534	130	56 14 6	9,942,744	3,984,597	96-18	3,690,445	89-08	294,152	7-10	0-73	92-62	5 11 10	26,414,817	3,783,334	748	693	55	170	39-83	26-80	1-71	658	829	14,471	" "	
South Australia ..	380,070	455,900	2,285	3 6 ½	19,029,801	8,353	199	41 14 9	5,412,924	2,391,409	106-03	1,829,634	81-12	561,775	24-91	2-96	76-51	5 4 10	20,176,544	2,618,510	1,046	800	246	148	43-52	19-20	2-09	489	649	9,496	" "	
Western Australia ..	975,920	323,220	3,507	3 6	17,995,941	5,131	92	55 13 6	4,256,627	1,872,897	105-60	1,567,591	88-38	305,306	17-22	1-70	83-70	5 15 11	17,325,424	2,379,403	534	447	87	117	38-86	22-32	2-57	424	423	10,078	" "	
Tasmania ..	26,215	210,881	599	3 6 ½	5,076,014	8,442	352	24 1 4	1,107,890	401,364	86-94	324,595	70-31	76,769	16-63	1-51	80-87	1 18 0	1,889,102	472,926	670	542	128	147	32-33	18-06	3-73	80	175	1,834	" "	
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	1,150,605	2,970	3 6	35,378,664	11,912	387	30 15 0	9,146,331	4,800,810	125-75	2,926,864	76-63	1,873,946	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.	
" ..	103,861	1,175,325	2,993	3 6	36,167,681	12,084	393	30 15 6	7,477,583	4,988,632	160-00	3,308,575	105-97	1,680,057	54-03	4-65	66-32	4 4 11	22,030,327	5,611,738	1,670	1,107	563	252	44-35	20-73	2-70	620	1,489	22,653	" 1919.	
" ..	103,861	1,223,915	3,006	3 6	36,390,115	12,106	407	29 14 8	7,408,606	5,752,487	186-00	4,105,067	132-72	1,647,420	53-28	4-53	71-36	4 14 0	24,582,186	6,000,279	1,923	1,372	551	281	57-84	22-66	2-99	616	1,492	22,937	" 1920.	

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



RETURN SHOWING THE MILEAGE, CAPITAL COST, TRAFFIC, REVENUE, AND EXPENDITURE OF THE NEW ZEALAND GOVERNMENT RAILWAYS FROM 1ST APRIL, 1914, TO 31ST MARCH, 1920.

MILEAGE, CAPITAL COST, TRAFFIC, AND REVENUE.

Year.	Miles.	Capital Cost.	Train-mileage.	Passengers.		Season Tickets.		Coaching.		Cattle.	Sheep.	Pigs.
				No.	Revenue	No.	Revenue.	£	Revenue.			
1914-1915	2,955	£ 34,133,825	9,363,420	13,565,772	1,323,233	302,912	153,150	227,521	314,219	6,923,306	163,155	
1915-1916	2,970	34,857,882	9,356,522	14,201,506	1,566,980	371,529	156,322	236,705	371,529	7,204,826	183,443	
1916-1917	2,970	35,378,664	9,146,331	14,173,115	1,717,847	355,832	155,201	243,832	402,769	7,106,174	163,370	
1917-1918	2,993	36,001,432	7,468,646	11,408,156	1,663,922	322,487	133,675	254,110	362,134	6,356,361	143,729	
1918-1919	2,993	36,167,681	7,477,583	11,374,521	1,799,381	351,124	150,901	258,524	346,544	6,568,032	123,728	
1919-1920	3,006	36,390,115	7,404,608	12,760,814	2,138,391	400,621	165,596	290,453	337,976	7,209,246	107,310	

Year.	Timber.	Minerals.	Other Goods.	Total.	Goods Revenue.	Miscellaneous Revenue.	Rents and Commission.	Total Revenue.	Revenue per Train-mile.
1914-1915	621,963	2,988,928	2,466,836	6,076,827	2,349,399	69,646	76,508	4,105,457	104.75
1915-1916	625,866	2,831,359	2,504,439	5,362,264	2,423,493	81,391	84,065	4,548,356	116.50
1916-1917	579,428	2,787,523	2,459,314	5,236,265	2,498,862	98,473	86,595	4,800,810	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	150.50
1918-1919	487,729	2,444,007	2,306,721	5,238,457	2,608,336	78,828	92,662	4,988,632	160.00
1919-1920	611,171	2,300,760	2,685,301	5,597,232	2,956,237	106,072	96,738	5,752,487	186.00

EXPENDITURE.

Year.	Expenditure per Train-mile.	Expenditure per Cent. of Revenue.	Maintenance of Way.		Locomotive Power.		Carriages and Wagons.	
			Amount.	Per Cent. of Revenue.	Amount.	Per Cent. of Revenue.	Amount.	Per Cent. of Revenue.
1914-1915	d. 74.54	£ 71.14	£ 738,560	17.99	£ 954,868	23.26	£ 228,145	5.56
1915-1916	74.50	64.00	740,349	16.30	934,737	20.58	235,968	4.98
1916-1917	76.63	60.97	720,840	15.04	937,780	19.56	238,868	4.98
1917-1918	97.54	64.91	710,655	15.18	962,222	20.56	283,248	6.05
1918-1919	105.97	66.32	752,558	15.10	1,075,439	21.59	306,308	6.15
1919-1920	132.72	71.36	837,910	14.59	1,397,933	24.34	337,498	6.74

Year.	Traffic.		Head and Departmental Offices.		Lake Wakatipu Steamers.		Total Expenditure.
	Per Cent. of Revenue.	Amount.	Per Cent. of Revenue.	Amount.	Per Cent. of Revenue.	Amount.	
1914-1915	£ 21.2	£ 870,392	£ 122,415	d. 3.13	£ 6,085	£ 2,920,455	
1915-1916	19.60	889,991	118,461	2.50	6,377	2,910,883	
1916-1917	18.87	904,318	118,456	2.47	6,602	2,926,864	
1917-1918	20.38	954,142	124,976	4.02	7,664	3,042,907	
1918-1919	20.73	1,032,609	134,626	2.70	6,985	3,308,575	
1919-1920	22.66	1,301,935	171,767	2.99	7,964	4,105,067	

RETURN No. 17.

STATEMENT OF RAILS RELAID DURING THE YEAR ENDING 31ST MARCH, 1920

Weight.	Whangarei-Kawakawa.	Kaihu.	Gisborne.	North Island Main Line and Branches.	South Island Main Line and Branches.	Westland.	Westport.	Nelson.	Pictou.	Total.
RAILS RELAID :—										
55 lb. steel..	768	904	46	27	11	..	1,756
70 "	4	..	..	..	..	4
100 "
Totals	768	908	46	27	11	..	1,760

RETURN No. 18.

STATEMENT OF SLEEPERS RELAID AND REMOVED DURING THE YEAR ENDING 31ST MARCH, 1920.

Description.	Whangarei-Kawakawa.	Kaihu.	North Island Main Line and Branches.	Gisborne.	South Island Main Line and Branches.	Westland.	Westport.	Nelson.	Pictou.	Total.
SLEEPERS RELAID :—										
Ironbark	..	..	454	..	..	..	..	..	252	706
Jarrah	2,443	8	32,543	..	16,114	155	524	130	1,388	53,305
Silver-pine	..	..	134	..	196	89	1,230	1,255	39	2,943
Totara	8	297	174	..	..	..	..	..	..	479
Puriri	246	819	33	..	..	..	..	..	..	1,098
Matai	..	..	17	..	..	..	..	..	..	17
Grey-gum	..	..	6	..	..	..	..	..	..	6
Mixed Hardwoods	..	..	..	..	24,414	..	..	..	..	24,414
Totals	2,697	1,124	33,361	..	40,724	244	1,754	1,385	1,679	82,968
SLEEPERS REMOVED :—										
Totara	732	365	18,188	..	1,766	..	..	..	..	21,051
Jarrah	..	..	4,070	..	1,848	..	249	36	..	6,203
Silver-pine	440	..	769	..	15,277	93	1,089	548	972	19,188
Puriri	1,375	235	741	..	363	..	..	289	..	3,003
Ironbark	..	..	256	..	43	..	..	..	..	299
Powellized	..	..	2,004	..	6,874	..	..	..	..	8,878
Matai	..	..	804	..	3,094	..	..	40	..	3,938
Birch	..	..	1,740	..	8,701	..	115	342	707	11,605
Grey-gum	..	..	..	..	4	..	..	..	..	4
Blue-gum	..	..	..	..	50	..	..	..	..	50
Creosoted	..	..	384	..	873	..	..	..	..	1,257
Kauri	145	524	3	..	..	..	..	..	..	672
Rimu	..	..	2,126	..	126	..	..	..	..	2,252
Mixed	..	..	190	..	73	..	..	..	..	263
Totals	2,692	1,124	31,275	..	39,092	93	1,453	1,255	1,679	78,663

RETURN No. 19.

RETURN OF NUMBER OF STATIONS AND PRIVATE SIDINGS ON EACH SECTION FOR THE YEAR ENDED 31ST MARCH, 1920.

Sections.	Length.	Number of Stations and Stopping-places in the Time-tables.	Number of Private Sidings.		
			At Stations.	Out of Stations.	Total.
Whangarei	M. 74 ch. 28	33	6	4	10
Kaihu	19 41	11	..	..	..
Gisborne	49 10	17	6	3	9
North Island Main Line and Branches	1,135 9	396	126	46	172
South Island Main Line and Branches	1,415 53	518	179	25	204
Westland	157 26	71	23	7	30
Westport	35 78	17	2	1	3
Nelson	60 20	23	3	..	3
Pictou	56 12	23	4	..	4
Totals	3,003 37	1,109	349	86	435

RETURN NO. 20.
COMPARATIVE STATEMENT OF MILEAGE OF RAILWAYS OPEN FOR TRAFFIC AND UNDER MAINTENANCE ON 31ST MARCH, 1920.

Section.	Mileage open for Traffic on 31st March, 1919.		Additional Lengths opened during Year.		Reduced Mileage equivalent to Maintenance for whole Period.		Length closed during Year.		Net Addition to Mileage open for Traffic.		Total Mileage open for Traffic on 31st March, 1920.		Equivalent Total Mileage maintained during Financial Year ended 31st March, 1920.	
	M. ch.	M. ch.	Line opened.	Date of Opening.	Length opened.	M. ch.	M. ch.	Line.	Length.	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.
Whangarei-Kawakawa ..	74	28	..	..	..	..	..	..	..	..	74	28	74	28
Kaihu ..	19	41	..	..	..	..	..	..	..	..	19	41	19	41
North Island Main Lines and Branches	*1,135	9	..	..	..	..	..	..	..	..	1,135	9	1,135	9
Gisborne ..	49	10	..	..	..	..	..	..	..	..	49	10	49	10
South Island Main Lines and Branches	†1,402	58	..	15th December, 1919	12	75	..	..	12	75	1,415	53	1,406	43
Ditto, Private Line—Nightcaps Branch	†2	34	..	..	..	..	..	..	..	..	2	34	2	34
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 ..	2,992	76	..	..	12	75	..	..	12	75	3,005	71	2,996	61

* Chainage addition, 6 chains.

† Rechainage, less 7 chains.

‡ Chainage addition, 10 chains.

RETURN NO. 21.
STATEMENT SHOWING WEIGHTS OF RAILS IN VARIOUS LINES ON 31ST MARCH, 1920.

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.	70 lb. Steel.	100 lb. Steel.	Total.
	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.
Whangarei-Kawakawa Section —															
Onerahi-Opua ..	..	..	..	..	..	24 33	28 23	0 50	4 46	..	..	..	..	..	57 72
Kaikōhe Branch ..	..	..	..	..	..	..	16 36	..	..	..	..	..	..	..	16 36
Kaihu Section—															
Dargaville-Tarawhātī ..	..	..	..	..	..	17 15	2 26	..	..	..	..	..	..	..	19 41
North Island Main Lines and Branches—															
Auckland-Wellington..	..	..	..	..	..	0 9	..	..	30 3	22 75	..	372 58	..	..	425 65
Newmarket-Ranganui ..	..	..	..	..	..	0 44	19 65	..	21 61	..	..	41 77	..	..	84 7
Penrose-Onehunga ..	..	..	..	..	..	2 23	..	..	..	..	..	0 26	..	..	2 59
Waikū Branch ..	..	..	..	..	..	..	5 0	..	..	..	..	..	..	..	5 0
Huntly-Awaroa Railway	..	..	..	..	..	..	7 43	..	..	..	..	..	..	..	7 43
Frankton-Tuames ..	..	..	..	..	..	9 73	..	..	..	..	..	..	..	..	62 75
Paetōā-Waihi ..	..	..	..	..	..	..	..	..	18 40	..	..	34 42	..	..	12 24
Cambridge Branch ..	..	..	..	..	..	6 75	2 36	..	2 42	..	..	0 3	..	..	12 1
Morrinsville-Rokorua ..	..	..	..	..	..	56 7	..	..	0 9	..	..	12 44	..	..	68 60
Raeāiti Branch ..	..	..	..	..	..	6 37	2 1	..	..	..	..	..	..	..	8 28
Marton-New Plymouth	..	..	..	..	..	5 31	..	..	41 31	..	..	90 21	..	..	137 3
Waipara Branch ..	..	..	..	..	..	3 77	..	..	0 3	..	..	..	..	..	4 62
Stratford-Kohunatahi ..	..	..	..	..	..	15 45	26 30	..	0 30	..	..	..	..	..	42 25
Mount Egmont Branch ..	..	..	..	..	..	..	..	..	6 2	..	..	..	..	..	6 2
Aramoho-Wanganui ..	..	..	..	..	..	11 13	..	..	1 79	..	..	1 21	..	..	3 20
Foxton Branch ..	..	..	..	..	..	2 37	..	..	5 23	..	..	..	..	..	19 33
Palmerston-Spit ..	..	..	..	..	..	18 53	0 1	..	34 34	..	..	77 1	..	..	113 72
Wellington-Woodville ..	..	..	..	..	..	..	..	..	14 20	..	..	81 49	..	..	114 43
Greytown Branch ..	..	..	..	..	..	1 9	..	..	0 1	..	..	..	..	..	3 7
Te Aro Branch ..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1 10
Te Aro Branch ..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Gisborne Section—															
Gisborne-Motuhora ..	0 20	..	..	..	..	..	31 8	..	17 62	..	..	..	..	..	49 10
South Island Main Lines and Branches —															
Lyttelton-Bluff ..	..	..	..	..	..	0 49	..	..	0 69	..	..	389 1	1 31	..	392 1
Addington-Waiatu ..	..	..	..	..	..	28 32	12 77	..	..	..	..	39 23	..	..	80 52
Oxford Branch ..	..	..	..	..	..	18 37	..	..	3 36	..	..	0 6	..	..	33 45
Eyreton Branch ..	..	..	..	..	..	20 14	0 7	..	..	..	..	..	..	..	20 21
Wairara-Parnassus ..	..	..	..	..	..	23 19	12 52	..	31 29	..	..	..	..	..	44 1
Southbridge Branch ..	..	..	..	..	..	0 59	0 3	1 40	1 20	..	..	..	..	..	25 39
Little River Branch ..	..	..	..	..	..	..	..	..	4 24	..	..	..	..	..	22 48
Springfield Branch ..	..	..	..	..	..	11 46	4 60	..	28 7	..	..	39 39	..	..	72 26
White Cliffs Branch ..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	11 46
Rekaia Forks Branch ..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	22 20
Mount Somers Branch ..	3 33	..	..	..	..	..	..	..	..	..	..	..	..	..	27 36
Albury Branch ..	0 65	..	..	..	..	22 44	4 78	..	7 66	..	..	..	..	..	36 13
Waimate Branch ..	..	..	..	..	..	2 44	..	..	..	..	..	..	..	..	4 46
Waimate Gorge Branch ..	..	..	..	..	..	0 40	..	..	..	..	..	..	..	..	8 21
Duntroon Branch ..	1 16	..	..	..	..	28 52	..	..	3 69	..	..	..	..	..	37 41
Oamaru Breakwater Branch ..	0 23	..	..	..	..	0 40	..	..	..	..	..	..	..	..	0 63
Carried forward ..	6 11	44 57	6 13	19 19	24 22	340 17	177 66	2 10	292 27	22 75	..	1,180 19	1 31	2,117 47	

RETURN NO. 21—continued.
STATEMENT SHOWING WEIGHTS OF RAILS IN VARIOUS LINES ON 31ST MARCH, 1920—continued.

Line.	40lb. Iron.	40lb. Steel.	45lb. Steel.	52lb. Iron.	52lb. Steel.	53lb. Steel.	55lb. Steel.	56lb. Iron.	56lb. Steel.	65lb. Steel.	70lb. Iron.	70lb. Steel.	100lb. Steel.	Total.
Brought forward ..	M. ch. 6 11	M. ch. 44 57	M. ch. 6 13	M. ch. 19 19	M. ch. 24 52	M. ch. 340 17	M. ch. 177 66	M. ch. 2 10	M. ch. 292 27	M. ch. 22 75	M. ch. ..	M. ch. 1,180 19	M. ch. 1 31	M. ch. 2,117 47
South Island Main Lines and Branches—continued.														
Ngapara Branch ..	1 64	..	..	..	..	11 44	8 52	..	3 45	..	..	..	..	15 9
Livingstone Branch ..	..	6 76	..	0 53	..	0 16	..	..	1 39	..	..	..	..	11 75
Waiheimo Branch ..	..	..	..	..	..	0 16	..	..	1 0	..	..	..	..	8 65
Port Chalmers Branch ..	0 1	..	..	..	..	1 49	0 19	..	0 48	..	..	0 1	..	1 26
Walton Park Branch ..	..	..	..	..	..	1 57	..	..	..	..	..	..	..	2 38
Fernhill Branch ..	..	..	..	..	..	65 73	3 0	..	65 58	..	..	..	..	1 57
Otago Central Railway ..	0 1	..	..	..	..	6 26	0 72	..	1 54	..	..	0 7	..	134 51
Lawrence Branch ..	..	..	..	..	..	1 40	18 20	..	15 8	..	..	..	..	9 0
Catlin's River Branch ..	..	..	..	..	..	19 13	20 5	..	3 48	..	..	0 5	..	34 68
Tapanui Branch ..	..	..	..	..	..	10 40	9 3	..	6 58	..	..	..	..	42 71
Waikaka Branch ..	..	..	..	..	..	..	12 56	..	..	..	..	0 1	..	12 57
Wynndham Branch ..	..	..	..	..	..	9 1	..	..	..	..	..	0 34	..	9 35
Seaward Bush Branch ..	..	..	..	..	..	1 54	25 8	..	7 3	..	..	..	..	33 65
Invercargill-Kingston ..	..	..	..	..	..	44 56	..	..	23 56	..	..	8 62	..	86 78
Makarewa-Tuatapere ..	..	..	..	..	..	17 76	8 6	..	10 21	..	..	12 0	..	48 23
Thornbury-Nightcaps ..	..	0 17	..	..	..	..	..	..	..	..	..	24 41	..	24 58
Forest Hill Branch ..	10 57	10 16	..	..	..	0 24	2 8	..	0 1	..	..	..	..	12 66
Mararoa Branch ..	..	..	..	..	..	0 24	..	..	0 1	..	..	..	..	10 41
Waimaea Plains Railway ..	..	..	..	5 72	..	4 22	..	..	0 72	..	..	25 31	..	36 37
Riversdale-Switzerland ..	..	..	..	..	..	1 77	11 69	..	..	..	..	0 1	..	13 67
Westland Section—														
Greymouth-Otira ..	..	..	..	..	..	17 57	..	..	11 28	..	..	21 43	..	50 48
Greymouth-Ross ..	..	..	..	..	..	18 26	..	..	17 43	..	..	2 40	..	38 29
Stillwater-Inangahua ..	..	..	..	..	..	31 26	13 29	..	6 63	..	..	5 35	..	56 73
Blackball-Ngahere ..	..	..	..	..	..	..	1 0	..	2 31	..	..	..	..	3 31
Greymouth-Rewanui ..	..	..	..	0 16	..	0 15	..	..	4 61	..	..	3 9	..	8 5
Westport-Mokihinui ..	..	..	..	..	..	9 51	..	..	1 18	..	..	19 12	..	30 17
Westport-Te Kaha ..	0 2	0 1	..	0 72	..	24 40	5 61	..	..	..	..	..	..	5 61
Nelson-Glenhope ..	..	..	..	..	..	17 13	22 48	..	16 74	..	..	0 3	..	60 20
Pictou-Whararui ..	..	..	..	..	..	..	..	..	16 29	..	..	0 2	..	56 12
Totals ..	18 56	62 7	6 13	26 72	24 22	657 49	358 30	2 10	511 6	22 75	9 64	1,304 36	1 31	3,005 71

RETURN No. 22.

SOUTH ISLAND MAIN LINES AND BRANCHES.

SHOWING MILEAGE OF TRACK IN MAIN LINES AND SIDINGS OPEN FOR TRAFFIC ON 31ST MARCH, 1920, 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	224 52	17 72	.. ..	242 44	104 2	.. ..	104 2	346 46
Rangiora-Sheffield and Eyreton Junction - Bennett's	.. ..	.. ..	53 66	} 328 42	}	5 41	} 37 23	59 27
Waipara-Parnassus .. ..	.. ..	.. ..	44 1			4 44		48 45
Southbridge and Little River Branches	.. ..	.. ..	48 7			7 31		55 38
Springfield and White Cliffs Branches	.. ..	.. ..	83 72			8 52		92 44
Rakaia and Ashburton Forks Branch	.. ..	.. ..	22 20			3 16		25 36
Mount Somers Branch .. ..	.. ..	.. ..	27 36			1 73		29 29
Albury Branch .. .. .	.. ..	.. ..	36 13			3 13		39 26
Waimate Branch .. .. .	.. ..	.. ..	12 67			2 73		15 60
Totals, Christchurch Division	224 52	17 72	328 42	571 6	104 2	37 23	141 25	712 31
DUNEDIN DIVISION :—								
Main Line	165 40	11 24	.. ..	176 64	74 54	.. ..	74 54	251 38
Duntroon Branch .. .. .	.. ..	.. ..	37 41	} 301 4	}	3 31	} 33 38	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 38			0 79		3 37
Fernhill Branch .. .. .	.. ..	.. ..	1 57			0 26		2 3
Otago Central Railway .. ..	.. ..	.. ..	134 51			10 64		145 35
Outram Branch .. .. .	.. ..	.. ..	9 0	0 63	9 63			
Lawrence Branch .. .. .	.. ..	.. ..	34 68	3 16	38 4			
Catlin's River Branch .. ..	.. ..	.. ..	42 71	4 60	47 51			
Totals, Dunedin Division ..	165 40	11 24	301 4	477 68	74 54	33 38	108 12	586 0
INVERCARGILL DIVISION :—								
Main Line	82 41	.. ..	.. ..	82 41	35 39	.. ..	35 39	118 0
Tapantui Branch .. .. .	.. ..	.. ..	26 21	} 315 68	}	2 62	} 41 33	29 3
Waimea Plains Branch .. ..	.. ..	.. ..	36 37			3 29		39 66
Switzer's Branch .. .. .	.. ..	.. ..	13 67			2 4		15 71
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 .. .. .	.. ..	.. ..	86 78			11 48		98 46
Makarawa - Orepuki Branch ..	.. ..	.. ..	48 23			9 25		57 48
Thornbury-Wairio and Wairio- Nightcaps Branches	.. ..	.. ..	24 58	4 2	28 60			
Forest Hill Railway .. .. .	.. ..	.. ..	12 66	1 14	14 0			
Lumsden-Mararoa Branch .. ..	.. ..	.. ..	10 41	1 3	11 44			
Totals, Invercargill Division	82 41	.. ..	315 68	398 29	35 39	41 33	76 72	475 21
Grand Totals—Whole Line..	472 53	29 16	945 34	1,447 23	214 15	112 14	326 29	1,773 52

RETURN NO. 23.

STATEMENT SHOWING APPROXIMATELY SLEEPERS LAID AND REMOVED UP TO 31ST MARCH, 1920.

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 76	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	27,408	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
1918-1919 .. ..	..	..	..	..	70,743
1919-1920 .. ..	..	12 75	12 75	27,169	78,663
Totals .. ..	..	..	..	6,246,084	7,985,955

* Complete information not recorded until 1880-81.

† Nine months only.

RETURN NO. 25.

LOCOMOTIVE RETURNS FOR THE YEAR ENDED 31ST MARCH, 1920.

Type.	Number of Engines.	Engine-mileage.				Quantity of Stores.				Cost.				Cost per Engine-mile, in Pence.				Days in Steam.	Type.				
		Detail.		Work-train.	Total.	Running.		Repairs.	Wages and Material.	Stores.	Fuel.	Running.		Repairs.	Wages and Material.	Stores.	Fuel.			Wages.			
		Train.	Shunting and Empty.			Coal.	Oil.					Tallow.	Waste.								£	£	
		Average Speed — Miles per Hour.		Qt.	lb.	lb.	lb.	£	£	£	£	£	£	£	£	£	£			£			
D* ..	3	17	18,898	9,474	2,488	30,855	11,878	1,172	108	484	1,033	67	82	565	1,000	67	804	0.64	4.39	7.78	20.85	D.*	
FA ..	6	17	96,482	23,815	1,689	121,986	72,570	4,656	355	1,494	3,748	67	320	3,399	3,780	2,680	7.37	0.63	6.69	7.44	422	FA.	
WB ..	9	..	115,380	33,289	4,172	152,841	84,448	5,828	463	1,978	4,848	402	..	3,904	4,780	13,994	7.61	0.63	6.23	7.50	1,231	WB.	
Totals ..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	2,053	..	..	..	..	1,653	
General charges	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	16,047	..	..	..	..	3.22	
Totals	115,380	33,289	4,116	152,785	16,043	

WHANGAREI SECTION.

KAIHU SECTION.																						
Type.	Number of Engines.	Engine-mileage.				Quantity of Stores.				Cost.				Days in Steam.	Type.							
		Detail.		Work-train.	Total.	Running.		Repairs.	Wages and Material.	Stores.	Fuel.	Running.				Repairs.	Wages and Material.	Stores.	Fuel.	Wages.		
		Train.	Shunting and Empty.			Coal.	Oil.					Tallow.	Waste.								£	£
		Average Speed — Miles per Hour.		Qt.	lb.	lb.	lb.	£	£	£	£	£	£			£	£	£	£	£		
F ..	2	15	15,216	2,796	524	18,536	4,707	288	59	217	370	26	687	572	1,625	4.79	0.33	8.51	7.41	21.04	314	F.
General charges	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	287	..	..	..	..	3.71	
Totals ..	..	..	15,216	2,796	240	18,252	..	..	..	..	..	..	..	..	1,897	..	..	..	..	..	..	..

GISBORNE SECTION.

GISBORNE SECTION.																						
Type.	Number of Engines.	Engine-mileage.				Quantity of Stores.				Cost.				Days in Steam.	Type.							
		Detail.		Work-train.	Total.	Running.		Repairs.	Wages and Material.	Stores.	Fuel.	Running.				Repairs.	Wages and Material.	Stores.	Fuel.	Wages.		
		Train.	Shunting and Empty.			Coal.	Oil.					Tallow.	Waste.								£	£
		Average Speed — Miles per Hour.		Qt.	lb.	lb.	lb.	£	£	£	£	£	£			£	£	£	£	£		
FA ..	1	15	148	25	..	173	80	20	3	15	33	2	13	6	54	45.78	2.78	18.03	8.32	74.91	3	FA.
WA ..	5	15	61,928	13,745	..	75,673	34,329	3,836	202	1,044	2,098	268	5,025	2,405	9,796	6.65	0.85	15.94	7.63	31.07	715	WA.
Totals ..	6	..	62,076	13,770	..	75,846	34,409	3,856	205	1,059	2,131	270	5,038	2,411	9,850	6.74	0.86	15.94	7.63	31.17	718	
General charges	..	..	..	..	..	..	..	..	..	..	..	..	..	..	845	..	..	..	..	..	2.67	
Totals ..	..	..	62,076	13,770	..	75,846	..	..	..	..	..	..	..	..	10,695	..	..	..	..	..	33.84	..

* One D sold in January.

† 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 ENDED 31ST MARCH, 1920—continued.

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

NORTH ISLAND MAIN LINE AND BRANCHES.

A	50	1,050,229	82,503	5,703	1,138,435	602,950	45,986	1,717	16,954	30,190	3,274	67,872	29,137	130,473	6.37	0.69	14.31	6.14	27.51	9,636	A.	
AA	10	169,151	15,624	8,506	193,281	121,773	7,926	244	3,139	5,533	573	14,655	5,218	25,979	6.87	0.71	18.20	6.48	32.26	1,826	AA.	
AB	9	271,143	7,463	..	278,606	194,127	8,476	436	3,419	5,719	623	12,141	4,883	23,366	4.92	0.84	10.46	4.21	20.13	1,833	AB.	
BB	30	629,249	72,356	3,059	704,664	449,173	23,132	1,106	8,496	15,614	1,636	52,465	20,528	90,243	5.32	0.56	17.87	6.99	30.74	7,129	BB.	
BC	1	12,097	1,692	660	14,449	9,979	679	34	311	157	48	1,180	492	1,877	2.61	0.80	19.60	8.17	31.18	196	BC.	
C	1	3	817	..	820	170	15	1	9	7	14	14	39	61	2.05	0.29	4.10	11.41	17.85	19	C.	
D*	1	..	7,221	..	7,221	626	56	5	33	67	4	42	96	209	2.23	0.13	1.40	3.19	6.95	386	D*.	
E (simple)	24	3,319	226,296	34,214	263,829	88,964	6,182	340	2,305	7,915	434	7,181	10,756	26,286	7.20	0.40	6.53	9.78	23.91	4,054	E (simple).	
F	4	20	67,409	414	68,090	25,898	1,628	71	505	1,187	116	2,076	2,969	6,348	4.18	0.41	7.31	10.47	22.37	789	FA.	
FA	6	26,611	15,905	..	42,516	44,657	2,572	289	1,551	4,669	219	5,385	3,319	13,592	26.36	1.24	30.40	18.73	76.73	1,227	FA.	
H	14	42,100	30,602	..	72,702	33,000	2,189	115	863	800	161	3,867	2,530	7,358	3.65	0.53	12.76	8.35	24.29	797	H.	
J	2	Not working.	J.
K	2	30,693	18,195	364	49,252	19,725	1,318	93	476	558	95	2,028	1,846	4,527	2.72	0.46	9.88	9.00	22.06	782	K.	
L	9	6,048	15,124	8	21,180	8,632	692	51	255	458	49	1,027	966	2,500	5.19	0.56	11.64	10.94	28.33	406	L.	
M	4	83,192	20,941	7,158	111,291	64,533	3,415	209	1,555	1,275	258	7,445	3,436	12,414	2.75	0.56	16.05	7.41	26.77	1,442	M.	
N (simple)	9	14,654	1,438	..	16,092	7,824	467	26	200	207	33	919	432	1,591	3.09	0.49	13.71	6.44	23.73	167	N (simple).	
N (compound)	1	10,102	7,978	..	8,080	4,545	258	16	122	1,123	20	540	372	2,055	33.35	0.60	16.04	11.05	61.04	130	NA.	
NA	2	18,079	1,238	860	20,177	11,541	791	25	304	1,611	55	1,412	560	3,638	19.16	0.65	16.80	6.66	43.27	186	NA.	
NC	2	10,097	7,036	45	17,178	8,499	527	37	255	287	41	974	668	1,970	4.01	0.57	13.61	9.33	27.52	211	NC.	
O	6	Not working.	O.
OA	1	45,240	5,448	..	50,688	29,221	1,542	70	541	332	..	3,512	1,415	5,576	2.56	0.51	16.63	6.70	26.40	..	OA.	
OB	2	20	7,657	3,343	11,270	6,751	396	29	214	542	107	756	491	1,507	4.88	0.66	16.10	10.45	32.09	491	OB.	
OC	1	270	31,673	2,884	40,887	23,558	1,220	78	654	438	95	1,742	1,732	4,007	2.57	0.56	10.22	10.17	23.52	179	OC.	
P	4	6,330	12,318	1,359	117,181	80,944	3,563	157	1,461	4,548	271	8,538	3,357	16,714	9.31	0.55	17.49	6.88	34.23	642	P.	
Q	6	103,508	39,063	3,121	55,276	22,075	1,711	106	896	986	134	2,547	2,368	6,035	4.28	0.58	11.06	10.28	26.20	1,166	Q.	
R	10	13,087	38,294	..	42,472	15,959	1,229	70	468	390	99	1,853	1,853	4,298	2.21	0.56	11.05	10.47	24.29	844	R.	
S	4	4,178	9,259	..	10,172	6,195	314	16	150	82	25	785	465	1,357	1.94	0.59	18.52	10.97	32.02	130	S.	
T	2	23,944	3,221	..	27,165	16,450	851	57	348	1,598	62	1,922	764	4,346	14.11	0.85	16.98	6.75	38.39	270	T.	
Ud	2	2,787	1,913	..	4,700	3,075	232	21	134	154	19	394	259	826	7.86	0.97	20.12	13.23	42.18	121	Ud.	
V	3	20	39,901	469	52,086	23,015	1,331	83	613	1,934	111	2,778	2,111	6,934	9.22	0.53	13.25	10.07	33.07	513	V.	
WA	3	20	29,855	22,231	52,086	22,993	1,588	101	773	396	119	2,387	1,801	4,703	1.83	0.55	10.99	8.30	21.67	766	WA (converted).	
WAB	2	41,121	4,288	..	45,409	23,532	1,990	57	658	1,705	150	2,715	1,114	5,684	9.01	0.79	14.35	5.89	30.04	386	WAB.	

RETURN No. 25—continued.
 LOCOMOTIVE RETURNS FOR THE YEAR ENDED 31ST MARCH, 1920—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.							
			Train.	Shunting and Empty.	Work-train.	Running.				Repairs.	Wages and Material.	Stores.	Fuel.	Wages.	Running.		Total.									
						Coal.	Oil.	Tallow.	Waste.						lb.	lb.				Cwt.	Qt.	lb.	lb.	£	£	£
WD	11	20	97,119	60,385	576	158,080	91,059	5,086	258	1,873	4,960	359	10,686	5,304	21,309	7.53	0.55	16.22	8.05	32.35	2,005	W.D.				
WE	1	15	2,680	7,184	..	9,864	5,420	379	39	243	1,083	31	622	430	2,166	26.35	0.76	15.13	10.46	52.70	194	W.E.				
WF	17	25	206,722	83,786	1,101	291,609	160,469	8,847	460	3,686	9,823	648	17,446	9,704	37,621	8.08	0.53	14.36	7.99	30.96	3,515	W.F.				
WG	20	25	225,724	107,345	7,561	340,630	203,950	12,533	565	4,612	13,448	905	23,675	11,636	49,664	9.47	0.64	16.68	8.20	34.99	3,939	W.G.				
WH	2	2	153	42,855	..	43,008	13,639	1,141	62	499	197	100	1,574	1,979	3,850	1.10	0.56	8.78	11.04	21.48	532	W.H.				
WJ	1	20	15,170	5,665	..	20,835	18,344	926	53	335	378	72	2,172	890	3,512	4.35	0.83	25.02	10.25	40.45	262	W.J.				
WW	47	25	769,105	139,068	2,704	910,877	488,419	29,287	1,413	10,622	23,474	2,122	55,744	27,211	108,551	6.18	0.56	14.69	7.17	28.60	10,020	W.W.				
X	18	20	287,003	25,926	601	313,530	255,820	26,263	516	5,720	18,470	1,628	30,407	9,447	59,952	14.14	1.25	23.27	7.23	45.89	3,242	X.				
Small tank†	1	6	..	4,650	..	4,650	..	..	..	..	8	..	..	..	8	..	..	..	..	0.41	225	Small tank†
Rail motor No.1	1	20	9,908	1,018	..	10,926	4,048	900	..	..	53	66	..	113	856	1.16	1.45	13.71	2.48	18.80	121	Rail motor No.1		
Rail motor No.2	1	20	..	..	..	..	..	..	..	..	4	..	..	..	4	..	..	..	..	..	..	Rail motor No.2
Totals	348	..	4,261,807	1,292,987	84,710	5,639,504	3,117,564	207,618	9,026	75,252	162,609	14,794	354,205	172,691	704,299	6.92	0.63	15.08	7.35	29.98	61,347					
General charges	..	..	..	..	..	..	4,048†	..	..	..	..	..	..	..	100,803	..	..	..	..	4.29	..	
Totals	..	..	4,261,807	1,292,987	32,114	5,586,908	..	..	..	..	..	..	..	..	805,102	..	..	..	..	34.27	..	

NORTH ISLAND MAIN LINE AND BRANCHES—continued.

* Does not include cost of gang, fuel, and stores for one locomotive on loan to Stores Branch.
 † Gang, fuel, and stores supplied by Stores Branch.
 ‡ Mileage run by engines performing work-train services for Maintenance Branch "working-expenses" classifications.
 § Credits for same from Maintenance Branch.
 || 1 C sold in May; 1 D sold in September and 1 in January; 1 W transferred to Nelson in November.
 NOTE.—1 E (simple) scrapped; 1 C sold in May; 1 D sold in September and 1 in January; 1 W transferred to Nelson in November.

RETURN NO. 25 - continued.
LOCOMOTIVE RETURNS FOR THE YEAR ENDED 31ST MARCH, 1920 - continued.

Type.	Number of Engines		Engine-mileage.			Quantity of Stores.			Costs.				Cost per Engine-mile, in Pence.				Days in Steam.	Type						
	Average Speed - Miles per Hour.		Detail.			Running.			Repairs.		Running.		Repairs.		Running.									
	Train.	Shunting and Empty.	Work-train.	Total.	Coal.	Oil.	Tallow.	Waste.	Stores.	Fuel.	Wages.	Total.	Wages and Material.	Stores.	Fuel.	Wages.			Total.					
A (compound)	7	30	133,581	8,484	32	142,097	5,630	213	1,651	1,285	363	7,989	£	3,474	£	14,737	0.61	13.49	5.87	24.89	1.075	A (compound)		
AB (simple) 409	1	30	19,714	1,063	..	20,797	12,140	13	285	49	476	1,441	£	546	£	2,512	0.56	16.63	6.30	28.98	201	AB (simple) 409		
AB ..	9	30	253,718	11,215	..	264,933	108,204	261	2,748	514	5,236	12,495	£	5,533	£	25,611	0.47	11.32	4.74	23.20	1,838	AB ..		
B ..	8	20	152,582	21,066	64	173,712	116,730	264	1,990	424	5,588	12,575	£	5,492	£	24,140	0.59	17.37	7.67	33.35	1,789	B ..		
BA ..	10	20	139,058	21,467	167	160,682	109,481	294	2,446	468	8,090	12,448	£	32	£	26,498	0.69	18.59	8.20	39.57	1,916	BA ..		
D ..	6	18	138	138	2,780	16,439	4,137	41	362	32	337	412	£	524	£	1,305	0.47	6.01	7.65	19.05	395	D ..		
F ..	37	20	52,245	431,928	3,475	487,648	199,916	1,009	7,616	1,005	16,822	22,657	£	1,778	£	58,106	0.49	8.28	11.15	28.59	7,628	F ..		
FA ..	3	20	17,910	21,874	332	40,116	16,110	68	660	97	1,941	1,941	£	6,322	£	19,542	0.58	11.61	10.64	30.16	600	FA ..		
J ..	14	25	145,316	42,231	1,052	188,599	95,129	376	3,690	441	9,446	12,888	£	811	£	38,552	0.70	12.02	8.57	24.82	2,419	J ..		
K ..	6	25	36,012	4,421	959	41,392	19,463	169	857	98	1,805	2,324	£	1,388	£	8,852	0.57	10.46	6.60	22.33	542	K ..		
L ..	1	20	9,111	3,351	..	12,462	4,874	409	385	40	597	648	£	40	£	1,368	0.77	11.49	12.48	26.34	234	L ..		
P ..	6	18	69,240	21,339	27	90,606	71,402	287	1,552	172	1,900	4,030	£	3,460	£	9,562	0.03	10.67	9.16	25.32	234	P ..		
Q ..	7	30	163,522	9,289	198	173,009	107,785	249	1,711	331	10,946	4,358	£	3,247	£	22,891	0.46	15.18	6.04	31.75	1,307	Q ..		
R ..	7	20	9,116	58,219	6,029	73,364	26,429	1,973	1,475	157	3,232	9,254	£	3,046	£	9,254	0.51	10.62	10.57	30.27	1,092	R ..		
T ..	4	18	42,289	6,544	42	48,875	28,630	1,891	1,061	233	3,046	2,072	£	7,289	£	14,987	0.65	14.96	10.17	37.19	777	T ..		
U ..	9	30	165,849	8,605	58	174,512	95,161	4,826	2,485	333	9,849	4,088	£	3,517	£	23,120	0.46	13.54	5.62	31.79	1,636	U ..		
UA ..	6	30	125,364	6,547	12	131,923	75,711	3,336	304	225	3,956	7,200	£	2,072	£	14,987	0.41	13.26	6.40	27.27	1,210	UA ..		
UB ..	22	30	409,120	37,477	4,285	450,882	249,038	13,901	5,462	977	28,427	12,061	£	5,690	£	27,696	0.55	15.13	6.42	31.00	4,320	UB ..		
UC ..	10	30	164,211	23,838	324	188,373	93,426	5,433	241	433	11,531	5,690	£	4,981	£	16,747	0.53	10.43	7.35	24.71	2,108	UC ..		
V ..	10	25	143,193	19,159	321	162,673	108,585	3,942	2,428	272	7,067	4,981	£	3,703	£	11,374	0.62	11.62	8.91	22.72	1,706	V ..		
WA (converted)	1	20	2,381	4,610	7,524	14,515	5,685	268	95	37	703	539	£	1,374	£	1,374	0.56	13.61	8.14	30.61	696	WA (converted)		
WD ..	4	20	38,735	20,705	7,878	67,318	35,095	2,296	109	842	2,329	2,282	£	8,319	£	8,587	0.56	14.46	8.74	35.69	3,639	WD ..		
WF ..	16	25	173,095	86,758	16,472	276,325	143,259	8,697	384	4,100	13,712	11,911	£	10,064	£	41,097	0.58	11.92	8.42	22.71	869	WF ..		
WW ..	3	25	55,926	19,615	..	75,541	34,145	2,529	95	848	171	3,751	£	2,649	£	7,147	0.54	11.92	8.42	22.71	..	WW ..		
Totals ..	207	..	2,521,426	903,346	52,031	3,476,803	1,832,050	107,564	5,906	49,710	122,252	7,597	£	112,771	£	430,949	0.52	13.00	7.79	29.75	39,423	..	Totals ..	
General charges	£	..	£	75,524	5.21
Totals	2,521,426	903,346	15,394	3,440,166	£	..	£	506,473	34.96

SOUTH ISLAND MAIN LINE AND BRANCHES.

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

† Credit for same received from Maintenance Branch.

1 D sold in September, 1 in January, and 1 in March.

RETURN NO. 25—continued.
 LOCOMOTIVE RETURNS FOR THE YEAR ENDED 31ST MARCH, 1920—continued.

Type	Number of Engines.		Average Speed—Miles per Hour.		Engine-mileage.			Quantity of Stores.				Cost.				Cost per Engine-mile, in Pence.				Days in Steam.	Type.			
	Detail.		Total.		Running.			Repairs.	Wages and Material.	Stores.	Fuel.	Wages.	Running.		Total.	Repairs.	Wages and Material.	Stores.	Fuel.			Wages.	Total.	
	Train.	Shunting and Empty.	Work-train.	Total.	Coal.	Oil.	Tallow.						Waste.	£										lb.
					Cwt.	Qt.																		
D*	48	92	..	140	11,735	2,212	40	49	3	D*
F	1,235	45,014	331	46,580	5,784	796	39	237	174	61	258	631	2,113	3,727	0.89	4.74	2.69	4.10	10.04	17.88	19.20	659	659	F.
FA	9,209	5,842	535	15,086	13,687	2,041	121	770	414	154	611	1,549	2,728	1,124	2.77	0.97	3.33	8.46	14.89	14.89	227	227	FA.	
LA	15,746	4,605	23,611	43,962	19,524	1,750	109	725	538	139	875	1,218	2,770	2,728	0.84	2.26	4.84	6.75	15.34	15.34	675	675	LA.	
N	2	40,542	36	43,328	12,006	1,441	84	554	1,571	112	528	1,109	3,320	3,320	0.77	2.98	5.62	11.80	35.34	35.34	406	406	N.	
W	15,460	6,979	108	22,547	28,027	2,639	152	995	1,682	209	1,253	2,115	5,259	5,259	0.79	6.32	4.71	7.95	19.77	19.77	740	740	W.	
WA	52,583	10,973	291	63,847	7,456	747	48	311	740	59	335	542	1,676	1,676	0.94	11.83	5.35	8.66	26.78	26.78	202	202	WA.	
WB	1	12,762	2,092	15,019	33,363	2,885	146	982	1,547	215	1,497	2,078	5,337	5,337	0.73	5.25	5.08	7.05	18.11	18.11	748	748	WB.	
WD	62,574	8,092	47	70,713	9,582	867	58	383	384	66	427	724	1,601	1,601	1.05	6.09	6.77	11.48	25.39	25.39	252	252	WD.	
WE	10,394	4,416	322	15,132	141,209	15,398	891	5,788	8,009	1,188	6,308	12,086	27,591	27,591	0.85	5.72	4.50	8.62	19.69	19.69	4,433	4,433	WE.	
Totals	220,553	90,355	25,446	336,354
General charges
Totals	220,553	90,355	2,149	313,057
C	258	16,474	..	16,732	4,574	831	52	401	281	56	226	879	1,442	1,442	0.80	4.03	3.24	12.61	20.68	20.68	294	294	C.	
F	15,801	6,250	1,285	23,336	6,874	884	72	450	382	63	342	918	1,705	1,705	0.65	3.93	3.52	9.44	17.54	17.54	412	412	F.	
FA	3,893	20,440	3,739	28,072	10,001	1,239	108	682	211	100	496	1,376	2,183	2,183	0.86	1.80	4.24	11.76	18.66	18.66	426	426	FA.	
WB	62,387	20,669	..	83,056	45,849	3,936	257	1,604	3,537	265	2,264	2,937	9,003	9,003	0.77	10.22	6.54	8.48	26.01	26.01	1,035	1,035	WB.	
Totals	82,339	63,833	5,024	151,196	67,298	6,890	489	3,137	4,411	484	3,328	6,110	14,333	14,333	0.77	7.00	5.28	9.70	22.75	22.75	2,167	2,167	General charges	
General charges
Totals	82,339	63,833	..	146,172

WESTLAND SECTION.

WESTPORT SECTION.

* 1 D sold in July. 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 ENDED 31ST MARCH, 1920—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.		Repairs.		Running.			
	Train.	Shunting and Empty.	Work-train.	Total.	Coal.	Oil.	Tallow.	Waste.	Wages and Material.	Stores.	Fuel.	Wages.	Wages and Material.	Stores.	Fuel.	Wages.	Wages and Material.	Stores.	Fuel.			Wages.

NELSON SECTION.

F ..	1	18	2,185	5,674	..	7,859	Cwt.	359	1b.	141	lb.	416	£	25	£	186	£	932	12-71	0-76	5-68	9-31	28-46	197	F.
FA ..	3	18	40,582	8,870	123	49,575	15,939	1,742	90	697	844	844	1,577	123	1,581	7-66	4-09	4,125	4-09	0-59	7-66	7-63	19-97	621	F.A.
WF ..	2	25	32,977	2,267	22	35,266	13,876	1,278	62	453	325	325	1,975	87	1,395	9-49	2-21	2,782	2-21	0-60	9-49	6-63	18-93	335	WF.
Totals ..	6	..	75,744	16,811	145	92,700	31,683	3,379	171	1,291	1,585	235	3,162	235	2,857	8-19	4-10	7,839	4-10	0-60	8-19	7-40	20-29	1,153	F.
General charges	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1,175	..	..	..	..	3-04	..	..
Totals ..	..	..	75,744	16,811	..	92,555	..	..	..	..	..	..	..	..	..	..	..	9,014	..	..	..	..	23-33	..	..
	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	11†	..	..	..	..	..	..	..
Totals ..	..	..	75,744	16,811	..	92,555	..	..	..	..	..	..	..	..	..	..	..	9,003	..	..	..	..	..	..	..

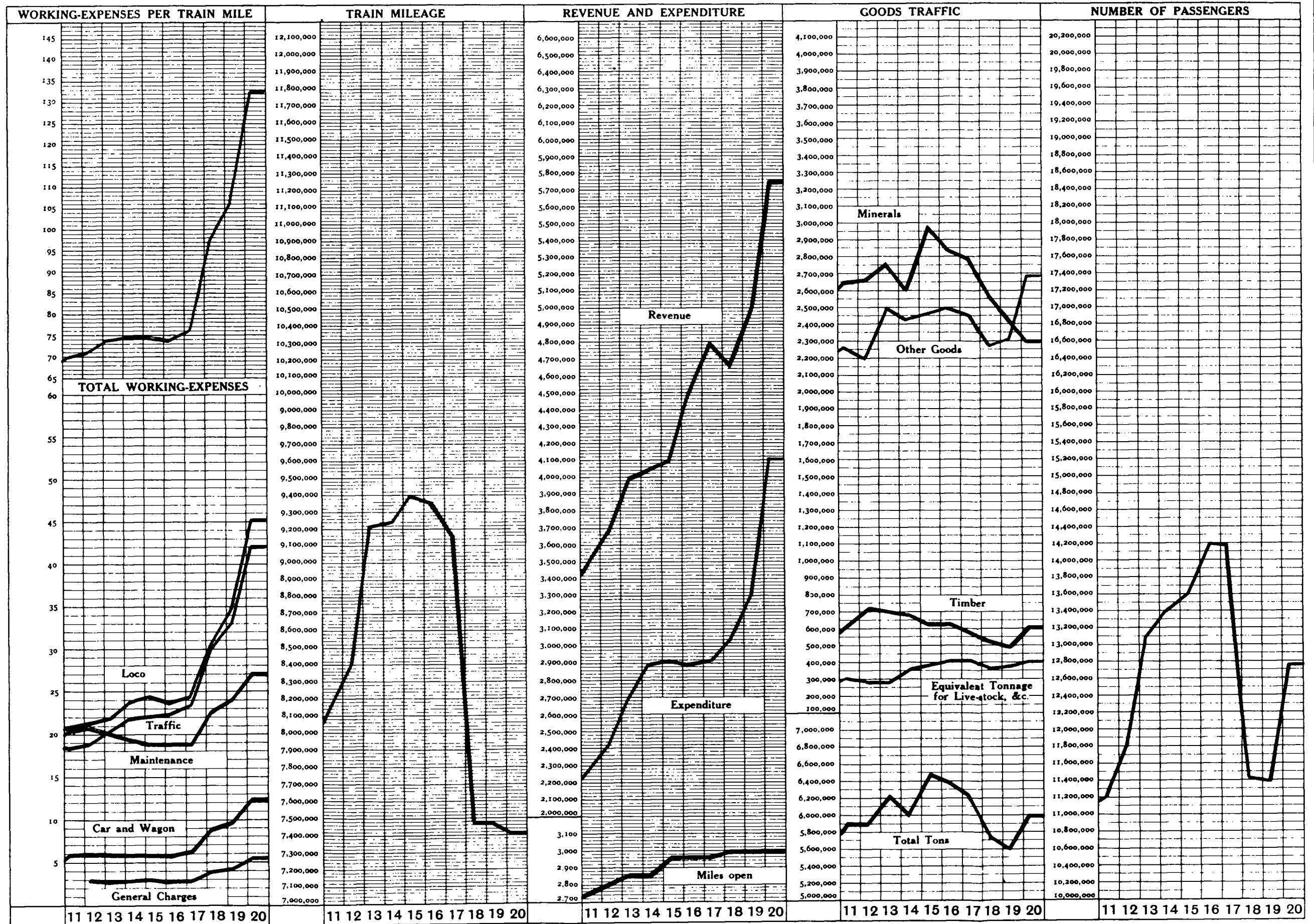
PICTON SECTION.

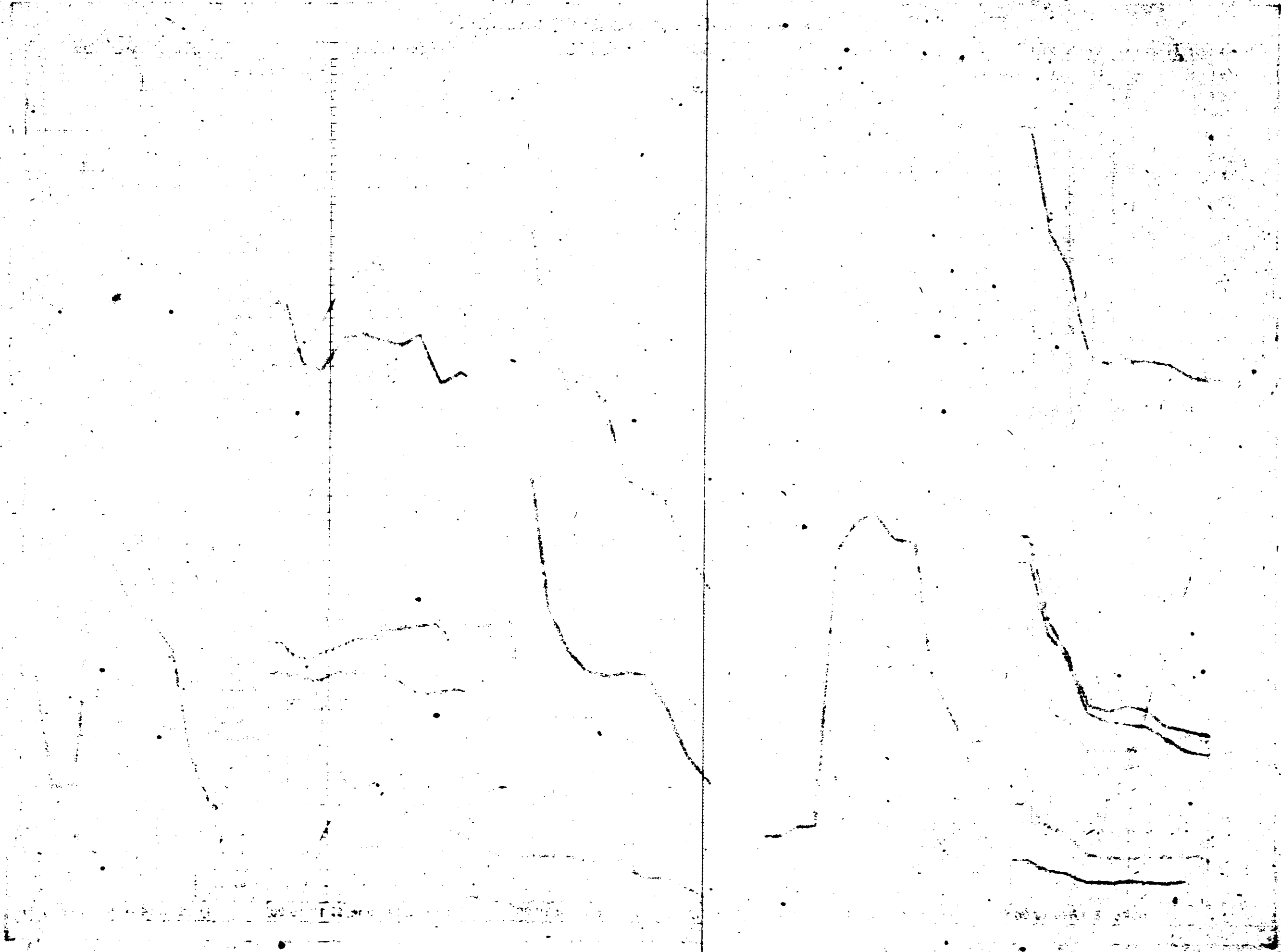
D ..	1	18	430	4,870	80	5,380	1,516	163	15	100	42	13	150	263	468	1-87	0-58	263	1-87	0-58	6-69	11-73	20-87	149	D.
FA ..	2	18	13,301	9,894	38	23,233	10,112	639	50	346	251	51	1,016	839	2,157	2-59	0-53	839	2-59	0-53	10-50	8-67	23-29	447	F.A.
WF ..	3	25	40,336	10,548	32	50,916	22,537	1,567	90	574	926	109	2,261	1,862	5,158	4-37	0-51	1,862	4-37	0-51	10-65	8-78	24-31	636	WF.
Totals ..	6	..	54,067	25,312	150	79,529	34,165	2,369	155	1,020	1,219	173	3,427	2,964	7,783	3-68	0-52	2,964	3-68	0-52	10-34	8-95	23-49	1,232	D.
General charges	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	7-85	..	..
Totals ..	..	..	54,067	25,312	..	79,379	..	..	..	..	..	..	..	..	..	..	..	10,384	..	..	..	..	31-34	..	..
	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	11†	..	..	..	..	..	..	..
Totals ..	..	..	54,067	25,312	..	79,379	..	..	..	..	..	..	..	..	..	..	..	10,373	..	..	..	..	..	..	..

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

† Credits for same from Maintenance Branch.

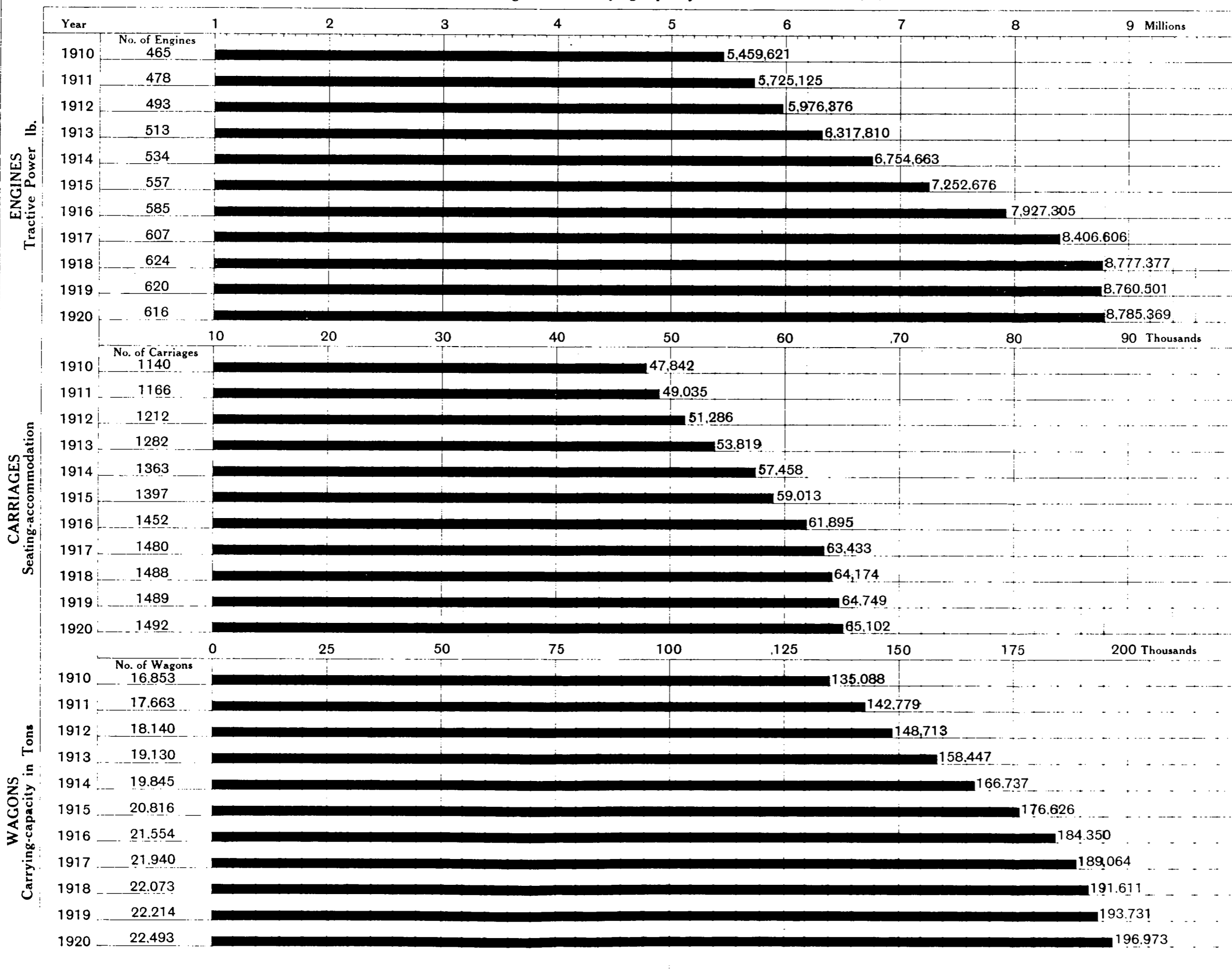
NEW ZEALAND GOVERNMENT RAILWAYS





NEW ZEALAND GOVERNMENT RAILWAYS

Number of Engines and Tractive Power Number of Carriages and Seating-accommodation
Number of Wagons and Carrying-capacity in use from 1910 to 1920



Percentage of increase,
1910-1920.

Engines
32.47 per cent.
Tractive Power
60.92 per cent.

Percentage of increase,
1910-1920.

Carriages
30.88 per cent.
Seating-accommodation
36.08 per cent.

Percentage of increase,
1910-1920.

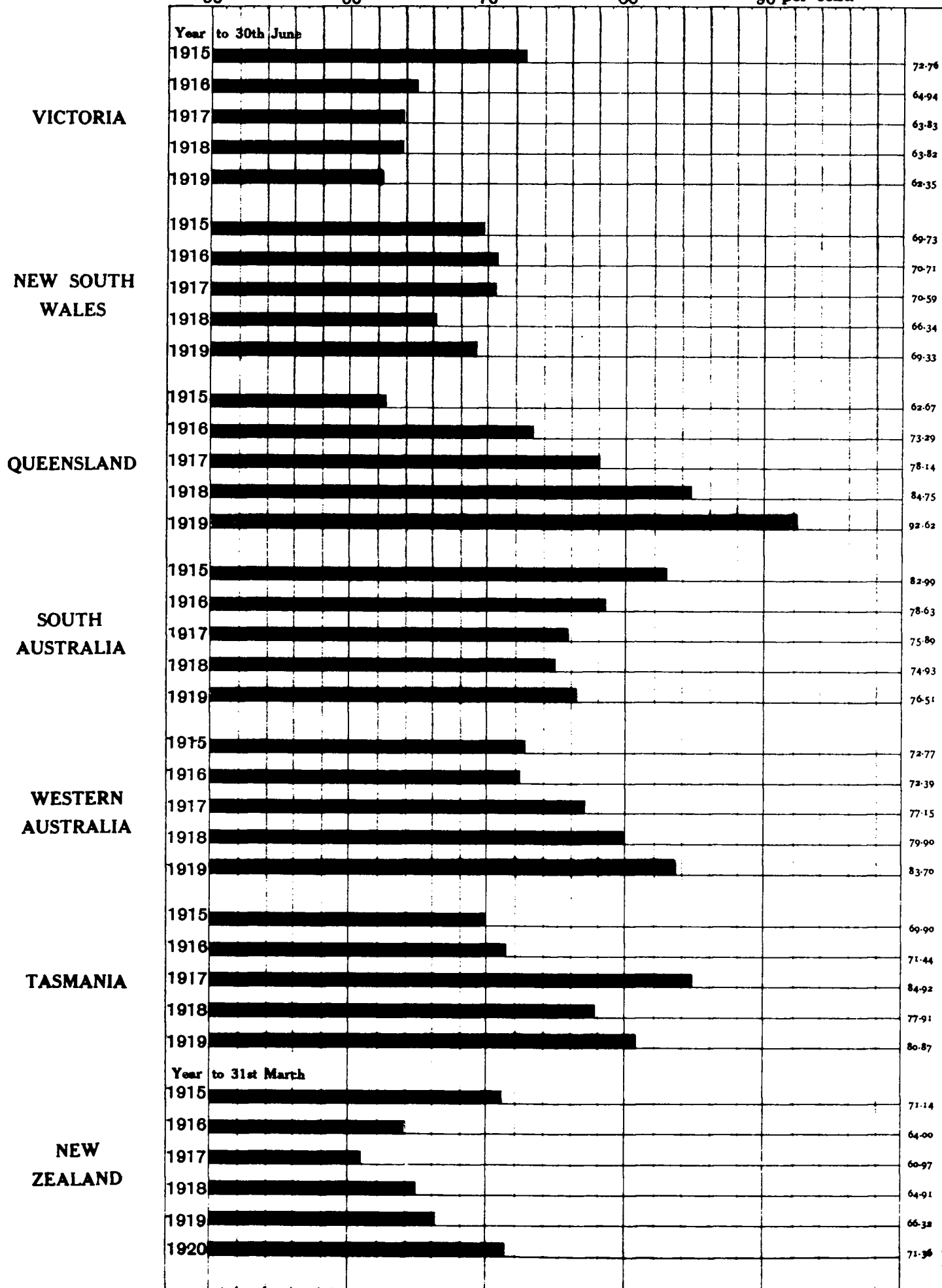
Wagons
33.47 per cent.
Carrying-capacity
45.81 per cent.

GOVERNMENT RAILWAYS OF AUSTRALASIA

COMPARATIVE STATEMENT

Percentage of Working-expenses to Earnings from 1915 to 1920

50 60 70 80 90 per cent.



GOVERNMENT RAILWAYS OF AUSTRALASIA

COMPARATIVE STATEMENT

Percentage of Net Earnings to Capital from 1915 to 1920

1 2 3 4 5 per cent.

