1922.

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# RAILWAYS STATEMENT

## BY THE MINISTER OF RAILWAYS, HON. D. H. GUTHRIE.

Mr. Speaker,-

In presenting the Railways Statement for the year ended 31st March, 1922, I have to state that the gross receipts amounted to  $\pounds 6,643,591$ , a decrease of  $\pounds 264,940$  on the earnings for the previous year, and  $\pounds 606,409$  below the estimated revenue. The following gives a summary of the results :—

			Year 1922. £	Year 1921. £
Total earnings		• •	6, 643, 591	6,908,531
Total expenditure	• •	· •	6,237,727	5,636,601
			10	
			$\pounds405,864$	$\pounds 1,271,930$
			يعصيد ويعتقد ويستعينهم	

The mileage of line open for traffic on the 31st March, 1922, was 3,030 miles. The Clyde-Cromwell Section of the Otago Central Railway, 12 miles 27 chains, was the only addition opened during the year.

The capital cost of lines open for traffic, including steamers and plant on Lake Wakatipu, increased from  $\pounds 37,235,254$  to  $\pounds 39,309,097$ .

The gross receipts per train-mile for all lines amounted to 182.69d., as against 177.99d. for the preceding year, an increase of 4.70d. per train-mile.

The receipts per train-mile from the North Island main line and branches were 183.71d., as against 180.05d. for the previous year, an increase of 3.66d. The South Island main line and branches produced a return of 179.22d., as against 173.15d. for the preceding year, an increase of 6.07d.

The expenditure for the year amounted to  $\pounds 6,237,727$ , as against  $\pounds 5,636,601$  for the previous year, an increase of  $\pounds 601,126$ , but was  $\pounds 252,273$  less than the estimated expenditure for the year.

The percentage of working-expenses to earnings was 93.89, as against 81.59 for the previous year, an increase of 12.30 per cent.

The sum of  $\pounds 1,450,873$  was expended under the head "Additions to open lines" in providing additional rolling stock, tarpaulins, Westinghouse brake, workshop machinery, steam heating; telegraph, telephone, and tablet facilities; interlocking; additions to station-yards and workshops; additional dwellings for the staff, and purchase of land.

During the year three Class AB engines, five bogie cars, ten bogie brake-vans, fifty-five bogie and 178 four-wheeled wagons were built in the Railway workshops and put into traffic. Fifty-five engines, thirty-six cars, eleven bogie brake-vans, 2,155 wagons were on order or under construction at the close of the year.

I have on several occasions during the year issued statements dealing with the financial position of the Railways and the steps that were being taken to effect economies. The year ended with a deficit of  $\pounds 1,021,156$ , caused by the abnormal conditions prevailing as a result of the war.

A very close watch is kept over the expenditure, and the most rigid economy was exercised throughout the year, from which satisfactory results were obtained.

In view of the unsettled conditions that still prevail and the uncertainty as to when normal conditions will again be restored, it is necessary to make a guarded estimate of the Railway revenue and expenditure for the coming year. I anticipate, however, that the revenue will reach  $\pounds 6,700,000$ , and the expenditure not less than  $\pounds 6,164,000$ .

i-D. 2.

### THE LIBRARY CANTERBURY UNDER COLL CHRISTCHURCH, N.Z.

#### SUPERANNUATION FUND.

The total amount standing to the credit of the Government Railway Superannuation Fund at the close of the financial year ended 31st March, 1922, was £543,541, an increase of £79,041 on the balance to the credit of the fund for the previous year. The gross income for the year was £233,826, and the outgoing £154,785. Of the latter amount, £123,440 represents grants to 1,202 members of the Railway service who have either retired voluntarily or have been retired medically unfit, and allowances amounting to £13,935 were paid in respect to 420 widows and 561 children dependants of 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 of the fund totalled £135,884, or £12,208 less than the estimated annual liability. The receipts are, however, augmented by the Government subsidy of £75,000, and amounts received by way of interest on funds invested and fines imposed under the regulations, together with a donation : these amount to £23,822.

#### RESULTS OF WORKING.

The following is a summary of the results of working for the year ended 31st March, 1922, as compared with 1921:—

D	Year ended 31st March.				
PARTICULA	ans.			1921.	1922.
Total miles open for traffic	•••	•••	••••	3,018	3,030
Average miles open for year	•••		•••	3,018	3,026
Capital cost of opened and unopen	ed lines	•••	•••	£41,425,496	£44,689,748
Capital cost of open lines		,		$\pounds 37,235,254$	£39,309,097
Capital cost per mile of open lines		••••		£12,337	£12,973
Gross earnings		•		£6,908,531	£6,643,591
Working-expenses	•••			£5,636,601	$\pounds6,237,727$
NET PROFIT ON WORP	KING			£1,271,930	£405,864
PERCENTAGE OF PRO	FIT T	O CAPI	TAL		n i name i name an
INVESTED			••••	3.43	1.02
	RKING	- EXPEI	NSES		
TO EARNINGS			•••	81.29	93.89
Earnings per average mile open				£2,293	£2,199
Working-expenses per average mil	le open			£1,870	£2,063
NET EARNINGS PER	AVER	LAGE N	<b>IILE</b>		
<b>OPEN</b>	•••	•••	•••	£423	£136
Earnings per train-mile				d. 178.00	d. 182.69
Working-expenses per train-mile				145.14	171-37
NET EARNINGS PER	<b>FRAIN</b> -	MILE	•••	32 <sup>.</sup> 86	11.32
Passengers, ordinary	•••	•••		15,315,640	14,262,440
Season tickets	•••	· • • ·		464,691	472,865
Goods tonnage				6,085,360	5,931,112
Live-stock tonnage	•••			401,919	390,239
Train-mileage				9,303,392	8,717,265
Locomotives			• •••	608	637
Passenger-cars	•••	•••		1,492	1,496
Wagons and brake-vans				23,119	23,974

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

New Zealand Government Railways,

Head Office, Wellington, 31st August, 1922.

SIR,---

I have the honour to report on the working of the New Zealand railways for the financial year ended 31st March, 1922.

The Clyde-Cromwell Section of the Otago Central Railway, 12 miles 27 chains, was opened during the year, making the total mileage open for traffic on the 31st March 3,030 miles.

The capital invested in the lines open for traffic, including the steamers and plant on Lake Wakatipu, at the end of the financial year was  $\pounds 39,309,097$ , as against  $\pounds 37,235,254$  for the previous year; an increase of  $\pounds 2,073,843$ . This amount includes  $\pounds 152,979$ , construction charges on lines taken over from the Public Works Department;  $\pounds 1,856,380$  for new rolling-stock and new works charged against Capital Account under "Additions to open lines," and  $\pounds 141,860$  expended under the Railway Improvement Authorization Act, 1914, less  $\pounds 77,376$  in connection with the Greymouth Harbour Board Adjustment Account.

The gross revenue for the year amounted to  $\pounds 6,643,591$ , as against  $\pounds 6,908,531$  for the preceding year, a decrease of  $\pounds 264,940$ . The train-mileage for the year, 8,717,265 miles, was 586,127 miles less than the previous year.

The train-mileage for the year, 8,717,265 miles, was 586,127 miles less than the previous year. A reduction of 253,184 miles was made on the North Island main line and branches, and 306,609 on the South Island main line and branches.

The bridge over the Whenuakura River, between Patea and Waverley, was washed out by flood on the 12th January, and through traffic was suspended until the 30th January, when repairs were completed. Between the dates named passengers were conveyed by train to and from stations north and south of the break, connection between the trains being made per medium of road vehicles laid on for the purpose.

The following figures, which give the record of the late arrival of the principal trains during the year, indicate that, notwithstanding the unforeseen difficulties caused through slips, floods, and other circumstances, the trains have, as a whole, run well up to time :---

			Average Late Arrival.					
				Min.		Min.		
Long-distance passenger-trains	••			3.14 :	against	5.35 last	t year.	
Suburban trains		••		0.80	,,	1.16	,,	
Long-distance mixed trains				5.00	,,	7.72	,,	

The number of ordinary passengers carried during the year was 14,262,440, a decrease of 1,053,200 when compared with the previous year.

Season tickets issued numbered 472,865, an increase of 8,274. Workers' twelve-trip tickets issued numbered 121,121, and weekly workmen's tickets issued on suburban lines 274,685.

The goods and live-stock tonnage was 6,321,351 tons, a decrease of 165,928 tons. The decreases were as follows :----

Cattle	••	••		• •	••	96,841	head.
$\operatorname{Timber}$	••	••	••	••	••	9,489	$\operatorname{tons.}$
Minerals	••	••	••	••	••	34,416	,,
Other goods	••	••	•••	••	••	110,343	,,

Sheep increased by 456,153 head, and pigs by 50,140 head.

The decrease in passenger traffic is largely accounted for by the fact of last year's figures including the holiday traffic for two Easters and the heavy business arising out of the visit of H.R.H. the Prince of Wales; also the cessation of issue of tickets to returned soldiers.

The falling-off in goods traffic is due to trade depression. There has been a decline in shipping traffic at ports, and also in merchandise, timber, coal and other minerals inland. The traffic from Auckland decreased 21,000 tons, Wellington 47,000, Lyttelton 22,000, Christchurch 1,500, Port Chalmers 6,000, Invercargill 8,000, Bluff 1,500. These figures indicate that the depression is widespread, and is having a far-reaching effect on the Railway revenue.

The average number of men employed for the year was 15,662, against 14,252 for the previous year. Fifty members of the Second Division were promoted to the First Division, 310 members resigned, 116 retired on superannuation, 46 died, 184 were dismissed, and 1,238 engaged.

The sum of  $\pounds 26,292$  was paid under the Workers' Compensation for Accidents Act during the year to members who sustained injuries while in the execution of their duties.

Thirty new engines, Class AB simple superheated tender, were added to the stock; three of these were built in the railway workshops and twenty-seven by the North British Locomotive Company (Limited) of Glasgow.

Five new bogie cars, ten bogie brake-vans, fifty-five bogie and 178 four-wheeled wagons were built in the Department's workshops during the year. Four-wheeled wagons numbering 613, built by Messrs. Cammell, Laird, and Co. (Limited), of Sheffield, were erected in the shops and placed in service. D.-2.

The rolling-stock on order at the close of the year comprised fifty-five engines, thirty-six ears, eleven bogic brake vans, thirty bogic and 2,125 four-wheeled wagons.

Car, van, and wagon axles numbering 3,870, were replaced by modern steel axles, thus increasing the carrying-capacity of each vehicle by 2 tons.

The permanent-way, buildings, structures, and appliances have been well maintained, and a considerable number of improvements have been made in the accommodation at several stations. Forty-two and a half miles of track were relaid with new rails; 145,734 new sleepers and 173,911 cubic yards of ballast were placed in the track during the year.

Fixed signals were provided at two additional stations, and distant signals were erected at five stations in addition to the home signals previously installed. 302 stations are now equipped with fixed signals, and 100 stations interlocked.

The railway telegraph and telephone systems were extended, and now comprise 285 morse sets, 1,711 telephones, 320 electric bells, 7,286 miles of wire, and 2,635 miles of poles.

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

#### REVENUE.

The gross revenue for the year amounted to  $\pounds 6,643,591$ , a decrease of  $\pounds 264,940$  on the earnings of the previous year, and  $\pounds 606,409$  less than the estimated revenue for the year. The particulars are as follows :---

				1922.	1921.
				£	£
Passengers, ordinary				2,212,633	2,459,362
Season tickets				205, 594	198,717
Parcels, luggage, and mails	••			339,482	335,753
Goods	••			3,646,594	3,676,665
Miscellaneous, rents, &c	••	• •	• •	239,288	238,034
			e.	6,643,591	£6,908,531
			~		

The gross receipts per train-mile for all lines were 182.69d., against 177.99d. for the preceding year, an increase of 4.70d. per train-mile.

The North Island main line and branches produced 183.71d. per train mile as against 180.05d. for the previous year, an increase of 3.66d.

The South Island main line and branches gave a return of 179.22d., as against 173.15d. last year, an increase of 6.07d.

The earnings from the Lake Wakatipu steamers amounted to £8,019, a decrease of £970.

The net revenue, £405,864, was equal to a return of 1.07 per cent. on the capital invested in the lines open for traffic (£39,309,097), and 0.91 per cent. on the capital invested in the opened and unopened lines (£44,689,748).

#### EXPENDITURE.

The working expenditure for the year, including  $\pounds 1,339$  the cost of working the Lake Wakatipu traffic, amounted to  $\pounds 6,237,727$ , an increase of  $\pounds 601,126$  over the expenditure for the previous year. The ratio of expenditure to earnings was 93.89, as compared with 81.59 for the preceding year, an increase of 12.30.

	Expe	nditure.	Per Cent.	f D	
	1921–22.	1920-21.	1921–22.	1920-21.	
Traffic	$^{\pounds}_{1.703,049}$	$\overset{\mathfrak{\pounds}}{1,712,376}$	25.66	24.82	
Locomotive	3,134,164	2,656,812	$\frac{1}{47}$ 23	38.51	
Maintenance, signals, and electrical	1,184,227	1,053,049	17.85	$15 \cdot 26$	
Management	202,948	203,906	3.06	2.95	
Lake Wakatipu steamers	$6,224,388 \\ 13,339$	5,626,143 10.458	93·80 0·09	81·54 0·05	
			· · · · · · · · · · · · · · · · · · ·		
	$\pounds 6,237,727$	$\pounds 5,636,601$	<b>93</b> ·89	81.59	

Of the gross increase ( $\pounds 601,126$ ) the sum of  $\pounds 220,026$ , equal to 36.60 per cent., represents the increased cost of wages, salaries, and conditions resulting from the granting of the forty-four hours' week to the Railway staff by the Wages Board in 1921. The balance,  $\pounds 391,814$ , or 65.18 per cent., represents the enhanced prices of stores and materials used during the year in carrying on the business of the Department. The cost of miscellaneous services decreased by  $\pounds 10,714$ , 1.78 per cent. of the total increase.

Of the increase in the Locomotive Branch salaries and wages absorb £148,361, or 31.08 per cent.; coal, oil, and other stores and materials £322,523, or 67.56 per cent.; and miscellaneous £6,468, or 1.36 per cent.

Maintenance increases are represented by salaries and wages, £56,038, or 42.72 per cent.; stores, £71,092, or 54.19 per cent.; and miscellaneous, £4,048, or 3.09 per cent.

The expenditure of the Traffic Branch shows a decrease of £9,327, and "Management" a decrease of £958.

The sum of £329,741 was expended in the Maintenance Branch and charged to capital under the head "Additions to Open Lines." These comprise additions to station-yards, signal, tablet, and telephone installation, interlocking, additional dwellings for the staff, and purchase of land.

In the Locomotive Branch £1,121,132 was expended in the provision of additional rolling-stock, tarpaulins, Westinghouse brake, steam heating, and workshops machinery.

The rolling-stock in respect of which the charges were incurred comprised thirty locomotives, five cars, cight brake-vans, fifty-three bogie wagons, 787 four-wheeled wagons, and 1,115 tarpaulins completed on the 31st March, 1922, and fifty-five locomotives, thirty cars, ten brake-vans, thirty bogie wagons, and 2,124 four-wheeled wagons uncompleted but in hand on that date.

#### WAGES AND CONDITIONS OF STAFF.

The forty-four-hours week, which became operative on the 6th March, 1921, is directly responsible for an increase of £305,996 in the wages-bill for the current year, notwithstanding the curtailment of the train services, and the reduction in pay provided for in the Salaries Adjustment Act, 1921, to 

		3	Year ended lst March, 1921.	Year ended 31st March, 1922.	Increase.
			£	£	£
For time worked between 6 a.m. and 10 p.m.			3,694,565	3,946,768	252,203
For time worked between 10 p.m. and 6 a.m.			173, 112	189, <b>227</b>	16,115
For departmental holidays and Sundays			49,712	69,208	19,496
For night allowance paid to members of Secon	d Division		37,693	55,775	18,082
Totals			£3,955,082	£4,261,078	£305,996
				محملة يبرهما متاحلة محمد أأخط	

The following figures indicate the advance in wages and salaries since the 1st April, 1914 :---

Eight years	•••	1914	• •		
		1922	•••	••	3,826,369
Increase		•••	••	•••	$f1,859,501 = 94.5$ per cent.
Five years		1914			1,966,868
U		1919	• •	••	$\ldots 2,277,142$
Increase			•••	•••	$£310,274 = 15.77$ per cent.
Three years		1919			2,277,142
J		1922	••	• •	$\dots 3,826,369$
Increase			•••		$\therefore  \pounds 1,549,227 = 68.03 \text{ per cent.}$
Two years		<b>192</b> 0			2,745,780
47		1922		• •	· 3,826,369
Increase		••	•••		$\pounds 1,080,589 = 39.35$ per cent.

It will be observed that whereas the increase for the five years 1914-19 amounted to £310,274, or 15.77 per cent., that for the triennial period 1919-22 was £1,549,227, or 68.03 per cent., and for the two years 1920-22 £1,080,589, or 39.35 per cent. : in eight years the increase has amounted to an additional annual charge of  $\pounds 1,859,501 = 94.5$  per cent.

These figures indicate in a striking manner the far-reaching effect of the recommendations of the Wages Boards which became operative in January, 1920, and March, 1921. Details of the alterations in pay and working-conditions involved in giving effect to the Wages Boards' recommendations were given in last year's report and need not be recapitulated. The figures are, however, eloquent testimony to the fact that the making of both ends meet—a complex problem in favourable circumstances— is not rendered less difficult by a steady decline of revenue and an advance of such magnitude in the cost of the wages-bill.

The increase of £1,080,589 in the wages bill of the last two years represents a sum sufficient to pay 2.74 per cent. on the capital cost of the Working Railways (£39,300,000).

The causes to which the increase in wages is due were fully stated in my report for the year ending 31st March, 1921, and need not be recapitulated.

#### RAILWAY SETTLEMENTS.

During the year complete systems of drainage have been carried out at the Railway settlements at Kaiwarra, Wadestown, Taumarunui, and Frankton Junction, and all the cottages have been connected thereto. Cottages at Railway settlements adjacent to a town system of drainage have been connected to the latter.

Roads, channels, and pavements have been completed at Taumarunui and Frankton Junction,

and arrangements made for tree-planting at Marton, Taumarunui, and Frankton Junction. An area for a recreation-ground has been provided at Frankton Junction, where tennis-courts, bowling-green, and croquet-lawns are being laid out, the labour being undertaken by the members of the sports clubs, supervised by the Department's foreman. The completion of the ground will provide for the recreation of the staff within the limits of their own settlement and in close proximity to their homes.

One hundred and one new cottages have been built during the year, in addition to one hostel at Marton, and offices for staff at Frankton Junction.

#### AUTOMATIC SIGNALS.

With a view to providing greater facility in train-working between Lambton and Upper Hutt it was decided to install the automatic power signalling. The work has been completed on the tabletline section between Lambton and Lower Hutt, and has been working satisfactorily for some time. The installation on the single-line section, Lower Hutt to Upper Hutt, is in hand, and will be completed shortly. The equipment of the line with automatic power signals has resulted in a material saving in staff, and a further reduction in the number of men employed at tablet stations will be made as the system is extended. It has been decided to install this system of working between Christchurch and Greymouth in connection with the East and West Coast line, in view of the economy that will be effected and the fact that the system will enable the line to be worked at a maximum capacity with a minimum of cost.

#### LEVEL CROSSINGS.

The provision of automatic warning-bells at level crossings is being proceeded with as eircumstances permit. Bells have been installed at thirteen additional crossings during the year, and "Wig-wag" automatic flag warning-signals at four crossings. The "Wig-wag" is the latest type of crossing signal experimented with, and has distinct advantages over a purely bell signal. During the course of the year many drivers of motor vehicles displayed a total disregard of warning-signals at railway-crossings, whether given by bells or crossing-keepers, and by driving on to crossings when trains were in close proximity thereto not only incurred grave risk to themselves, but endangered the safety of the train and the passengers therein. This recklessness on the part of drivers of road vehicles is not singular to New Zealand.

The experience in this country and elsewhere is that the advent of the motor vehicle has created dangers that were previously non-existent, and the great majority of accidents that occur at railwaycrossings are due to the failure of the driver of the motor vehicle to exercise proper care when approaching crossings, and his disregard of the warning signals exhibited in the vicinity. During the year forty accidents have occurred at level crossings, principally with motor-driven vehicles; in two of these fatalities occurred. There have in addition been many instances of exceedingly narrow escapes through drivers rushing railway-crossings when fast trains were approaching, and getting clear by the narrowest margin. The law which provides that road-vehicles approaching a level crossing shall exercise care is generally disregarded, the drivers of road-vehicles acting as if they expected the trains to be pulled up while they get clear of the line.

In 1917, 1,083 occupants of automobiles were killed and 3,000 injured in accidents at grade crossings in America. In 1920, 1,273 occupants of automobiles were killed and 3,977 injured from the same cause. Of the 1,201 occupants of automobiles killed in accidents in which the car was struck by the train, 931 deaths happened at crossings protected by flagmen, 154 at crossings where audible signals were in service, 22 where tablet and visible signals were used, and 24 at crossings where visible signals only were employed.

In 1920 there were 404 accidents in which motor-cars were driven into the sides of the trains. Of the 71 persons killed in these accidents 2 were the result of driving through closed gates, 5 from not obeying flagmen; 9 were caused at crossings protected by audible signals.

In South Africa in 1921 there were 92 accidents on level crossings, 21 resulting from drivers of motor-cars and other vehicles running into crossing gates or booms while closed to road traffic— 3 persons injured. In 40 cases drivers of vehicles deliberately tried to rush crossings while gates were being closed or endeavoured to cross in front of approaching trains—4 were killed, 19 injured. In 2 cases vehicles ran into trains on the crossings; 7 pedestrians were killed and 5 injured while walking or loitering on crossings. In 18 other cases accidents resulted from drivers losing control of motor-cars or animals or deliberately ignoring warnings of flagmen. The total fatalities were 11, and 30 were injured.

#### ACCOUNTING-MACHINES.

Powers accounting-machines have been installed in the office of the Chief Accountant, and the system of accounting has been reorganized. Much of the work formerly done at railway-stations is now performed in the Accountant's office by these machines, the use of which greatly facilitates the work of the Accounting Branch and enables the Department to obtain useful statistics the cost of producing which by manual labour would have been prohibitive.

The alteration in the method of dealing with station accounts made it possible to rearrange the staff, and in some cases to reduce the number of men at stations. The use of the machines is being widened almost daily to a good purpose, and the balancing-up of accounts has been greatly facilitated by their introduction. The economies that have resulted from the use of the machines will pay the cost incurred in their installation in three years, while at the same time the Department is getting a better service than it could have obtained by any other means.

It being essential to the success of the installation that the Department should have in its employ a member who could overhaul and effect repairs as required it was decided to send Mr. F. B. Freed, who served his apprenticeship as a mechanic in the New Zealand railway workshops, to America to familiarize himself with the manufacture and setting-up of the machines. Mr. Freed worked for several months in the American factory, where he was given every facility to acquire the necessary technical knowledge, and he returned to New Zealand fully equipped for undertaking the setting-up, supervision, and repair of the machines.

#### RAILWAY IMPROVEMENTS.

The expenditure during the year on works authorized by the Railways Improvement Amendment Act, 1914, and charged to Capital Account, was £62,069, making the total expenditure on the scheme up to the 31st March, 1922, £761,062.

Although the country is at the present time passing through a period of depression, the business that has to be handled is very much greater than that done in 1914. No material improvement has in the meantime been made, and considerable difficulty is daily being experienced at the terminal and subterminal stations in dealing effectively and economically with the traffic now offering. It would be a fatal mistake to postpone the completion of the 1914 scheme until the country again enters on an era of prosperity. Such a postponement would be disastrons to the operations of the Department and the business of the country. Preparation for the increased business with which the railways will inevitably be called upon to deal within a comparatively short time should be made during the period of depression, and the necessary works should be vigorously prosecuted and be completed in readiness to meet the inevitable demand that will arise.

#### \_\_\_\_\_

Without taking interest charges into consideration the expenditure for the year on the Whangarei line exceeded the total revenue by  $\pounds 10,670$ ; on the Kaihu line, by  $\pounds 943$ ; on the South Island Main Lines, by  $\pounds 139,494$ ; on the Nelson Section, by  $\pounds 8,311$ ; on the Picton Section, by  $\pounds 2,050$ ; and the Lake Wakatipu service, by  $\pounds 5,320$ ; while the net returns from the Gisborne North Island Main Trunk and Westland Sections fell short of the amounts required to pay interest charges on the capital invested.

Allowing for interest at  $3\frac{3}{4}$  per cent. the loss on the Whangarei Section was £43,519; Kaihu Section, £4,703; Gisborne Section, £20,088; North Island Main Trunk, £124,751; South Island Main Trunk, £699,722; Westland, £68,498; Nelson, £25,090; Picton, £27,826; Lake Wakatipu steamers, £6,959; total £1,021,156. Westport was the only section that paid its way. The year's operations have resulted in a deficiency of £1,021,156, allowing for interest at the

The year's operations have resulted in a deficiency of  $\pounds 1,021,156$ , allowing for interest at the policy rate of  $3\frac{3}{4}$  per cent. on the capital cost. This result represents the economic effect produced by the war. The causes which have contributed to bring this about are : Decline of traffic resulting from business depression, increased price of coal and other material, together with the advance in wages. The circumstances have, however, been so exceptional that too much importance cannot be attached to the results obtained. The Department should be judged not on the results of a single exceptionally bad year, but on its general achievements, which are governed by a policy which has the effect of setting a limit to the financial results.

In 1896 the Department was directed as a matter of policy to safeguard the revenue until a net return of 3 per cent. had been obtained on the capital cost of the lines, any surplus earnings above that amount being returned to the users of the line annually by making reductions in fares and freights, or in providing additional train services. With the exception that the rate of interest required was increased from 3 per cent. to  $3\frac{3}{4}$  per cent. in 1910, the policy has continued, and was reaffirmed in 1913, and, broadly speaking, it has remained unaltered until after the outbreak of the war in 1914. The heavy financial responsibilities to which the war gave rise necessitated special provision being made to obtain additional revenue. A small addition was made to the rates in 1915, and further additions were made in 1917 and 1920 for the same purpose. Broadly, then, the policy has been to regard the railways as adjuncts to the settlement of the country, and to consider the earnings of a large profit of secondary importance when compared with the benefits that would accrue to the State from using the railways in the development of the country. Material reductions in rates and charges followed the inauguration of the Government policy, and continued until war The reductions, which ranged from 10 to 40 per cent., conditions compelled a halt to be called. included all the staple products of the Dominion and other articles in everyday use but too numerous In the aggregate these to particularize, and affected the major portion of the rail-borne tonnage. reductions in rates granted as a matter of policy represented a revenue of over £2,000,000, of which £1,400,000 went to farmers and pastoralists.

Coincident with the inauguration of this policy it was decided to improve the pay and conditions of the Railway staff. The effect of the policy was therefore twofold. On the one hand the earningpower was reduced to a minimum by the lowering of rates; on the other hand the cost of operating was increased by raising wages, reducing the hours of working, and otherwise improving the conditions of the staff. During many years of prosperity production increased, industries flourished, and the trade of the country was stimulated. The steady advance in price of all commodities which continued until 1921 resulted in the expansion of railway traffic to an extent sufficient to meet the increase in expenditure and leave a margin which—except in the years 1914, 1915, 1921, and 1922—was more than sufficient to pay the policy rate of interest on the capital invested.

The falling-off of the traffic in 1921 and 1922, combined with the effect of abnormal prices of all stores, material, and coal purchased during the war period, and the enormous cost resulting from the advance in wages and shortening of hours in 1920 and 1921, has brought about the deficiency in the last two years which the small percentage of increase made in the goods and passenger traffic during the war period has not been sufficient to counterbalance.

Taking the year 1900 as a basis, the revenue in 1907 had increased by 62 per cent. and the expenditure by 72 per cent. By 1914 the revenue had increased by 149 per cent. and the expenditure by 173 per cent. In 1919 the increase in revenue was 207 per cent., and in expenditure 217 per cent. In 1921 the revenue had increased by 324 per cent., and the expenditure by 437 per cent. In 1922 the increase in revenue had dropped to 308 per cent., and the expenditure had advanced to 493 per cent. The increase in the wages expenditure alone for the last two years has amounted to  $\pounds_{1,080,589}$ .

Calculating the interest on the capital invested in the railways at the policy rate of 3 per cent. from 1896 to 1909, and at the policy rate of  $3\frac{3}{4}$  per cent. from 1910 to 1922 inclusive, the total net amount required to be earned by the railways to meet the interest charges is  $\pounds 24,194,217$ . The net amount actually earned is  $\pounds 25,862,185$ , or  $\pounds 1,667,968$  in excess of the policy requirement. In addition, reductions made in rates in pursuance of the policy amounted to  $\pounds 2,000,000$ .

During the eight years, 1st April, 1914, to the close of the year under review, throughout the whole of which war conditions have prevailed, the railways have returned a sum of £579,610 in excess of the amount required to pay working-expenses and interest at the policy rate of  $3\frac{3}{4}$  per cent.

Disregarding the policy rate and looking at the position from the point of view of the average interest payable on the public debt for the same period, the total net amount required to be earned to meet interest charges after paying working-expenses is £27,112,442, against the actual total net earnings of £25,862,185. On this basis the deficit in twenty-six years is £1,250,257. The position then is that under the policy on which they are working the railways have returned a profit of £1,667,968, or an average of £64,922 per annum. On the basis of earning interest at the average rate on the public debt they have made a loss of £1,250,257. —an average of £47,933 per annum. This figure represents the cost to the community of having the convenience of means of transport by railway, and the question naturally suggests itself as to whether this cost is justified—whether, that is, the economic advantages accruing to the community through the sources of wealth (such as the possibility of greatly increased settlement and development of industry) that have been opened up by the railways constitute a sufficient return for the outlay. One has but to endeavour for a moment to visualize what the state of this country might have been without the railways and the answer becomes obvious.

The railways are at the present time performing many services at less than the actual cost. In many instances exceptionally low rates were granted to assist in establishing industries which are now in a flourishing condition. The need for assistance per medium of unprofitable railway rate is no longer apparent. Included in the list of traffic carried at a loss is roadmaking material for local bodies. The loss to the Department on the actual cost of haulage of this material—used largely for the upkeep of roads to enable motor-lorries to compete with the railways—is over £50,000 a year. The loss in respect to other unremunerative services is £130,000 a year. In assisting the cause of education the concession made in railway rates to school-children amounts to £25,000 per annum. In this connection it may be remarked that on the Nelson Section, which is run at a loss of £25,000 a year, eight car-loads of school-children are conveyed daily by train for a charge of 12s. 6d. per child per quarter. It is found in many cases that the parents of these children travel by motor-bus.

Out of the total expenditure the sum of £5,906,561 represents payments made in New Zealand for the wages of the staff and to merchants, local manufacturers, shipping companies, banks, and others trading within New Zealand, all grouping under the classification of New Zealand commerce and industry. The bulk of the expenditure, therefore, represents money that is circulated within the Dominion.

The difficulties with which the Department has been confronted were not simplified by the fact that the year opened auspiciously from the revenue point of view, the receipts for the first three months being so well maintained as to create a confidence that the estimated revenue of £7,250,000 would be exceeded. The receipts began to decline in July, and continued so to do during the remainder of the year, which ended with a revenue of £6,643,590-£606,410 short of the estimate. On the expenditure side the increase was rapid, largely due to the cost of the forty-four hour week, which did not become general in its application until the 6th March, 1921. At the end of July practically the whole of the revenue had been absorbed in meeting the working-cost. The problem that then presented itself was how to make both ends meet with the least inconvenience to the public, in the face of a languishing traffic and an increasing expenditure. After mature consideration and a careful review of the whole of the surrounding circumstances it was decided to reduce the unremunerative train services for the purpose of economizing. The effect was immediately reflected in the results of operating, and by the end of the year the revenue was in credit to the extent of £405,864, which sum fell short of the interest charges by  $\pounds 1,021,156$ . A conference was held with the executives of the respective railway societies, to whom the financial position was fully explained. They were requested to give the matter full consideration and, after discussion among themselves, to advise me the direction in which they would be prepared to assist the Department, having due regard to the interests of their. members, but bearing in mind the fact that the financial position was such that a reduction in pay or, as an alternative, an alteration of the working-conditions was inevitable. An agreement was reached with the Engine-drivers, Firemen, and Cleaners' Association ; the Railway Officers' Institute also made an offer which, unfortunately, could not be availed of owing to the difficulty of equalizing the result to the members affected. The two societies named displayed a commendable desire to meet the position reasonably and rendered ready assistance which was greatly appreciated and duly acknowledged. The Amalgamated Society of Railway Servants intimated that they were not prepared to entertain any proposition having for its object a reduction in wages, or, as an alternative, an alteration in the working-hours. This decision was a matter for regret, and left no option but to apply the provisions of the Salaries Adjustment Act to their members. of the Salaries Adjustment Act to their members. Rigid economy was also effected wherever practicable, good results being obtained; but until prices are stabilized and the stores and material purchased at war prices have been used up the operating-costs will continue to be higher than in pre-war times.

The figures which have been quoted in regard to wages expenditure speak for themselves as to one reason for the increased cost of operating. The forty-four-hour week has had a most pronounced effect on the expenditure, and it has been established beyond any doubt in this country, as elsewhere, that the working-costs under such a system inevitably become prohibitive. The curtailment of the train services, combined with the operations of the Salaries Adjustment Act, 1921, operative from the 1st January, 1922, had the effect of materially reducing the expenditure; but for these factors the increase for 1922 over the preceding year would have amounted to a much larger sum than £220,226.

During the war period it became necessary to increase rates, and opportunity was taken to reclassify some of the high-price products that had for a long period been carried at rates that were disproportionate to the value of the service rendered. Since the depression set in demands for reduction of rates are being strongly pressed on the Department, and it appears to be regarded as an accepted fact that low rates granted in respect of any commodity when operating costs are low should remain unaltered even although the circumstances which induced the rate to be given have undergone a radical change and costs of service have increased by 217 per cent. A reduced railway rate appears to be looked upon as a panacea for stagnation in trade from whatever cause the same may arise, but the effect the reduction may have on the finances is invariably lost sight of. Reference has already been made to the enormous increase in the cost of wages since the 1st April, When to this is added the increased price of stores and material used, the causes of the 1919. deficit are made apparent. Notwithstanding the fact that the statements published from time to time clearly indicated the urgent need for economy, the curtailment of train services-which was decided upon solely for the purpose of reducing expenditure- was strongly opposed by the public; at the same time the financial results of operating were the subject of criticism. This is inconsistent with the pronouncements that the Railways should be run on business lines, and is illustrative of some of the difficulties met with by the Department whenever any proposal is made to bring the train services within legitimate business requirements and so effect economies in the interests of the country.

That the condition of railway finance in other countries is similar to our own is shown by the following comment by an authoritative American writer :---

"In the aftermath of the World War the state of the railways of the United States is deplorable, but it is not unique. Throughout the world like causes have produced like results. From Finland to New Zealand crushing advances in rates and fares have not sufficed to maintain the equilibrium between revenues and expenses. Everywhere deficits and deferred maintenance have followed in the wake of exorbitant prices for labour and materials. It is a condition and not a theory that confronts the transportation industry to-day. American railways are in the doldrums because of too little freight-traffic and too much railroad Labour Board. The additional causes are a millstone about the neck of railway efficiency and have been a contributing cause to the long line of deficits that do not adorn annual reports. In the working of foreign railways deficits are the order of the day. The majority of the European railways have not earned operating-expenses, and few of those that do have sufficient net after expenses to pay their interest charges. As a consequence of this condition British and Continental equipment and roadway are very badly in need of repairs. The conditions in the neutral states seem no better than in those that still stagger under the losses incident to the World War. The railways of Great Britain have been set adrift on a sea of uncertainty with little prospect of making port. The managers have yet to prove what they can do with the heritage of high rates and wages forced on them by war conditions. The writer offers the suggestion that the Carnegie Foundation might do worse than assist in spreading the truth about railways before the people, who use them practically at cost and seem to delight in abusing and misrepresenting them."

The concluding paragraph is indicative of the attitude of the American public to their railways and can be applied with equal force to many other countries.

It is the duty of the Department to faithfully carry out the policy set for it, and its aim in so doing must be to afford the public the very best services that the circumstances allow, having regard, in particular, to the responsibility which rests upon it to conduct its operations economically and as far as possible in accordance with sound business principles. Its efforts in this direction are, however, seriously hindered by the many local and individual interests encountered, and by the apparent failure on the part of some of those concerned to adequately realize the position of the Department. It ought not to be forgotten that the management is in the position of a trustee for the general public, and in the consideration of every request must make the general interest paramount. It is almost inevitable that conflict of interests --local, personal, and general---will arise from time to time, but the reconciliation of these interests is not at all assisted by the adoption on the part of any of those concerned of an attitude which permits of the consideration of no other interest than their own. Genuinelv constructive criticism cannot be objected to, and is, indeed, welcomed as being both stimulating and cor rective ; but to secure its maximum value it must be associated with a sincere endeavour to appreciate the true nature and scope of the duty of the management, and should recognize the obvious truth that the management is likely, by reason of its expert knowledge, to be in a position to see further into the ramifications of any proposed change than others who have had little or no experience in the work of transport by rail.

It is not to be overlooked, also, that increased services entail increased expenditure, and that there is a limit beyond which charges cannot go. The Department is, of course, bound both by increast and duty to give the fullest services that the users of the railways are able and willing to pay for, but when the limit in charging is reached and increased services can be given only at the expense of the general taxpayers of the Dominion- many and indeed most of whom will generally derive no direct benefit from the services—it is equally the duty of the Department to subject requests for such services to the most careful scrutiny, and to be amply satisfied that they are warranted by the general—as distinguished from the purely local public interest.

I have, &c., R. W. McVilly, General Manager.

The Hon. the Minister of Railways.

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#### 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, £70,200; increase, £948. Passengers decreased 13,772, season tickets increased 102. Live-stock increased 19,374. Timber decreased 5,463 tons, and minerals 11,287 tons. General goods increased 2,980 tons.

#### Kaihu Section.

Revenue, £9,908; increase, £775. Passengers decreased 3,503. Timber increased 849 tons, minerals 1,661 tons, and general goods 71 tons.

#### Gisborne Section.

Revenue, £44,261; decrease, £3,044. Passengers decreased 15,059. Season tickets increased 228. Live-stock decreased 4,397. Timber decreased 2,199 tons, and general goods 2,594 tons: minerals increased 705 tons.

#### North Island Main Line and Branches.

Revenue, £3,897,030; decrease, £112,266.

The principal items of traffic were: Passengers, 8,464,457; decrease, 360,475. Season tickets, 317,128; increase, 11,256. Parcels, &c., revenue, £198,198; increase, £3,696. Live-stock, 3,796,723; increase, 198,671. Goods tonnage, 2,346,315; decrease, 15,663. Timber increased 11,769 tons, and minerals 37,184 tons. General goods decreased 64,616 tons.

The revenue per mile of railway opened decreased from £3,538 13s. 1d. to £3,439 11s. 4d., but increased per train-mile from 15s. to 15s.  $3\frac{3}{4}$ d.

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

Auckland.—Revenue, £1,561,781; increase, £31,419. Passengers decreased 66,749. Season tickets increased 5,711. Parcels, luggage, and mails increased £4,897. Cattle and calves decreased 28,994, and sheep 82,948. Pigs increased 31,617. Timber increased 12,012 tons, minerals 50,853 tons, and general goods 7,484 tons.

Ohakune.—Revenue, £494,660; increase, £3,953. Passengers decreased 16,697, and season tickets 193. Parcels, luggage, and mails decreased £461. Cattle and calves decreased 13,170. Sheep increased 121,004, and pigs 2,463. Timber increased 375 tons. Minerals decreased 7,210 tons, and general goods 11,139 tons.

 Wanganui.—Revenue, £679,567; decrease, £38,864. Passengers decreased 157,213. Season tickets increased 814. Parcels, luggage, and mails increased £608. Cattle and calves decreased 16,137. Sheep increased 2,421, and pigs 4,738. Timber decreased 1,265 tons, minerals 9,035 tons, and general goods 23,033 tons.

Wellington.-Revenue, £1,161,020; decrease, £108,774. Passengers decreased 119,816. Season tickets increased 4,924. Parcels, luggage, and mails decreased £1,348. Cattle and calves decreased 9,467. Sheep increased 183,512, and pigs 3,632. Timber increased 645 tons, and minerals 2,676 tons. General goods decreased 37,928 tons.

#### Picton Section.

Revenue, £43,351; increase, £954. Passengers decreased 29,051. Live-stock, 128,751; increase, 11,744 (sheep). Goods decreased 5,675 tons.

#### Nelson Section.

Revenue, £28,195; decrease, £12,733. Passengers decreased 39,757. Live-stock decreased 3,476. Goods increased 340 tons. From the 1st April, 1921, the revenue of the Nelson wharves was collected by the Harbour Board.

#### Westport Section.

Revenue, £115,453; increase, £13,945. Passengers decreased 1,224. Goods increased 40,806 tons (including 36,000 tons of coal).

#### Westland Section.

Revenue, £189,150; decrease, £7,350. Passengers decreased 22,406. Season tickets increased 1,248. Parcels, &c., increased £46. Live-stock increased 2,967. Goods decreased 21,731 tons. The decrease of timber was 4,274 tons, and coal 18,600 tons. General goods showed a slight increase.

#### South Island Main Line and Branches.

Revenue, £2,238,023; decrease, £145,200.

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The principal items of traffic were: Passengers, 4,809,939; decrease, 562,420. Season tickets, 134,770; decrease, 5,015. Parcels, &c., revenue, £121,405; decrease, £1,022. Live-stock, 3,729,229; increase, 185,259. Goods, 2,277,451 tons; decrease, 149,474 tons.

The revenue per mile of railway decreased from £1,681 17s. 7d. to £1,569 13s. 11d., but increased per train-mile from 14s. 5d. to 14s. 11d.

The variations in traffic in the individual districts were approximately as under :--Christchurch.--Revenue, £980,851; decrease, £55,665. Passengers decreased 265,547. Season tickets increased 2,776. Parcels, luggage, and mails decreased £479. Cattle and calves decreased 6,264. Sheep increased 164,257, and pigs 6,813. Timber increased 2,248 tons. Minerals decreased

 19,026 tons, and general goods 55,385 tons.
 Dunedin.—Revenue, £774,071; decrease, £57,844. Passengers decreased 161,517, and season tickets 7,471. Parcels, luggage, and mails increased £222. Cattle and calves decreased 7,609, and sheep 33,304. Pigs increased 594. Timber decreased 297 tons, minerals 48,782 tons, and general goods 7,206 tons.

Miloa

Invercargill.-Revenue, £483,101; decrease, £31,691. Passengers decreased 135,356, and season tickets 320. Parcels, luggage, and mails decreased £765. Cattle and calves decreased 10,522. Sheep increased 71,319. Timber decreased 14,195 tons, and minerals 12,886 tons. General goods increased 6,086 tons.

#### Lake Wakatipu Steamers.

Revenue, £8,019; decrease, £970. Passengers decreased 5,533. Live-stock decreased 1,878. Goods increased 1,076 tons.

A	verage	Late	Arrival	of	Trains,	Y ear	ended	31st	March,	1922.

			Period ended							for tes.					
Year ended		April 30.	May 28.	June 25.	July 23.	Aug. 20.	Sept. 17.	Oct. 15.	Nov 12.	Dec. 10.	Jan. 7.	Feb.	Mar. 4.	Mar. 31.	Average for Year, in Minutes.
					Express	s and	Mail	Trains	•						
March 31, 1922 March 31, 1921	•••	$  \begin{array}{c} 4.54 \\ 7.86 \end{array}  $			$\begin{vmatrix} 2 \cdot 10 \\ 2 \cdot 72 \end{vmatrix}$	$ \begin{array}{c} 2.74 \\ 1.84 \end{array}$	$\begin{array}{c} 2 \cdot 11 \\ 1 \cdot 98 \end{array}$	$1.89 \\ 2.72$		$2.06 \\ 2.39$	$7.73 \\ 7.62$	$3.58 \\ 4.79$	$2.80 \\ 4.41$	$2.89 \\ 6.18$	$3.14 \\ 5.35$
				I	Long•di	stance	Mixed	Train	8.						
March 31, 1922 March 31, 1921	 	$8.62 \\ 12.43$	$7 \cdot 49 \\ 12 \cdot 17$	$5.01 \\ 8.59$	4.54 5.30			$3.48 \\ 5.29$		$3.52 \\ 5.84$	$4.77 \\ 6.85$		$5.35 \\ 9.59$		$ \begin{array}{c} 5 \cdot 00 \\ 7 \cdot 72 \end{array}$
					$S_1$	uburba	n Trai	ns.							
March 31, 1922 March 31, 1921	•••	1.09 1.75		$\begin{vmatrix} 1 \cdot 18 \\ 1 \cdot 38 \end{vmatrix}$	1.08 1.18	$\left \begin{array}{c}0{\cdot}71\\0{\cdot}92\end{array}\right $	$\begin{array}{c c} 0.56 \\ 0.57 \end{array}$	$\begin{array}{c c} 0.57 \\ 0.91 \end{array}$	0.67 1.08	$\begin{array}{c}0.54\\1.01\end{array}$	$\left \begin{array}{c}0.82\\1.09\end{array}\right $	0.67	0.64 0.89	0·67 1·49	$0.80 \\ 1.16$

#### 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.

During the year  $42\frac{1}{2}$  miles of track were relaid almost entirely with new material. This is a considerable improvement on the relaying carried out during recent years, but is still much less than is required. Sleeper renewals and ballasting have also been increased considerably.

It is unfortunate that the financial position and the necessity for the most rigid curtailment of expenditure prevents any attempt to carry out works held over when neither men nor materials were available. It must be remembered that increasing traffic involves to a large extent the reconstruction of railways originally designed for light traffic, and it is imperative that this must be carried out if the traffic is to be handled with convenience to the public and economy.

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

	mines.
Main line, 70 lb. and 100 lb. steel rails relaid with new 100 lb. material	12
Main line and branch lines, 53 lb., 56 lb., 65 lb., and 100 lb. steel rails relaid	-
with new 70 lb. and 100 lb. material	33
Branch lines, 40 lb., 45 lb., 52 lb., 53 lb., and 56 lb. relaid with 55 lb. material	$8\frac{3}{4}$
Branch lines relaid with second-hand material	14
Total relaying for the year	$42\frac{1}{2}$

#### Total relaying for the year

Sleepers.-145,734 new sleepers were placed in the track during the year.

Ballasting.-173,911 cubic yards of ballast were placed on the track during the year.

Slips and Floods.—Slip; and floods of a minor character, which do not call for special comment, occurred on various districts. In May a slip of 100 yards at Opua blocked the main line and damaged the engine-shed. Heavy rains caused another slip at Opua in June, and on Whangarei line and the Kaipara Branch the line was under water for considerable distances, but causing no material damage. In January and February the Thames and Waihi Branches were scoured out by flood-waters, slight delays to traffic occurring. In December a slip took place just north of Tauma-runui, causing derailment to engine and four wagons. The sea-wall at New Plymouth was badly damaged by heavy seas in August, 3,278 cubic yards of stone from Mount Egmont being used in A cloudburst on the 12th January caused floods in Patea and Whenuakura Rivers; the repairs. bridge over latter river was washed out, blocking traffic until the 30th-January. About 1,000 cubic yards of stone were used on river protective works on the Midland line. An old slip on Midland Branch came down during the year, the track being diverted to a safe position. The protection of foreshore at Oamaru with heavy stone was continued, about 5,700 cubic yards of stone being discharged. About 2,400 cubic yards of stone were used in protective works in the Westland Section. Bridges.—These have been maintained in good condition. Considerable renewals and repairs

have been effected.

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

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

Buildings.-Extensive renewals and repairs have been effected. Engine-sheds at Clinton and Cross Creek were destroyed by fire, and the work of rebuilding is well advanced.

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

Railway Improvements.---Auckland-Mercer grade easements: Further portion of this work has been completed. A new station has been built at Papakura. The total expenditure under the Railways Improvement Authorization Account during the year was £62,069.

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Additions to Open Lines.—The expenditure under this heading for the year was £148,250, the principal works being: Rearrangements, Rotowaro, Taumarunui, Haywards, Matamau, Springfield, Gorge Road, Matai, Inangahua Junction, Greymouth-Otira, Westport; siding alterations and extenions, Auckand, Penrose, Te Kauwhata, Frankton, Rukuhia, Te Kumi, Okahukura, Taihape, Raetihi, Shannon, Thorndon, Trentham, Carterton, Mastertòn, Woodville, Takapau, Hatuma, Otane, Napier, Middlemarch, Edendale, Kotuku, Te Kuiti, Petone; goods-shed at Taupaki, Horotiu, Lepperton, Sutton, Titri; additions and alterations to goods-sheds at Rotorua, Hinuera, Okahukura, Raetihi, Christchurch, Five Rivers; stockyards additions at Marton, Woodville, Longlands; stockyards built at Kumeu, Motatau, Westmere, One-tree Point; platform lengthened at Westfield; loading-bank, Kumeu, Wallacetown; addition to station buildings at Auckland, Huntly, Waihou, Rotorua, Kiwitahi, Wharepoa Road, Okahukura, Napier, Christchurch, Ashburton, Palmerston; lighting of stations improved, New Lynn, Otahuhu, Taumarunui, Raetahi, Balclutha; cranes provided at Rotorua, Feilding, Otaki, Lyttelton; sanitary arrangements improved at Waikumete; concrete pits for car-shops, Dargaville; fencing between Taumarere and Opua (6½ miles), also between Mawheraiti and Reefton; approach to cream-loading stage, Walton; W.C. and latrines provided, Te Kawa, Ratana, Plimmerton; lavatory and ladies waiting-room, Thorndon; additions to dwellings at Puketutu, Motuhora; 6,000-gallon vat erected at Ongarue; siding for Stores Branch near Pokako; ash-pit lengthened, Cross Creek; water-services improved, Greymouth, Stillwater; new station-yard provided, Waingawa; alterations refreshment-rooms and store-room built, Woodville; Lyttelton, veranda and platform at Ferry Wharf and pay office; Linwood, new station building and veranda; Christchurch, erection of traverser D shed and improvements Colombo Street crossing; Addington, artesian well and cisterns, Maintenance depot, and additions to tarpaulin-s

Miscellaneous.- Additions and improvements amounting to £3,024, and charged to workingexpenses, were carried out. The works included : Additions ind improvements to stations, buildings, sidings, &c., Newmarket Workshops, Frankton, Pokako, Matamau, Kensington, Riverton ; three cottages, Parnell, connected with city sewer ; Remuera, water-trough provided at cattleyards ; Manurewa, overhead traveller provided ; Otahuhu, 15 ft. ash-pit ; approach roads improved at Kaipara Flats, Matamata, Ida Valley ; Tirau, improvements to cream-loading stage ; latrines or urinals provided, Kiwitahi, Te Mawhai, Awarua, Taihape ; water-services improved at Cross Creek, Bluff ; ticket-office on Ferry Wharf at Lyttelton ; Waianakarua, loading-bank altered ; Mosgiel, north end of platform raised. *Expenditure.*—The expenditure for the year was as follows :--- £

penditure.—The expenditure for the year was as follows :—		£
Maintenance (charged to working expanses)		. 1,111,045
New works (charged to capital)		. 210,319
Other Government Departments, public bodies, and private	parties .	
		, <del></del>
Total expenditure		$\pounds 1$ 357 053

The Maintenance expenditure charged to working-expenses amounted to £367 per mile, compared with £350 per mile in 1920-21, £280 per mile in 1919-20, £252 per mile in 1918-19, £240 per mile in 1917-18, £243 per mile in 1916-17, £251 per mile in 1915-16, and £254 per mile in 1914-15.

in 1917–18, £243 per mile in 1916–17, £251 per mile in 1915–16, and £254 per mile in 1914–15. *Mileage.*—The mileage open for traffic on the 31st March, 1922, was 3,029 miles 79 chains. During the year 12 miles 27 chains additional lines were opened for traffic.

Land and Leases.—Number of leases registered during the year, 611; aggregate rental of same, £8,019 8s. 2d. Total number of leases current on 31st March, 1922, 6,050; aggregate rental of same, £43,456 10s. 11d. Private-siding agreements registered during year, 83; aggregate rental of same, £2,961. Total number of agreements current on 31st March, 1922, 462; aggregate rental of same, £16,008. Miscellaneous agreements entered into, 16. Total number of Proclamations issued, taking or giving up land, 42. Total amount of compensation paid during year for land taken £31,707 15s. 4d.

Staff.--Maintenance Branch-Working staff, 3,590; office staff, 141; total, 3,731.

#### SIGNAL AND ELECTRICAL.

Mr. H. J. Wynne, A.M.I.C.E., Signal Engineer, reports as follows :---

I have the honour to submit the following report on the signals, interlocking, block-working, electric lighting and power installations, also the telegraph and telephone facilities, on the New Zealand Government railways for the year ended 31st March, 1922.

#### Fixed Signals at Officered Stations.

Home and distant signals have been provided at Kaukapakapa and Kumeu. Distant signals in addition to home signals have been erected at the following stations: Wellsford, Helensville, Wharepapa, Waimauku, and Waitakere.

The total number of officered stations (including tablet stations), is 480, of which 302 are equipped with fixed signals, 100 are interlocked, and 78 unequipped.

Sixteen signal-repeaters have been installed during the year, making a total of 366 now in use. The installation of low-voltage electric signals in place of distant signals at Ohakune, Johnsonville, and Khandallah has been carried out, and the electric signals are working satisfactorily.

#### Interlocking of Points and Signals.

Alterations have been made to signalling and interlocking at Frankton Junction, Taumarunui, Taihape, Aramoho, Paekakariki, Khandallah, Sockburn, Islington, Rolleston, and Invercargill.

Interlocking with tablet system has been installed at the following: Wilson's Collieries (Limited), private siding at Waro; Public Works Department's private siding near Claudelands; Piako, Tatuanui, Waihou, Herriesville, Tirohia, Komata North, Wharepoa Road, Omahu, Matatoki, Parawai, Waharoa, Okoroire, Taumangi, Tarukenga, and Koutu Stations; Koutu ballast-pit siding; service siding at 211 miles 73 chains, near Erua.

The following switch-out tablet stations have been equipped with special locking arrangements for points and signals : Awatoto, Pigeon Bush, Mangaroa, Waingawa, Mangamahoe, and Mangamaire.

Total stations now interlocked, 100; tramway-crossings, 7; sidings and flag stations interlocked with the tablet, 185; stations where Wood's locks are installed, 301.

The electric pneumatic system of signalling and interlocking has worked satisfactorily during the year.

The installation of electrical and mechanical detection on the North and South Island Main Trunk lines has now been completed, and the equipment of other stations is now in hand.

The automatic power signalling from Lambton to Lower Hutt has been completed and brought into operation. It is now working satisfactorily. The single-line section, Lower Hutt to Upper Hutt is well in hand.

#### Block Working and Electric Tablet.

No new work has been carried out during the year. The total mileage equipped is 1,657 miles of single line, out of a total of 2,988 miles open for traffic.

Mangamahoe and Mangamaire were converted to switch-out tablet stations. The tablet instruments at Kaitoke were shifted from the station to signal-cabin. A bank engine key has been installed to work between Taihape and 263 miles 34 chains.

The number of tablet instruments now in use is 900, at 376 stations. The total number of automatic tablet exchangers in use is 346.

#### Lock and Block.

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

Track-circuiting has been installed at Christchurch and Dunedin to work in conjunction with the lock-and-block system.

The lock-and-block installation between Wellington and Lower Hutt was removed when the automatic signalling was brought into operation.

The total mileage now equipped is 35 miles of double line.

The number of lock-and-block instruments now in use is 68, at 30 stations.

#### Telegraph and Telephone Facilities.

Seventeen miles of poles and 53 miles of wire have been erected during the year. Thirty-four new connections to railway telephone circuit have been provided. Sixteen connections with the public telephone exchanges have been given up; 19 new connections and 4 extensions to existing connections have been made. Nineteen electric bells and pushes have been installed.

The railway telegraph-wire between Waipukurau and Napier has been changed from continuous to intermittent working.

A new Morse wire is being erected between Christchurch and Dunedin, and will be working in a few weeks. An additional telephone-wire between Christchurch and Lyttelton has been provided.

The reconstruction of the telegraph-line between Waipara and Parnassus is in hand, and is being converted to metallic circuit.

The cabling of all railway-wires between Dunedin and Anderson Bay Road is in hand.

Railway wires at eleven high-tension-power line crossings have been placed underground.

Totals now in use : Morse sets, 285; telephones, 1,711; electric bells, 320; miles of wire, 7,286;

miles of poles, 2,635.

#### Electric Light and Power.

Electric-light installations have been made as follows: Helensville, wharf; Mount Rex, wharf; Hawera, low-voltage lighting in signals; Feilding, station and yard, also low-voltage lighting in signals; Hastings, goods-shed and yard; Wellington, third floor of Railway Head Offices; Christchurch, D goods-shed; Addington, station and yard, also timber-stacks; Sockburn, station and yard; Ashburton, refreshment-rooms; Timaru, Locomotive Foreman's house; Oamaru, Assistant Locomotive Foreman's house; Palmerston South, a Delco lighting set installed for station-yard and signals.

Additions and alterations have been made as follows: Auckland, light installed in additions to goods-shed and No. 6 platform; Rotorua, five lights added; Te Kuiti, three lights added; Ohakune, two lights added; Taihape, eleven office, two yard, and two signal lights added; Patea, one light added; New Plymouth, three lights added; Hawera, one light added; East Town, three lights added in workshops; Feilding, two lights added; Khandallah, one light added; Thorndon, eight lights added; Lambton, one light added; Christchurch, twelve office, eight yard, and four platform lights added; Linwood, one light added; Palmerston, three lights added; Mosgiel, two yard lights and one light for turntable added.

Nine electric motors have been installed in the Railway Head Offices, Wellington, to work the tabulating-machines.

The installation of electrical equipment in the house-factory at Frankton Junction is in hand.

An electric heating apparatus was installed in the ambulance-room, Addington Workshops.

The following work has been done in connection with the electrification of machinery in locomotive workshops: Newmarket, two 2-horse-power motors in tarpaulin-shop; Frankton Junction, two  $7\frac{1}{2}$ -horse-power D.C. motors have been installed to replace two A.C. motors; Addington, a 1-horsepower motor for operating fan in coppersmith's shop has been installed, also a 10-horse-power motor to drive the centrifugal pump in the fitting-shop.

#### Level-crossing Automatic Alarm-bells.

Thirteen level crossings have been equipped with automatic warning-bells at the following places: 160 miles 57 chains, near Ongarue; 264 miles 20 chains, near Taihape; 202 miles 56 chains, and 202 miles 18 chains, near Hawera; 151 miles 63 chains, near Westmere; 2 miles 47 chains, 2 miles 29 chains, and 1 mile 68 chains, near Wanganui; 146 miles 10 chains, near East Town; 110 miles 56 chains, near Napier; High Street, Rangiora; 182 miles 41 chains, near Hillgrove; 227 miles 39 chains, near Upper Port Chalmers. The present number of level crossings fitted with warning-bells is 58.

Auto-flag visual warning-signals (Wig-Wag) have been installed at the following level crossings to work in conjunction with the warning-bells which were in use: 2 miles 25 chains, near Kingsland; Queen Street, Levin; Main South Road, Temuka; 227 miles 39 chains, near Upper Port Chalmers.

Expenditure.

Particulars of expenditure for the Signal Branch for the year ending 31st March, 1922, are as follows :---

New works—					£	s.	d.
Signalling and interlocking	• • •		••		21,633	3	0
Electric-tablet working					450	6	3
Telegraph and telephone fac	ilities		• •		14,430	10	1
Electric light			••	· • •	3,471	$\overline{7}$	9
Electric motors, &c		•••		••	12,528	3	3
Level-crossing alarms			••	• •	2,172	<b>7</b>	<b>6</b>
Automatic signalling	••		••	• •	33,052	2	10
					· <u>· · · · · · · · · · · · · · · · · · </u>		·
					£87,738	0	8
'B.a' ' .		•					
Maintenance					£		d.
Signalling and interlocking	۰۰			• •	28,886		6
Signals at level crossings	• •			• •	1,470	9	11
Telegraph and telephones	••				11,543	11	4
Lines, &c., maintained by P		legraph	Departmen	t	1,558	5	<b>6</b>
Electric block and tablet wo	rking				15,941	1	<b>2</b>
Electric light	•••	• •	···		10,099	17	<b>3</b>
Electric power					859	7	<b>6</b>
Electric motors, cranes, fire-	alarms, &c		• •	• •	2,424	0	7
					£72,782	16	9

#### LOCOMOTIVE.

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

The plant, locomotives, tenders, carriages, brakevans, wagons, machinery, and tools have been maintained in good working-order during the year.

Locomotives.---On the 1st April, 1921, there were 608 engines in service, and on the 31st March, 1922, there were 637 engines. One second-hand tank engine was sold and written off stock. Thirty new engines were added to stock, all being *Pacific type* simple-superheated tender engines, Class AB, three of which were built in the Government railway workshops, the balance, twenty-seven, being portion of the contract with the North British Locomotive Company (Limited), of Glasgow.

In the Government railway workshops to date 194 engines have been built, and twenty-four eld locomotives have been rebuilt. During the year 641 locomotives passed through the workshops, the details of work done being as follows:—

			$\mathbf{Numb}$	er and Type	•		
Particulars.		Four- cylinder Balanced- Compound Tender Engines.	Tender Engines.	Tank Engines,	Fell Engines.	Single Fairlies.	Total.
Number passed through shops		55	268	305	7	6	641
Built new	• •		3		••	•••	3
Erected new			27				27
Re-erected	• •		• • •	6			6
Thoroughly overhauled	• •	32	62	60	4	1	159
Heavy repairs		7	52	66	2	1	128
Light repairs	••	16	124	173	1	4	318
Painted •	•••	29	52	69	5	<b>2</b>	157
Paint touched up		19	167	78	2	4	270

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

In addition to the engines repaired in the railway workshops, six engines were thoroughly overhauled by Messrs. A. and G. Price (Limited), Thames.

At the close of the year there were on order in the railway workshops seventeen engines, consisting of seven simple-superheated tender engines, Pacific type, Class AB, and ten heavy tank engines, 4-6-4 type, Class WAB. There was also on order from Messrs. A. and G. Price (Limited), Thames, twenty Pacific type engines, Class AB, and from the North British Locomotive Company (Limited), Glasgow, eighteen Pacific type engines, Class AB. Altogether there were on order on the 31st March, 1922, fifty-five engines.

The tractive power of locomotives was increased by 596,193 lb., equal to 6.8 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 Re- pair .	Light Re- pairs.	New Tubes (Sets).	Tubes pieced and Second- hand (Sets).	New Boiler- barrel.	New Firebox Throat- plate.	New Smoke- box Tube- plate.	New Firo- box.	New Firebox Tube- plate.	Number of Boilers patched.
Boilers	358	6	148	204	119	34	1	1	5	6	22	118

In addition to the boilers repaired in the Government workshops six boilers were repaired by Messrs. A. and G. Price (Limited), Thames.

Forty-three new boilers were in hand at the close of the year, consisting of seven Class AB, fifteen Class F, one Class FA, two Class H, one Class J, two Class R, five Class U, and ten Class WAB.

Carriages.-The stock on the 1st April, 1921, was 1,492, and on the 31st March, 1922, the number was 1,496. Five new bogie cars were built and added to stock. One six-wheel car was written off stock.

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

Particulars.		<b>Num</b> be	r and Type of Ca	rriages.	(n + )
Pargonars.		Bogie.	Six-wheel.	Four-wheel.	Total.
Number passed through shops		2,197	99	13	2,309
Built new		5	·		໌ 5
Rebuilt		1	••		1
Converted			1		1
Thoroughly overhauled	•••	411	8		419
Heavy repairs	•••	737	12	5	754
Light repairs	'	1,043	78	8	1, 129
Painted	• • •	677	7	4	688
Paint touched up	[	838	5		843

Thirty-six 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, 1921, was 443, and the number on the 31st March, 1922, was 450. Ten bogie brake-vans were built and added to stock. Two old four-wheel brake-vans were condemned and written off stock, and one second-hand four-wheel brake-van was sold.

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

Description.	Number passed through Shops.	Built new.	Thoroughly overhauled.	Heavy Repàirs.	Light Repairs.	Painted.	Paint touched up.
Brake-vans	. 1,030	10	81	308	631	192	318

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

Wagons.-The wagon stock on the 1st April, 1921, was 22,676, and the number on the 31st March, 1922, was 23,524. 233 wagons, comprising 55 bogie and 178 four-wheel, were built in Government railway workshops, also 613 four-wheel wagons imported from Messrs. Cammell, Laird, and Co. (Limited), of Sheffield, were erected and placed in service. Two bogie wagons were purchased from the Defence Department. The carrying-capacity of wagon stock was increased by 10,790 tons, equal to 5.41 per cent., or an

equivalent of 1,798 ordinary wagons.

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

Description.	Number passed through Shops.	Built new.	Erected new.	Re- erected.	Rebuilt.	Con- verted.	Thoroughly over- hauled.	Heavy Repairs.	Light Repairs.	Painted.	Paint touched up.
Wagons	27,609	233	613	36	82	17	1,181	12,043	13,404	4,958	15,070

## D.—2.

At the close of the year there were under construction in the railway workshops 268 wagons, consisting of 30 bogic and 238 four-wheel wagons. There were also 1,887 four-wheel wagons under the contract entered into with Messrs. Cammell, Laird, and Co. (Limited) to be delivered. Altogether there were on order on the 31st March, 1922, 2,155 wagons.

Tarpaulins.—The tarpaulin stock on the 1st April, 1921, was 19,467, and on the 31st March, 1922, the number was 20,582. 1,115 new tarpaulins were made in railway workshops; 1,527 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 :---

•		escription.			Number passed through Shops.	Manufactured new.	Condemned and replaced with New Tarpaulins.	Repaired.
Tarpaulins	••	•••	•	•••	 25,436	1,115	1,527	22,794

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

	i.	er-				.dn		Во	iler-reps	irs.	
Description.	Number passed . through Shop.	Thoroughly ov hauled.	Heavy Repairs.	Light Repairs.	Painted.	Paint touched u	Hcavy Repair.	Light Repair .	New Tubes (Sets).	Pieced and Se- cond - hand Tubes (Sets).	Boilers patched.
Hand-cranes Steam-cranes Stationary engines Pile-drivers and hoist- ing-engines	$25 \\ 33 \\ 23 \\ 6$	$egin{array}{c} & \cdot & \cdot \\ & 3 \\ & 1 \\ & \cdot & \cdot \end{array}$	7 7  2	$\begin{array}{c} 18\\ 23\\ 4\\ 1\end{array}$	$\begin{vmatrix} 4\\ 2\\ 1\\ \cdots \end{vmatrix}$	$\begin{array}{c c}13\\12\\ \\ \\ \\ \\ \\ \\ \\ \\ \\ \\ \\ \\ \\ \\ \\ \end{array}$	$\begin{array}{c} \cdot \cdot \\ 2 \\ 8 \\ 2 \end{array}$	$\begin{array}{c} 1 \\ 15 \\ 4 \end{array}$	$\left \begin{array}{c} \cdot \cdot \\ 1 \\ 2 \\ \cdot \cdot \end{array}\right $	$\begin{array}{c} \cdots \\ \cdot \cdot \\ 5 \\ \cdot 1 \end{array}$	$egin{array}{c} & \ddots & \ 1 & \ 8 & \ 2 & \ \end{array}$

General.—In addition to the engines, cars, brake-vans, and wagons shown as passing through workshops for repairs during the year 36,793 engines, 51,913 cars, 10,068 brake-vans, and 83,283 wagons were repaired at out-depots in order to keep vehicles out of service the shortest possible time.

Axles.—During the year 3,870 car, van, and wagon axles were replaced with modern steel axles. This number does not include axles for new rolling-stock.

Westinghouse Brake.—The necessary material for equipping the balance of engines and rollingstock on Westland Section with the Westinghouse brake is now being collected, and the work will be commenced shortly. Efficient arrangements are in force for the examination and upkeep of the Westinghouse brake.

Train Running and Mileage.—There has been a decrease of 586,127 miles in train-mileage as compared with 1920-21

The engine-mileage has decreased by 605,369 miles as compared with the previous year.

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

		_			Cost, in	Pence, per Train-mile	•
	Ye <b>ar.</b>		Train-mileage.	Engine-mileage.	Locomotive Branch.	Car and Wagon Branch	Total.
$1921-22\\1920-21$	•••	•••	8,717,265 9,303,392	$\frac{11,829,523}{12,434,892}$	70·69 55·14	$15.60 \\ 13.72$	86•29 68•86

#### STORES.

Mr. E. J. Guiness, Comptroller of Stores, reports as follows :---

The values of stores, material, and plant (purchased under Railway vote) on hand at the 31st March 1922, at the various stores, depots, and sawmills amounted to £1,545,508 1s. 7d., as against £1,553,722 6s. 7d. on the 31st March, 1921.

The value of stores on hand on account of additions to open lines amounted to £542,770 1s. 2d., as agaist £127,116 13s. 5d. on the 31st March, 1921. Included in the former is an amount of £396,429 8s. 11d. for new locomotives and wagons.

The value of stores on hand on account of Railways Improvement Authorization is £11,920 16s. 4d., as against £13,250 19s. 10d., on the 31st March, 1921.

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

## INDEX OF RETURNS

D.—2.

ACCOMPANYING ANNUAL REPORT OF THE GENERAL MANAGER OF NEW ZEALAND GOVERNMENT RAILWAYS, 1921-1922.

No. 1. General Revenue Account.

2. General Expenditure Account.

3. Details of Classified Expenditure.

4. Classified Expenditure and Revenue, and Proportion of each Class to Mileage and Revenue.

5. Comparative Statement of Passenger and Goods Traffic.

6. Cost of Construction, Net Revenue, and Rate of Interest on Capital.

7. Expenditure under Vote "Additions to Open Lines" charged to Capital Account.

8. Classified Maintenance Expenditure.

8A. Classified Signal and Electrical Expenditure.

9. Statement of Season Tickets issued.

10. Number of Employees.

11. Return of Passenger Bookings at Excursion Fares.

12. Revenue of Stations.

13. Carriage and Wagon Stock, and Tarpaulins.

14. Locomotive Stock.

15. Comparative Statement of Mileage, Capital Cost, Earnings, and Expenditure on Colonial Railways.

16. Comparative Statement of Mileage, Capital Cost, Earnings, Expenditure, and Traffic, New Zealand Government Railways.

17. Renewals of Rails.

18. Renewals and Removals of Sleepers.

19. Number of Stations and Private Sidings.

20. Mileage of Railways open for Traffic and under Maintenance.

21. Weights of Rails in various Lines.

22. Sleepers laid and removed each Year.

23. Accidents.

24. Locomotive Returns.

1—D. 2.

3 ÷ ත න YQ 4 œ £6,811,739 16 £6,643,590 14 £486,442 8 \*6,691,644 2 120,095 13 9 0 0 r. £ 443,098 443,343 1 L. HAMANN, Acting Chief Accountant. : : : - j O ŝ ń ŀ 4  $f_{1}$   $f_{126}$ , 334  $f_{126}$ , 334  $f_{126}$ ,  $f_{23}$ Collections for Refund to Harbour Boards, Shipping Companies, Carriers, etc., for the Year ended 31st March, 1922 £6,683,235 17 8 51,752 4 5 6.734.988 2 1 43.343 19 4 £6,691,614 2 9 : : : : Cash in hand, freights, &c., outstanding at stations, 31st March, 1922 : : : : Balance, Refund Account, 31st March, 1922, as below \* Receipts as per Treasury accounts ... Balance, Refund Account, 31st March, 1921, as below :: : :: : By Working-expenses, as per Return No. 4 ... Balance-Net earnings, available for interest :: GENERAL REVENUE ACCOUNT FOR THE YEAR ENDED 31ST MARCH, 1922. By Gross payment to Public Account Less collections for refund ß £ s. d. .. 168,149 2 4 .. 6,643,590 14 1 8.4.4 9.0.6 6,523,495 0 5 ŗĊ s £6,643,590 14 1 œ £6,811,739 16 120,495 13œ £ 8. 51,752 / 434,690 £486,442 : : Cash in hand, freights, &c., outstanding at stations, 31st March, 1922, as above To Cash in hand, freights, &c., outstanding at stations, 1st April, 1921  $\,$  . Revenue from passenger, parcels, and goods traffic, as per Return No. 5 : : : : • :: : To Balance brought forward, 1st April, 1921 : Collections for refund .. D. D.

RETURN No. 1.

D.—2.

D.—2.

RETURN No. 2.

£     s.     d.     CR.       tment outstanding at 1st April, 1921, for stores,     By Liabilities outstanding at 31st March, 1921, brought forward       tment outstanding at 1st April, 1921, for stores,     62,307 19     3	Stook of stores at 1st April, 1921                                                                                                                   <	7,162,323 10 10	Liabilities outstanding at 31st March, 1922, carried forward,— Wages and supplies for March paid from Treasury in April 182,645 7 9 Accounts due to the Department outstanding at 31st March, 1922, for stores,	* Payments per Treasury £7,163,323 10 10 Recoveries 669,090 0 8 Net charge to Vote £6,473,233 10 2 Stock of stores at 31st March, 1922 1,545,508 1 7	£8,960,999 4 5 £8,960,999 4 5
DR. To Balance brought forward,— Accounts due to the Depar Work done, &c.	ock of stores at 1st Ap	Payments,— Per Treasury Vote 6*	bilities outstanding at Wages and supplies fo	* Payments per Treast Recoveries _ Net charge to Vo	

## RETURN No. 3.

CLASSIFIED EXPENdITURE FOR THE YEAR ENDED 31ST MARCH, 1922.

			Maintenance of	Way and Works.			Signal			Locomoti	ive Power.			!				Dementionent	Lake Wakatipu	
Section.	Permanent- way.	Structures.	Buildings.	Miscellaneous.	General Charges.	Total.	and ¡ Electrical.	Working Locomotives.	Fuel and Water.	Oil, Tallow,	Renewals and Repairs.	General Charges.	Total.	Carriages.	Wagons.	<sup>i</sup> Traffic.	Head Office.	Departmental Offices.	Steamers.	Totals.
									WAGES A	AND SERVIC	CES.									
th Island Main Lines	8,661 19 1	461 14 8 530 17 5	$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	  18 1 4	£ s. d.   	£ s. d. 21,046 4 6 3,151 11 1 9,716 13 1 360,655 7 2	5 518 14 3  106 17 9	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	$\begin{array}{c ccccccccccccccccccccccccccccccccccc$		$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	··· ···	$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	$ \begin{array}{c ccccccccccccccccccccccccccccccccccc$	2,468 8 4 263 12 5	7,319 3 0	$ \begin{array}{c ccccccccccccccccccccccccccccccccccc$	234 17 5	 	$ \begin{array}{c c} \pounds & s. \\ 51,703 & 0 \\ 7,466 & 2 \\ 25,676 & 17 \\ 1,997,824 & 11 \end{array} $
	235,008 1 10	46,114 3 5	46,964 2 2	802 2 9		328,888 10 2	2 13,946 2 3	222,920 2 3	20,305 10 8	·	122,003 0 5		365,228 13 4	36,247 19	73,946 17 0	596,028 11 1	16,995 5 10	50,755 10 2		1,482,037 9
nd Branches itland	$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	1,551 2 1	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	4 13 5	··· ·· ··	41,354 11 7 10,044 19 5 10,120 10 3 11,747 9 9	$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	21,389 14 2 9,889 0 6 1 3,943 4 4 5 4,826 17 10	$\begin{array}{c ccccccccccccccccccccccccccccccccccc$		8,552 4 11 3,609 7 9 1,550 1 2 2,352 19 5		30,914 10 9 13,987 16 6 5,759 4 7 7,373 18 9	1,049 1 3 747 18 3	7,959 6 4 711 16 1	43,274 8 6 21,599 8 11 8,826 19 11 11,241 2 5		4,664 1 6		132,662 6 60,606 2 26,665 4 33,092 10 8,634 13
Total	575,143 6 2	121,745 16 2	97,809 4 9	2,027 9 11		796,725 17 0	42,537 5 10	617,400 3 1	56,815 18 1		320,778 13 6		994,994 14 8	107,593 11 7	198,343 2 11	1,481,632 19 11	50,473 0 9	145,433 12 3	8,634 13 7	3,826,368 18
		· · · · · · · · · · · · · · · · · · ·		·	1		. '	•	·	TORES.			· · · · · · · · · · · · · · · · · · ·			<u> </u>				
ngarei ' nu orne h Island Main Lines .	$\begin{array}{rrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrr$	474 9 3 37 10 4	$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	34 12 11		$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	5	• •	$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	$   \begin{array}{rrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrr$		··· ···	$\begin{array}{c ccccc} 8,663 & 8 & 2 \\ 1,110 & 12 & 4 \\ 7,542 & 15 & 7 \\ 902,956 & 15 & 5 \end{array}$	22 17 9 1,367 6		$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	7 9 3 34 5 4	$ \begin{array}{cccccccccccccccccccccccccccccccccccc$		25,775 17 3,202 6 11,358 1 1,213,753 6
nd Branches Th Island Main Lines	74,120 19 5	9,833 9 8	26,342 5 7	328 17 5		110,625 12 1	8,002 17 5	i	468,677 4 5	10,796 4 10	50,515 14 5		529,989 3 8	13,047 19 10	47,881 2 5	40,931 7 0	1,709 5 6	664 10 2		752,851 18
d Branches ! lland tport on Wakatipu steamers !	$5,134  1  7 \\ 4,193  4  5 \\ 1,162  4  2 \\ 811  3  10 \\ \dots$	592 9 0 740 11 3	427 17 10 420 13 11	1 1 10	··· ·· ··				9,437 7 0 5,206 1 4 4,091 18 9 4,507 7 10	580 6 9 162 8 7	9 1,362 15 11	• •• •• ••	14,371 6 6 7,149 4 0 5,154 11 9 6,422 16 4	262 17 5 533 14 10	3,772 0 3	3,818 5 0 1,864 10 9 463 15 6 612 8 0	86 13 11 21 7 2	56 13 5 34 8 1 8 6 2 12 17 7 	  4,370 7 0	$\begin{array}{cccccccccccccccccccccccccccccccccccc$
Total	179,261 18 0	34,915 8 9	55,114 0 8	817 12 1		270,105 19 6	21.210 12 4		1,311,204 14 11	35,050 6 2	2 137,105 12 8		1,483,360 13 9	60,928 4 11	122,718 12 10	112,877 10 2	5,074 12 1	1,966 16 4	4,370 7 0	2,082,613 8
									MISCI	ELLANEOUS.		•								
ngarei nu orne h Island Main Lines	93 16 0 1 13 9 101 12 9 3,419 13 8	85 11 11	3 5 3 97 0 2	1 19 9	75 7 7 40 2 3 15 1 11 4,891 19 5	301 6 6			$\begin{array}{cccccccccccccccccccccccccccccccccccc$	   	985 3 10 62 15 8 494 6 11	636		8 12 7 Cr. 20 10 5	10 0 4	49 12 6 556 3 3			••• •• ••	3,391 4 182 11 1,499 8 162,138 7
d Branches 1 Island Main Lines	2,257 0 5	6,107 14 1	8,398 13 8	57 15 9	1,838 1 9	18,659 5 8	2,356 8 1		234 7 8		34,360 3 10	2,476 11 4	37,071 2 10	10,778 3 7	23,225 8 8	50,537 12 8		···	••	142,628 1
Branches and	538 10.10 153 11 7 16 9 5 109 18 4	56 19 8		· · ·	159 0 5 56 11 2 11 9 3 18 18 2	871 19 7 661 1 4 84 18 4 637 14 6	85 12 4 18 14 0		1 6 9 0 8 0 0 4 8 	··· ·· ··	1,882 6 0 538 12 0 70 18 0 360 1 10	89 16 0 9 9 7	628 16 0 80 12 3		14 4 6	5,167 12 9 3,427 2 9 561 2 10 774 18 10		  	  334 2 0	9,269 9 6,545 15 778 4 1,976 18 334 2
Total	6,692 6 9	14,460 15 11	16,612 14 8	179 2 7	7,106 11 11	45,051 11 10	8,594 16 10		522 12 8		81,264 2 2	7,240 0 10	89,026 15 8	23,796 18 2	53,401 6 4	108,538 11 11			334 2 0	328,744 2

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L. HAMANN, Acting Chief Accountant.

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## RETURN No. 4. Classified Statement showing Revenue and Expenditure, and Proportion of each Class of Expenditure to Mileage and Reve

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		filesge.	!	Revenue.		_;				Classified Ex	penditure.							Propor	tion of each Class of Exp	penditure to Mileage an	d Revenue.	······································	
	n for		I	Per M	∷ue   ≓	]				Bepairs		!			Maintenance.	Signals	.   I	ocomotive.	Carriages and Wagons	. Traffic.	Head Office.	Departmental Offices.	Total.
Section.	Length open Traffio.	Train- mileage.	Total.	of Bailw per Annu (Avera	Trei	Mainten ; of , Way		Signal and Electrical.	Locomotive Power.	to Carriages and Wagons.	Traffic Brpenses.	Read Office.	Departmental Offices.	Total.	Per Ceut, of Revenue. Per Mine Bailway per Annum. Per Train-	Per Cent. of Revenue. Per Mile of Railway per Annnm.	Train-mile. Train-mile. Per Cent. of Revenue.	Per Mile of Bailway per Annum. Per Train- mile.	Per Cent. of Revenue. Per Mile of Railway per Annum. Per Train- mile.	Per Cent. of Revenue. Per Mile of Railway per Annum. Per Train- mile.	Per Cent. of Revenue. Per Mile of Railway per Annum. Per Train.	Per Cent. of Revenue. Rest Mile of Raiway per Annum. Per Train- mile. Revenue. of	Per Mile of Railway per Annum, Per Train- mile.
1921–22. Whangarei Gisborne North Island Main Lines and Branches South Island Main Lines and Branches Westland Westport Nelson	1,429	114,59 15,00 69,13 5,091,03 2,997,03 231,55 83,62 67,13	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	$\begin{array}{c} 0 & 495 \\ 1 & 903 \\ 6 & 3, 439 \\ 9 & 1, 569 \\ 4 & 1, 204 \\ 4 & 3, 207 \\ 6 & 462 \\ \end{array}$	13 11 179-9 15 7 196-0	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	6 10 19 10 7 10:44 7 11:24 6 6: 1 12 0 19 9:	,305 7 9	1,502,821 12 932,288 19 10 47,385 3 21,765 16	$\begin{array}{cccccccccccccccccccccccccccccccccccc$		$\begin{array}{cccccccccccccccccccccccccccccccccccc$	$\begin{array}{cccccc} 0 & 54 & 15 \\ 5 & 248 & 0 \\ 1 & 82,066 & 9 \end{array}$	$\begin{array}{ccccccc} 0 & 10,851 & 0 \\ 11 & 38,534 & 6 & 1 \\ 8 & 3.373,716 & 5 \\ 4 & 2,377,517 & 9 \\ 2 & 175,409 & 17 \\ 7 & 85,581 & 6 \\ 3 & 36,505 & 15 \end{array}$	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	27-67 0.52 32-88 2.12 38-56 1.94 41-66 1.15 25-05 1.59 18-85 0.65 39-00	137-06' 43-8 296-95' 50-5 1,326-41   70-8 653-89   74-6 301-81 49-1 604-61' 62-4 180-23 39-3	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	$\begin{array}{c ccccccccccccccccccccccccccccccccccc$		006 786.42 133.76 57 2,977.68 159.04 23 1,667.53 190.39 74 1,117.26 181.81 13 2,377.26 245.58 48 598.46 130.51
Totals Lake Wakatipu steamer		8,717,26	56,635,5717 8,0196 6,643,59014	4	16 8 182.0		8 4 72	,342 15 0	2,567,382 4	566,781 16	91,703,049 2	0 55,547 12 1	0 147,400 8	7 <sup>6</sup> ,224,387 7 13,339 2 6,237,726 10	7 16.76, 368.45 30	0.61 1.09 23.97	1-99 38-69	850.76 70.6	8 8-54 187-81 15-61			53 2·22 48·84 4·06 93· 166· 93·	34¦
Gisborne North Island Main Lines and Branches South Island Main Lines and Branches Westland Westport Nelson Picton	s  1,133 s  1,417   157   36   56	15,00 70,75 5,344,22 3,303,64 239,52 81,67 78,15 53,23	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	7 7 173 · 1 1 11 196 · 8 0 3 298 · 2 9 1 125 · 6 1 10 191 · 1	6 4,725 5 12,211 5 482,369 3 428,451 9 53,013 1 16,381 9 13,344 5 14,783	12 7 1 2 17 8 16 6 7 5 7 6 11 7 15 1	Included under Maintonanco.	1,237,422 4 1) 762,677 17 7 42,935 6 ( 20,277 2 10	682 6 3,153 17 287,990 18 1 199,166 6 16,953 11 1 14,505 13 1 2,303 12	5 8,099 1 1 882,147 12 1 695,802 13 0 50,968 6 0 27,008 6	3         75         15           6         397         6         1           3         34,096         12         1           7         20.331         12         1           1         1,682         1         6           880         11         4	0 81,372 7 5 50,041 10	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	866 11 16 11 17 12 12 17 12 12 12 17 12 12 12 12 17 12 12 12 12 12 12 12 12 12 12 12 12 12	Included 26.86 35.23 30.87 21.85 21.85 29.45 29.45 29.45 29.45 29.45 29.45 29.45 29.45 29.45 29.45 29.45 29.45 29.45 29.45 29.45 29.45 29.45 29.45 29.45 29.45 29.45 29.45 29.45 29.45 29.45 29.45 29.45 29.45 29.45 29.45 29.45 29.45 29.45 29.45 29.45 29.45 29.45 29.45 29.45 29.45 29.45 29.45 29.45 29.45 29.45 29.45 29.45 29.45 29.45 29.45 29.45 29.45 29.45 29.45 29.45 29.45 29.45 29.45 29.45 29.45 29.45 29.45 29.45 29.45 29.45 29.45 29.45 29.45 29.45 29.45 29.45 29.45 29.45 29.45 29.45 29.45 29.45 29.45 29.45 29.45 29.45 29.45 29.45 29.45 29.45 29.45 29.45 29.45 29.45 29.45 29.45 29.45 29.45 29.45 29.45 29.45 29.45 29.45 29.45 29.45 29.45 29.45 29.45 29.45 29.45 29.45 29.45 29.45 29.45 29.45 29.45 29.45 29.45 29.45 29.45 29.45 29.45 29.45 29.45 29.45 29.45 29.45 29.45 29.45 29.45 29.45 29.45 29.45 29.45 29.45 29.45 29.45 29.45 29.45 29.45 29.45 29.45 29.45 29.45 29.45 29.45 29.45 29.45 29.45 29.45 29.45 29.45 29.45 29.45 29.45 29.45 29.45 29.45 29.45 29.45 29.45 29.45 29.45 29.45 29.45 29.45 29.45 29.45 29.45 29.45 29.45 29.45 29.45 29.45 29.45 29.45 29.45 29.45 29.45 29.45 29.45 29.45 29.45 29.45 29.45 29.45 29.45 29.45 29.45 29.45 29.45 29.45 29.45 29.45 29.45 29.45 29.45 29.45 29.45 29.45 29.45 29.45 29.45 29.45 29.45 29.45 29.45 29.45 29.45 29.45 29.45 29.45 29.45 29.45 29.45 29.45 29.45 29.45 29.45 29.45 29.45 29.45 29.45 29.45 29.45 29.45 29.45 29.45 29.45 29.45 29.45 29.45 29.45 29.45 29.45 29.45 29.45 29.45 29.45 29.45 29.45 29.45 29.45 29.45 29.45 29.45 29.45 29.45 29.45 29.45 29.45 29.45 29.45 29.45 29.45 29.45 29.45 29.45 29.45 29.45 29.45 29.45 29.45 29.45 29.45 29.45 29.45 29.45 29.45 29.45 29.45 29.45 29.45 29.45 29.45 29.45 29.45 29.45 29.45 29.45 29.45 29.45 29.45 29.45 29.45 29.45 29.45 29.45 29.45 29.45 29.45	$\begin{array}{c} 122 \cdot 69 & 39 \cdot 2 \\ 340 \cdot 13 & 56 \cdot 5 \\ 1,092 \cdot 16 & 55 \cdot 5 \\ 538 \cdot 23 & 55 \cdot 4 \\ 273 \cdot 48 & 43 \cdot 0 \\ 563 \cdot 25 & 59 \cdot 5 \\ 197 \cdot 56 & 37 \cdot 0 \end{array}$	$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	$ \begin{array}{cccccccccccccccccccccccccccccccccccc$	$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	$\begin{array}{cccccccccccccccccccccccccccccccccccc$
Totals Lake Wakatipu steamer	3,009 s	9,303,39	2,6,899,542 5 8,989 3 6,908,531 8	4 —		91,053,049	6 7		2,124,876 14 9	531,934 10	0 1,712,375 10	1 58,773 5	4 145,133 2	4·5,626,142 9 10,458 3 ( 5,636,600 12			30.80	706.17 54.8	2 7.71 176.78 13.72	2 24 82 569 09 44 1	0.85 19.53 1.8	52 2 10 48 23 3 74 81 4 116 3 116 3 116 3	34

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VENUE,	FOR	THE	Year	ENDED	31 st	MARCH,	1922.
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L. HAMANN, Acting Chief Accountant.

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RETURN No. 5.

COMPARATIVE STATEMENT OF PASSENGER AND GOODS TRAFFIC FOR THE YEAR ENDED 31ST MARCH, 1922.

	17 T			Passengers.	gers.					Live-stock.				Go	Goods.		
Section.	Lengun Open for Traffic.	First Class.	lass.	Second Class.	Olass.	Total.	Season Tickets.	Cattle.	Sheep.	Pigs.	Total.	Equivalent Tonnage.	Timber.	Minerals.	Other Goods.	'fotal.	Gross Total Tonnage.
1921–22. Whangarei Kaihu Gisbonat Mein Tines	Miles. 80 20 49	Single. 25,074 1,635 8,959	Return. 8,000 1,852 3,942 3,942	Single. 87,544 14,180 46,725 9 966 212 4	Return. 88,882 18,296 38,026 38,026	Number. 209,500 35,963 97,652	Number. 2,472 15 399 317 139	Number. 1,929 1,123 104,149	Number. 38,433 66 139,117 • 466 999	Number. 793 27 153 153	Number. 41,155 131 140,393 9 706 793	Tons. 2,154 16 5,911	Tons. 40,581 9,088 16,234 240,517	Tons. 73,808 2,778 15,299 886 135	Tons. 44,291 3,068 28,901	Tons. 158,680 14,934 60,434 2,346,315	<b>Tons.</b> 160,834 14,950 66,345 9 549 775
and Branches South Island Main Lines	1,429	265,255	576,142		2,934,144	4,809,939	134,770		3,621,456	33,410 5	33,410 3,729,229	168,728	166,504	694,973	1,415,974	2,277,451	2,446,179
and Branches Westland Westport Nelson Picton Lake Wakatipu steamers,	157 36 56	$\begin{array}{c} 20,577\\ 429\\ 3,917\\ 12,615\\ 3,209\end{array}$	$\begin{array}{c} 22,396\\ 1,372\\ 2,962\\ 5,778\\ 6,270\end{array}$	$\begin{array}{c} 99,673\\ 29,763\\ 38,146\\ 33,668\\ 4,878\end{array}$	$\begin{array}{c} 210,870\\ 61,412\\ 38,050\\ 44,646\\ 4,298\end{array}$	353,516 92,976 83,075 96,707 18,655	14,275 2,009 1,414 375 8	$\begin{array}{c} 4,287\\ 209\\ 502\\ 1,139\\ 172 \end{array}$	$\begin{array}{c} 41,115\\ 3,111\\ 18,536\\ 127,597\\ 10,997\end{array}$	90 • 12 1 3 3 1	$\begin{array}{c} 45,492\\ 3,332\\ 19,043\\ 128,751\\ 11,170\end{array}$	2,947 188 5,449 492	115,1044,6385,200742 $604$	$\begin{array}{c} 291,617\\ 497,182\\ 9,435\\ 8,677\\ 1,144\end{array}$	$\begin{array}{c} 37,445\\ 13,534\\ 26,276\\ 57,839\\ 3,861\\ \end{array}$	$\begin{array}{c} 444,166\\ 515,354\\ 40,911\\ 67,258\\ 5,609\end{array}$	$\begin{array}{c} 447,113\\515,542\\41,805\\72,707\\6,101\end{array}$
Totals	3,021	806,124	1,397,728	$806, 124 \ \boxed{1,397,728} \ \boxed{3,655,288} \ \boxed{8,403,300} \ \boxed{14,262,440}$	3,403,300	4,262,440	472,865	279,904	7,466,751	168,764	7,915,419	390,239	708,212	2,481,048	2,741,852	5,931,112	6,321,351
1920–21. Whangarei	80 20 1,133	$\begin{array}{c} 26,771\\ 1,405\\ 11,332\\ 11,332\\ 502,192 \end{array}$	$\begin{array}{c} 8,392\\ 2,554\\ 5,128\\ 806,656 \end{array}$	$\begin{array}{c} 87,325\\ 87,325\\ 14,267\\ 51,551\\ 2,335,082\\ \end{array}$	$\begin{array}{c} 100,784\\ 21,240\\ 44,700\\ 5,181,002 \end{array}$	$\begin{array}{c} 223,272\\ 39,466\\ 112,711\\ 8,824,932 \end{array}$	$\begin{array}{c} 2,370\\ 2,370\\ 46\\ 171\\ 305,872\end{array}$	$\begin{array}{c} 4,232\\ 4,432\\ 2,177\\ 263,910\end{array}$	$16,933 \\ 120 \\ 142,591 \\ 3,242,334$	616 34 34 91,808 3	$\begin{array}{c} 21,781\\ 21,781\\ 2,2\\ 144,790\\ 3,598,052\end{array}$	$2,103 \\ 12 \\ 12 \\ 6,417 \\ 214,801 \\ 214,801 \\ \end{array}$	$\begin{array}{c} 46,044\\ 8,239\\ 18,433\\ 337,748\end{array}$	$\begin{array}{c} 85,095\\ 1,117\\ 14,594\\ 848,951 \end{array}$	$\begin{array}{c} 41,311\\ 2,997\\ 31,495\\ 1,175,279\end{array}$	$\begin{array}{c} 172,450\\ 12,353\\ 64,522\\ 2,361,978\end{array}$	$\begin{array}{c} 174,553\\ 12,553\\ 12,365\\ 70,939\\ 2,576,779\end{array}$
and Drancues South Island Main Lines	1,417	299,841	671,280	1,138,026 3	3,263,212	5,372,359	139,785	98,758	3,419,184	26,028	3,543,970	168,650	178,749	775,667	1,472,509	2,426,925	2,595,575
and Branches Westland	157 36 56 56	$\begin{array}{c} 20,318\\ 373\\ 5,903\\ 14,337\\ 4,262 \end{array}$	$\begin{array}{c} 22,324\\ 1,106\\ 4,400\\ 9,326\\ 7,258\end{array}$	$\begin{array}{c} 101.746\\ 28,367\\ 50,613\\ 38,047\\ \overline{5},908\end{array}$	231,534 64,354 61,916 64,048 64,048	$\begin{array}{c} 375.922\\ 94,200\\ 125,322\\ 125,758\\ 24,188\end{array}$	$13,027 \\ 1,298 \\ 1,571 \\ 543 \\ 8 \\ 8$	4,906 135 974 1,192 413	$\begin{array}{c} 37,579\\ 1,937\\ 21,502\\ 115,784\\ 12,634\end{array}$	40 1 31 1 1	$\begin{array}{c} 42,525\\ 2,073\\ 22,519\\ 117,007\\ 12,048\end{array}$	3,082 110 1,157 4,973 614	$119,378 \\ 2,056 \\ 5,602 \\ 1,026 \\ 426$	$\begin{array}{c} 310,182\\ 460,982\\ 10,518\\ 7,577\\ 7517\end{array}$	36,337 11,510 24,451 52,980 3,326	$\begin{array}{c} 465,897\\ 474,548\\ 40,571\\ 61,583\\ 61,583\\ 4,533\end{array}$	468,979 474,658 41,728 66,556 5,147
Totals	3,009	886,734 1,538,424		3,850,032	9,039,550	9,039,550 15,315,640	464,591	376,745	7,010,598	118,624	7,505,967	401,919	717,701	2,515,464	2,852,195	6,085,360	6,487,279

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RETURN	

COMPARATIVE STATEMENT OF PASSENGER AND GOODS TRAFFIC FOR THE YEAR ENDED 31ST MARCH, 1922-continued.

					Revenue.						Mileage.	
Section.	Ordinary Passengers.	Season Tickets.	Parcels, Luggage, and Mails.	Total Coaching.	Goods.	Miscellaneous.	Rents and Commission.	Total Goods.	Grand Total Revenue.	Train.	Shunting, &c.	Total.
1921–22.		1	<b>.</b>	£ s. d.		ઝં	5		3 3 3	Number.	Number.	Number.
gar		61		24,538 0 0		, L	1,776 9 1	Ľ		114,597	37,374	151,97
Kaihu	o .	124 14 2	တမ္		ແ ທີ	787 12	·• -	φr	9,907 18 0	15,006 40,120	6,555 17 653	21,561
North Island Main Lines		10	$\frac{2}{2}$ ,200 13 4 198,198 2 2	12 12 2	2,034,285 13 11	49,632 7	66,103 11 7		0. IO	5,091,037	1,579,733	6,670,770
and Branches South Island Main Lines	697,366 8 0	59,422 3 11	121,405 3 10	878,193 15 9	9 1,272,225 0 8	49,706 13 5	37,897 14 11	1,359,829 9 0	2,238,023 4 9	2,997,038	1,053,589	4,050,627
and Branches		01 01 120 1				a	2		0 150 0	622 L60	149 000	11 120
Westnort	<u>0</u> 67	4,30/ 10 10	1.251 12 10	92,240 19 2 9.833 10 3	1119,300 4 0 98,320 11 8		4,002 11 4 917 16 5	# oc	115.452 18	201,000 83.628		146.176
Nelson	12	1,040 8 0	ao I		00	ò	9		28,194 12	67, 130		86,221
Picton	8,717 15 2	419 11 5	2,316 0 2	11,453 6 9	27,666 7 4	3,106 5 1		31,898 0 5	<b>ч</b> г	48,137	28,266	76,40
Lake wakatipu steamers	2	184 5 0	<u>0</u>	4,791 14 2		٥	11 0 8/	12	0 ATA 0	•	:	:
Totals	2,212,633 6 10	205,593 13 10	339,481 10 3	2,757,708 10 11	3,646,594 6 5	124,106 5 5	115,181 11 4	3,885,882 3 2	6,643,590 14 1	8,717,265	2,947,699	11,664,964
1920-21.				11								
Whangarei Kaihu	20,176 16 10 2 998 18 1	1,208 5 7 911 19 11	2,795 16 11 656 17 11	24,180 19 4 3,867 15 11	42,437 10 0	1,041 1 0 744 15 2	1,592 4 10 234 4 7	45,070 15 10	69,251 15 2 9,133 0 1	117,179	35,123	152,302 21.190
	13.766 0 3	•	1,955 11 6	8	410 7		12		47,304 16 4	70,757	15,985	86,742
North Island Main Lines	1,546,525100	132,032 12 3	9	1,873,060 8 5	,786 15			<u>1</u> 5	4	5,344,221	1,584,523	6,928,744
south Island Main Lines	800,141 15 1	58,605 1 3	122.427 0 0	981,173 16 4	4 1,309,906 15 1	56,266 7 3	35,875 14 4	1,402,048 16 8	$\begin{bmatrix} 2,383,222 & 13 & 0 \end{bmatrix}$	3,303,647	1,133,941	4,437,588
and Branches			4	(					¢		-00	
Westland	40,567 17 6 7.007 3 11	3,818 17 8	7,272 8 7 1,208 5 9	51,659 3 9 8,998 8 10	131,749 1 10 85.092 10 9	9,625 I I 6,603 12 7	3,467 2 0 813 4 8	144,841 4 11 92,509 8 0	196,500 8 8 101.507 16 10	239,521	138,687 63.591	378,208 145,266
Nelson			19	-	6N		9	4	9	78,153	19,527	97,68
:	10,821 2 7	14 1	12	6	,820 14		1,011 5 2	28,989 15 4	4	53,232	26,613	79,84
Lake Wakatipu steamers				10	,744 16		11		ന	:		:
Totals	2 459 369 3 1	198 717 9 9	225 752 19 2	2 993 832 18 6	3 676 664 18 8	136 505 8 0	101 598 3 5	3 914 698 10 1	6 908 531 8 7	0 303 309	3 094 173	12.327.565

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#### RETURN No. 6.

ESTIMATED AMOUNT OF EXPENDITURE ON CONSTRUCTION OF RAILWAYS, ROLLING-STOCK, ETC., TO 31st March, 1922; Net Revenue, and Rate of Interest Earned on Capital expended ON OPENED LINES FOR YEAR ENDED SAME DATE.

						Cost of Co	nstruction.		
	Se	etion of	Railway.			Opened Lines.	Unopened Lines.	Net Revenue.	Rate of Interest earned.
Whangarei Kaihu Tauranga Gisborne North Islan Sonth Islan Westland	     	"		• •	··· ··· ··· ··· ···	£ 877,244 100,265  688,378 17,725,193 15,377,595 2,206,551	£ 480,032 74,650 791,244 420,322 1,781,110 131,101	$ \begin{array}{c} \pounds \\ - 10,670 \\ \vdots \\ - 943 \\ \vdots \\ 5,726 \\ 523,314 \\ - 139,494 \\ \vdots \\ 3,740 \\ \end{array} $	£ s. d.   0 16 8 3 0 8  0 12 7
Westport Nelson Picton Lake Waka	tipu ste		· · · · · · · · ·	•••	· · · · · · · · · · · · · · · · · · ·	606,005 444,781 684,686 43,708	1,141,852 95,862 62,027 19,288	$     \begin{array}{r}       29,872 \\                                    $	4 18 8  
In suspense- Surveys, Miscellan Surveys, S Miscellan P.W.D. st W.R.D. s Balance o Railway 1914 Ac	North 1 eous, N South 1 eous, So tock of tock of f cost o ys Aut	lorth Isla Island outh Isla permane A.O.L. a of raising	nd nt-way nd R.I.A loan of	£1,000,00	0 for Aot	     	38,443 . 5,169 5,763 5,168 261,306  67,319	    	    
Fotal cost o March, 19		ed and ı	inopened	lines at	31st	£39,309,097 £44,68	£5,380,651 	£405,864	£1 1 4  £0 18 2

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 delivery of new rolling stock, and also to the tune during which the line, taken over by the Working Railways Department, within the financial year was earning Revenue, thus :— South Island Main Line and Branches: Clyde to Cromwell, opened for traffic 11th July, 1921.

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L. HAMANN, Acting Chief Accountant.

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### RETURN No. 7.

EXPENDITURE UNDER VOTE FOR ADDITIONS TO OPEN LINES, CHARGED TO CAPITAL ACCOUNT, FOR THE YEAR ENDED 31ST MARCH, 1922.

			· · · · · · · · · · · · · · · · · · ·		Amount.	Total.
Material on hand, 31st March, 1921 Expenditure charged to Vote 45 by Treasur	у	••	••	•••	£ s. d. 137,263 7 1 1,856,379 16 9	£, s. d.
Less material on hand at 31st March, I	922			•••	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	1,450,873 2 3
Expenditure on works, &c.— Way and Works Branch Locomotive Branch	••	•••	•••	•••	$\begin{array}{rrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrr$	1,450,873 2 8

WAY AND WORKS BRANCH : PARTICULARS OF WORKS, ETC.

Railway.	Work, &c.	Amount.	Total.
••• ••••••••••••••••••••••••••••••••••		£ s. d.	£ s. c
Vhangarei	Sidings, loading-banks, stockyards, crossings, &c Additions to station buildings, extension of station-	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	
	yards, and other facilities Additional dwellings	1,409 3 7	
	Foncing of railway-line	821 11 4	2,733 4 1
aihu	Sidings, loading-banks, stockyards, crossings, &c Additional works, water-services, &c., for Loco- motive Branch	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	,
orth Island Main Lines	Sidings, loading-banks, stockyards, crossings, &c	23,921 4 2	105 13
and Branches	Additions to station buildings, extension of station- yards, and other facilities	25,056 1 6	
	Additional works, water-services, &c., for Locomotive Branch	883 19 4	
•	Reduction of grades and improvement of curves	3,205 14 8	
	Purchase of land	19,045 7 2	
	Additional dwellings	110,157 19 10	
	Bridge-work and subways	443 19 7	
	Cranes, weighbridges, turntables, &c	232 4 8	1
	Additions to workshops	38,133 0 4	
	Engine-depots Signals and interlocking	$547 5 3 \\ 1,000 5 1$	
		955 6 3	
¢;	Tablet-installation            Telegraph and telephone facilities	285 9 9	
outh Island Main Lines	Sidings, loading-banks, stockyards, crossings, &c.	1,671 0 0	223,867 17
and Branches	Additions to station buildings, extension of station- yards, and other facilities	22,023 8 3	
	Additional works, water-services, &c., for Locomotive Branch	773 6 6	
	Additional dwellings	10,758 3, 3	
<b>x</b>	Bridge-work and subways	145 18 10	
	Cranes, weighbridges, turntables, &c.	86 4 0	
	Additions to workshops	589 1 5	
	Signals and interlocking Tablet-installation	$526 \ 19 \ 0$	
1.		328  0  11	
	Telegraph and telephone facilities	13,098 12 4	50,000 14
estland	Sidings, loading-banks, stockyards, crossings, &c Additions to station buildings, extension of station-	$\begin{array}{c} 1,191 \ 13 \ 3 \\ 46,690 \ 7 \ 10 \end{array}$	
	yards, and other facilities Additional works, water-services, &c., for Locomotive	54 8 3	
	Branch	2,500 0 0	
	Furchase of fand	1,907 5 9	×0 040 1×
Vestport	Sidings, loading-banks, stockyards, crossings, &c	174 12 0	52,343 15
	Additions to station buildings, extension of station- yards and other facilities	514 19 11	689 11
	1		£329,740 17

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## RETURN No. 7-continued.

LOCOMOTIVE BRANCH: PARTICULARS OF ROLLING-STOCK, ETC.

Description of Stock ordered.	Order.	Number Incom- plete on 31st Mar., 1921.	Number Complete on 31st March, 1922.	Number Incomplete on 31st March, 1922.	Expenditure in Year ended 31st March, 1922.
					£ s. d.
Carriages, Class A, 1915–16 programme	B-10	3	3		1,649 18 0
Wagons, bogie, 1915-16 programme	D10	4	4		1,227 14 8
Wagons, four-wheel, 1915-16 programme	E-10	25	25		1,154 8 5
Carriages, classes A and AA, 1916–17 programme		30		30	Cr. 2,093 2 10
Brake-vans, Class F, 1916–17 programme	J-10	$12^{-0.00}$		7	4,984 17 2
Wagons, bogie, 1916–17 programme	K-10	59	29	30	5,824 4 6
	L = 10	329	100	229	73,805 19 1
			· · ·	-	
Fitting Westland rolling-stock with Westing-	10-10	••	••	••	537 5 1
house brake	177 10				
Carriages, Class AA, 1917–18 programme	V - 10	2	2	••_	800 6 6
Locomotives, Class AB, third lot	X10	$10 \\ 10$	3	7	20,664 8 3
Tarpaulins, 1919–20 programme	Y-10	115	115	••	84 12 3
Wagons, four wheel, 1919–20 programme	Z-10	20	12	- 8	1,236 19 3
Locomotives, Class AB (A. and G. Price (Limited))		20	••	20	32,696 16 11
Locomotives, Class WAB, second lot	D—11	10	••	10	13,952 3 4
Brake-vans, Class F, 1920–21 programme	E11	1	1	••	949 17 5
Wagons, bogie, 1920–21 programme	F	20	20	••	7,712 1 4
Wagons, four wheel, 1920-21 programme	G-11	13	13		2,584 1 9
Difference in value of cars being built to replace	H-11				929 7 1
four obsolete cars to be written off					
Difference in value of wagons rebuilt or converted	1-11				3,806 4 9
Equipment for Royal train	J-11				<i>Cr.</i> 51 5 0
Additional first-class seats for cars	N-11				2,911 17 9
Locomotives, Class AB (British Contract)	P-11	${45}$	27		288,864 10 1
Wagons, four-wheel (British contract).	Q = 11	2,500	613	1,887	627,869 2 9
and the second se	Ř-11	1,000	1.000	1,007	16,040 15 7
	1		1,000		, , ,
Brake-vans, Class F, 1921–22 programme	S11 T11	$\frac{5}{24}$	$\frac{2}{24}$	-	-,
Wagons, four-wheel, 1921–22 programme				••	$10,166\ 17\ 6$
Steam heating locomotives and cars	U-11	••	••	••	1,571 4 7
Additional superheater elements	V11		••	••	981 9 10
Difference in value of brake-vans built to replace	W11		i	• •	1,197 18 7
stock written off					
Electric headlights for AA locomotives	X11	•• .		••	$154 \ 17 \ 4$
Sales of locomotives			••	• •	Cr. 12,500 0 0
Sales of rolling-stock				• •	Cr. 245 0 0
Workshops machinery				••	8,206 7 1
Sales of workshop machinery					Cr. 50 0 0
Total		••	••	••	£1,121,132 5 4
Total locomotives		85	30	55	
		35	5	30	
have been service		18	8	$10^{-50}$	••
manna haria	••	83	53	30	••
and a second second		2,911	787	2,124	••
	•••	· ·		,	••
,, tarpaulins	••	1,115	1,115	••	••
	·	-	!		· · · · · · · · · · · · · · · · · · ·

## EXPENDITURE UNDER THE RAILWAYS IMPROVEMENT AUTHORIZATION ACT, 1914, CHARGED TO CAPITAL ACCOUNT, FOR THE YEAR ENDED 31ST MARCH, 1922.

Material on hand at 31st March, 1921 Expenditure charged by Treasury Proportionate cost of raising loan	 	• •		£ 13,525 132.240 9,619	$\frac{3}{10}$	3		s.	d.
Less material on hand at 31st March			• .		12 16	2 4	£143,464		10
New station and station-yards, goods-she				t Auekland	I, W			10	9
lington, and Addington Grade casements—Penrose–Mercer, Palm			••	••		••	8,387 55,873		-
New line—Auckland–Westfield			·				260		ĭ
Signalling, interlocking, and safety applie	inces	••	••	••		••	78,943	11	3
							£143,464	15	10

L. HAMANN, Acting Chief Accountant.

OTATEMENT SHOWING ULASSIFICATION OF	GUASSIFICAT	TION OF LEXPENDITURY		MAINTENANCE	SECTIONS.	WUKAS FUK	THE LEAK EN	TW LSTC OHONH	MAROH, 1922.	
Classification of Work.	Whangarei.	Kaihu.	Gisborne.	North Island Main Lines and Branches,	South Island Main Lines and Branches.	Westland	Westport.	Nelson.	Picton.	Totals.
Track surfacing Track renewals Ballasting Banks, cuttings, ditches, tunnels Bridges, culverts, drains Fences, gates, cattlestops, hedges Woaler services conce	$\begin{array}{c} \pounds \\ \pounds \\ 9, 737 \\ 12, 511 \\ 17 \\ 2, 970 \\ 117 \\ 632 \\ 532 \\ 11 \\ 6 \\ 5, 668 \\ 11 \\ 2 \\ 857 \\ 9 \\ 7 \\ 139 \\ 6 \\ 3 \\ 6 \\ 3 \\ 6 \\ 1 \\ 12 \\ 6 \\ 1 \\ 2 \\ 6 \\ 1 \\ 1 \\ 2 \\ 6 \\ 1 \\ 1 \\ 2 \\ 6 \\ 1 \\ 1 \\ 2 \\ 1 \\ 1 \\ 0 \\ 1 \\ 1 \\ 1 \\ 1 \\ 1 \\ 1 \\ 1$	$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	$ \begin{array}{c} f & f & f \\ f & f & f \\ f & f $	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	$\begin{array}{cccccccccccccccccccccccccccccccccccc$
Wharves of artes, oppuatees	2,497 14 5 2,497 14 5 4 17 0 75 7 7	428 II 573 5  40 2	19 14 1	11,040 * 130 17 73,773 6 838 9 1,678 10 4,891 19	, 368 7 705 1 , 188 15 , 838 1	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	19 19 11	. 16 15 15	10, 0, 0, 10	$\begin{array}{c} 25,230 \\ 4,201 \\ 168,694 \\ 3,838 \\ 9 \\ 3,024 \\ 7,106 \\ 11 \end{array}$
Totals	35,489 14 11	4,871 6 10	10,784 19 10	508,249 7 10	458,173 7 11	51,759 6 6 290 19 7	15,919 12 0	12,529 19 9 905 0 0	14,105 12 9	1,111,883 8
	ENT SHOWING	CLASSIFICAT	SIGNAL	ETURN And Eler	dal Expending		YEAR ENDED 31ST 1	192		
					SECTIONS.					
Classification of Work.	Whangarei.	Kaihu.	Gisborne.	North Island Main Lines and Branches.	South Island Main Lines and Branches.	Westland.	Westport.	Nelson.	Picton.	Totals.
Signals and interlocking Signals at level crossings Telegraphs and telephones Block working Electric lighting Buildings Miscellaneous	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	۰ ۲۰ ۲۰ ۲۰ ۲۰ ۲۰ ۲۰ ۲۰ ۲۰ ۲۰ ۲۰	£ s. d. 28 14 2 28 15 2 119 17 5   0 17 2	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	$\begin{array}{c} \mathbf{f} & \mathbf{s}, \ \mathbf{d}, \\ 159 & 10 & 2 \\ 159 & 10 & 2 \\ 216 & 11 \\ 175 & 16 & 11 \\ 175 & 16 & 11 \\ \mathbf{\cdots} \\ 0 \\ 0 \\ 0 \end{array}$	£ s. d. 51 7 5 51 7 5 128 18 6   0 11 4	£ 8. d. 4 10 0 86 8 7 86 8 7 157 5 7  0 17 3	$\begin{array}{cccccccccccccccccccccccccccccccccccc$
Totals	854 6 9	0 4 0	149 9 0	44,938 7 4	24,305 7 9	1,110 18 6	554 3 0	180 17 3	249 1 5	72,342 15
Rate per average mile opened	10 13 7	0 0 2	3 1 0	39 13 4	17 0 10	7 1 7	15 7 10	2 19 5	. 4 9 0	23 19

D.—2.

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### RETURN No. 9.

STATEMENT OF SEASON TICKETS ISSUED FOR THE YEAR ENDED 31st March, 1922.

Descripti	on of Ticket	s.			Number.	Amount.
						£ s. d.
Travellers' annual, all lines					17	1,556 5 0
Travellers' annual, North Islan	d				89	6,049 15 0
Travellers' annual, South Island	d		•••		40	2,612 17 6
Reporters' annual				·	96	1,200 0 0
Sectional annual, North Island		• • • •			483	20,180 2 8
Sectional annual, South Island					292	11,485 16 8
Tourist, all lines	· • •		•••		318	5,150 2 6
Tourist, North Island					1,465	15,517 17 9
Tourist, South Island					78	$874 \ 12 \ 10$
School					37,095	26,530 13 6
Twelve-trip weekly					121, 121	22,086 3 4
Weekly workmen's					274,685	32,978 19 9
All other season	•••	•••	•••		37,086	59,370 7 4
Totals					472,865	205,593 13 10

L. HAMANN, Acting Chief Accountant.

Comparative	Sta	TEMEN	T OF	THE	Numbei	R OF E	MPLOY	TEES	for Y	EARS	1920-9	21 ANI	o 192	1-22.
Department.		Whangarei.	Kaihu.	Gisborne.	North Island Main Line and Branches.	South Island Main Line and Branches.	Westland.	Westport.	Nelson.	Picton.	Stores.	Refreshment Service.	Architectural Branch.	Total.
1920–21. General Traffic Maintenance Locomotive	••• ••• •••	5 47 73 47	$\begin{array}{c}1\\6\\14\\5\end{array}$	3 19 40 22	401 2,551 1,780 2,543	123 2,019 1,325 1,902	26 134 214 151	4 73 35 105	4 53 43 23	3 28 52 21	144  	192  	21   	927 4,930 3,576 4,819
Totals	••	172	26	84	7,275	5,369	525	217	123	104	144	192	21	14,252
1921-22. General Traffic Maintenance Locomotive	••• ••• ••	5 47 77 51	1 6 13 5	3 21 38 24	432 2,683 1,932 3,007	125     2,095     1,413     2,284 $ $	28 156 259 169	5 75 39 107	4 27 39 23			190   	26  	974 5,138 3,855 5,695
Totals	••	180	25	86	8,054	5,917	612	226	93	101	152	190	26	15,662

RETURN No. 10.

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		SCHOOLS, FACTORIES, AND FRIENDL	ы	SOCIETIES.			HOLIDAY	HOLIDAY EXCURSIONS.		GROSS TOTA HOLIDAY	GROSS TOTALSOHOOL AND HOLDDAY EXCURSIONS.
Sections.	Schools, Factories, and Friendly Societies. Children not exceeding 15 Years of Age.	Schools only. Senior Scholars over 15 but not acced- ing 23 Years of Age and Teachers.	Schools, Factories, and Friendly Societies, Adults.	Total.		First Class.	Second Class.	Total.	Revenue.	Number of Tickets.	Revenue.
Whangarei	No. 	No. : ;	No.  493	No. 	£ s. d. 70 13 0	No. 218	No. 647 669	No. 865 669	£ s. d. 406 18 10 66 19 6	No. 865 1,655	£ s. d. 406 18 10 137 12 6
Auckland Ohakune Gisborne	5,263 1,551 1,120	233 51	2, 483 424 698	2.286 1,869	580 10 6 48 19 11 114 7 4	5,847 1,372 180	8],344 9,064 434	87,191 10,436 614	$13 \\ 12 \\ 12 \\ 12 \\ 12 \\ 12 \\ 12 \\ 12 \\ $	95,777 12,644 2,483	50,823 17 2 10,065 19 3 346 0 1
Wanganui	10,824 12,962	2,749 3,568 83	6,180 11,781	19,753 28,311 83	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	6,312 44,183 587	37,064 50,460 2,178	43,376 94,643 2.765	_	63,129 122,954 9 848	28,856 4 9 53,930 15 9 406 3 11
Nelson	1,402 285 285	13 05 13 09	641 181 3 819	2,493 479 7 610	134 13 11 16 19 7 695 7 8	0 9 9 9 9 9 1 9 9	292 2,090 15,518	30] 2,129 16,640	1]15 ]4 7 238 4 1 7 579 10 7	2,794 2,794 2,608	
Westand Christchurch Dunedin Invercargil	22,021 9,125 7,956	3,136 797 1,613	$\frac{24}{13}, \frac{223}{307}$ 7,629	17,198	$\begin{array}{c} 4,797 \ 13 \ 4\\ 2,049 \ 18 \ 10\\ 2,250 \ 0 \ 7\end{array}$	19,960 25,886 3,699	60, 684 54, 159 24, 188	27,887		$\frac{24}{120},224$ 130,024 103,274 45,085	9,197 10 9 46,475 14 11 39,877 16 3 20,389 6 1
Totals	76,537	13,835	71,852	162,224	14,955 1 5	109, 414	338, 791	448,205	242.464 18 6	610,429	257,419 19 11
Total, year ending— 31st March, 1896 31st March, 1896 31st March, 1898 31st March, 1898 31st March, 1900 31st March, 1900 31st March, 1905 31st March, 1906 31st March, 1906 31st March, 1906 31st March, 1916 31st March, 1910 31st March, 1911 31st March, 1911 31st March, 1913 31st March, 1915 31st March, 1915 31st March, 1918 31st March, 1920 31st March, 1920	63, 598 63, 598 44, 610 37, 839 37, 839 37, 839 56, 546 56, 584 56, 584 56, 533 591 11, 029 65, 388 65, 388 65, 388 65, 199 55, 175 56, 57 57, 57 56, 57 57, 57 56, 57 57 57, 57 57 57, 57 57 57 57 57 57 57 57 57 57 57 57 57 5	$\begin{array}{c} 5,949\\ 5,949\\ 6,192\\ 6,192\\ 6,192\\ 6,192\\ 6,192\\ 6,125\\ 7,359\\ 6,975\\ 6,975\\ 7,359\\ 8,178\\ 8,168\\ 8,168\\ 8,188\\ 8,188\\ 8,188\\ 8,188\\ 8,188\\ 8,188\\ 8,188\\ 8,188\\ 8,188\\ 8,188\\ 8,188\\ 8,188\\ 8,188\\ 8,188\\ 8,188\\ 8,188\\ 8,188\\ 8,188\\ 8,188\\ 8,188\\ 8,188\\ 8,188\\ 8,188\\ 8,188\\ 8,188\\ 8,188\\ 8,188\\ 8,188\\ 8,188\\ 8,188\\ 8,188\\ 8,188\\ 8,188\\ 8,188\\ 8,188\\ 8,188\\ 8,188\\ 8,188\\ 8,188\\ 8,188\\ 8,188\\ 8,188\\ 8,188\\ 8,188\\ 8,188\\ 8,188\\ 8,188\\ 8,188\\ 8,188\\ 8,188\\ 8,188\\ 8,188\\ 8,188\\ 8,188\\ 8,188\\ 8,188\\ 8,188\\ 8,188\\ 8,188\\ 8,188\\ 8,188\\ 8,188\\ 8,188\\ 8,188\\ 8,188\\ 8,188\\ 8,188\\ 8,188\\ 8,188\\ 8,188\\ 8,188\\ 8,188\\ 8,188\\ 8,188\\ 8,188\\ 8,188\\ 8,188\\ 8,188\\ 8,188\\ 8,188\\ 8,188\\ 8,188\\ 8,188\\ 8,188\\ 8,188\\ 8,188\\ 8,188\\ 8,188\\ 8,188\\ 8,188\\ 8,188\\ 8,188\\ 8,188\\ 8,188\\ 8,188\\ 8,188\\ 8,188\\ 8,188\\ 8,188\\ 8,188\\ 8,188\\ 8,188\\ 8,188\\ 8,188\\ 8,188\\ 8,188\\ 8,188\\ 8,188\\ 8,188\\ 8,188\\ 8,188\\ 8,188\\ 8,188\\ 8,188\\ 8,188\\ 8,188\\ 8,188\\ 8,188\\ 8,188\\ 8,188\\ 8,188\\ 8,188\\ 8,188\\ 8,188\\ 8,188\\ 8,188\\ 8,188\\ 8,188\\ 8,188\\ 8,188\\ 8,188\\ 8,188\\ 8,188\\ 8,188\\ 8,188\\ 8,188\\ 8,188\\ 8,188\\ 8,188\\ 8,188\\ 8,188\\ 8,188\\ 8,188\\ 8,188\\ 8,188\\ 8,188\\ 8,188\\ 8,188\\ 8,188\\ 8,188\\ 8,188\\ 8,188\\ 8,188\\ 8,188\\ 8,188\\ 8,188\\ 8,188\\ 8,188\\ 8,188\\ 8,188\\ 8,188\\ 8,188\\ 8,188\\ 8,188\\ 8,188\\ 8,188\\ 8,188\\ 8,188\\ 8,188\\ 8,188\\ 8,188\\ 8,188\\ 8,188\\ 8,188\\ 8,188\\ 8,188\\ 8,188\\ 8,188\\ 8,188\\ 8,188\\ 8,188\\ 8,188\\ 8,188\\ 8,188\\ 8,188\\ 8,188\\ 8,188\\ 8,188\\ 8,188\\ 8,188\\ 8,188\\ 8,188\\ 8,188\\ 8,188\\ 8,188\\ 8,188\\ 8,188\\ 8,188\\ 8,188\\ 8,188\\ 8,188\\ 8,188\\ 8,188\\ 8,188\\ 8,188\\ 8,188\\ 8,188\\ 8,188\\ 8,188\\ 8,188\\ 8,188\\ 8,188\\ 8,188\\ 8,188\\ 8,188\\ 8,188\\ 8,188\\ 8,188\\ 8,188\\ 8,188\\ 8,188\\ 8,188\\ 8,188\\ 8,188\\ 8,188\\ 8,188\\ 8,188\\ 8,188\\ 8,188\\ 8,188\\ 8,188\\ 8,188\\ 8,188\\ 8,188\\ 8,188\\ 8,188\\ 8,188\\ 8,188\\ 8,188\\ 8,188\\ 8,188\\ 8,188\\ 8,188\\ 8,188\\ 8,188\\ 8,188\\ 8,188\\ 8,188\\ 8,188\\ 8,188\\ 8,188\\ 8,188\\ 8,188\\ 8,188\\ 8,188\\ 8,188\\ 8,188\\ 8,188\\ 8,188\\ 8,188\\ 8,188\\ 8,188\\ 8,188\\ 8,188\\ 8,188\\ 8,188\\ 8,188\\ 8,188\\ 8,188\\ 8,188\\ 8,188\\ 8,188\\ 8,188\\ 8,188\\ 8,188\\ 8,188\\ 8,$	$\begin{array}{c} 33,467\\ 33,955\\ 33,956\\ 33,955\\ 33,955\\ 33,955\\ 34,164\\ 34,1576\\ 53,558\\ 53,558\\ 53,557\\ 53,579\\ 53,579\\ 53,579\\ 53,579\\ 53,579\\ 53,579\\ 66,65\\ 53,579\\ 66,65\\ 53,579\\ 66,66\\ 53,579\\ 66,66\\ 53,579\\ 66,66\\ 53,579\\ 66,66\\ 53,579\\ 66,69\\ 53,579\\ 66,69\\ 53,579\\ 66,69\\ 53,579\\ 66,69\\ 53,579\\ 66,69\\ 53,579\\ 66,69\\ 53,579\\ 66,69\\ 53,579\\ 66,69\\ 53,579\\ 66,69\\ 53,579\\ 53,579\\ 53,579\\ 53,579\\ 53,579\\ 53,579\\ 53,579\\ 53,579\\ 53,579\\ 53,579\\ 53,579\\ 53,579\\ 53,579\\ 53,579\\ 53,579\\ 53,579\\ 53,579\\ 53,579\\ 53,579\\ 53,579\\ 53,579\\ 53,579\\ 53,579\\ 53,579\\ 53,579\\ 53,579\\ 53,579\\ 53,579\\ 53,579\\ 53,579\\ 53,579\\ 53,579\\ 53,579\\ 53,579\\ 53,579\\ 53,579\\ 53,579\\ 53,579\\ 53,579\\ 53,579\\ 53,579\\ 53,579\\ 53,579\\ 53,579\\ 53,579\\ 53,579\\ 53,579\\ 53,579\\ 53,579\\ 53,579\\ 53,579\\ 53,579\\ 53,579\\ 53,579\\ 53,579\\ 53,579\\ 53,579\\ 53,579\\ 53,579\\ 53,579\\ 53,579\\ 53,579\\ 53,579\\ 53,579\\ 53,579\\ 53,579\\ 53,579\\ 53,579\\ 53,579\\ 53,579\\ 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763, 965 683, 851 776, 251 776, 251 777, 252 777, 252	289, 675 372, 188 449, 581 482, 573 582, 778 582, 778 582, 778 582, 778 684, 441 695, 384 695, 384 863, 455 863, 455 866, 655 906, 615 906, 615 906	$\begin{array}{c} 50,232 & 12 & 11 \\ 50,232 & 12 & 11 \\ 84,794 & 15 & 6 \\ 96,154 & 7 & 5 \\ 96,154 & 7 & 5 \\ 96,154 & 7 & 5 \\ 102,932 & 10 & 9 \\ 130,933 & 10 & 1 \\ 102,5624 & 4 & 0 \\ 130,068 & 16 & 9 \\ 141,519 & 16 & 1 \\ 125,624 & 4 & 0 \\ 144,519 & 16 & 1 \\ 125,624 & 4 & 0 \\ 144,519 & 16 & 1 \\ 125,624 & 4 & 0 \\ 144,519 & 16 & 1 \\ 125,624 & 4 & 0 \\ 144,519 & 16 & 1 \\ 125,624 & 4 & 0 \\ 259,547 & 10 & 6 \\ 259,547 & 10 & 6 \\ 259,547 & 10 & 6 \\ 259,547 & 10 & 6 \\ 259,547 & 10 & 6 \\ 259,547 & 10 & 6 \\ 259,547 & 10 & 6 \\ 259,547 & 10 & 6 \\ 259,547 & 10 & 6 \\ 259,547 & 10 & 6 \\ 259,547 & 10 & 6 \\ 259,547 & 10 & 6 \\ 259,547 & 10 & 6 \\ 259,547 & 10 & 6 \\ 259,547 & 10 & 6 \\ 259,547 & 10 & 6 \\ 259,547 & 10 & 6 \\ 259,547 & 10 & 6 \\ 259,547 & 10 & 6 \\ 259,547 & 10 & 6 \\ 259,547 & 10 & 6 \\ 259,547 & 10 & 6 \\ 259,547 & 10 & 6 \\ 259,547 & 10 & 6 \\ 259,547 & 10 & 6 \\ 259,547 & 10 & 6 \\ 259,547 & 10 & 6 \\ 259,547 & 10 & 6 \\ 259,547 & 10 & 6 \\ 259,547 & 10 & 6 \\ 259,547 & 10 & 6 \\ 259,547 & 10 & 6 \\ 259,547 & 10 & 6 \\ 259,547 & 10 & 6 \\ 259,547 & 10 & 6 \\ 259,547 & 10 & 6 \\ 259,547 & 10 & 6 \\ 259,547 & 10 & 6 \\ 259,547 & 10 & 6 \\ 259,547 & 10 & 6 \\ 259,547 & 10 & 6 \\ 259,547 & 10 & 6 \\ 259,547 & 10 & 6 \\ 259,547 & 10 & 6 \\ 259,547 & 10 & 6 \\ 259,547 & 10 & 6 \\ 259,547 & 10 & 6 \\ 259,547 & 10 & 6 \\ 259,547 & 10 & 6 \\ 259,547 & 10 & 6 \\ 259,547 & 10 & 6 \\ 259,547 & 10 & 6 \\ 259,547 & 10 & 6 \\ 259,547 & 10 & 6 \\ 259,547 & 10 & 6 \\ 259,547 & 10 & 6 \\ 259,547 & 10 & 6 \\ 259,547 & 10 & 6 \\ 259,547 & 10 & 6 \\ 259,547 & 10 & 6 \\ 259,547 & 10 & 6 \\ 259,547 & 10 & 6 \\ 259,547 & 10 & 6 \\ 259,547 & 10 & 6 \\ 259,547 & 10 & 6 \\ 259,547 & 10 & 6 \\ 259,547 & 10 & 6 \\ 259,547 & 10 & 6 \\ 259,547 & 10 & 6 \\ 259,547 & 10 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\* The issue of school, factory, friendly-society, and holiday excursion tickets was suspended in connection with staff-saving time-table on 23rd April, 1919.

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## 15

## RETURN No. 12.

STATEMENT OF REVENUE FOR EACH STATION FOR THE YEAR ENDED 31ST MARCH, 1922.

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Stations.	First- class Single.	First- class	BER OF TI Becond- class Single.	CKETS. Becond- class Return.	1	Number of Season Tickets.	Cattle and Calves.	Sheep.		Timber, undreds of Superficial Feet.	Minerals.	Otber Goods.	Ordinary Passengers.	Season Tickets.	Parcels, &c.	Luggage, Mails. &c.	Goods.	Miscellaneous.	Rents and Commission.	Total Value forwarded.	Cattle and Calves.	Sheep.	Pigs.	Timber. Hundreds of Superficial Feet.	Minerals.	Other Goods,	Stations.
North Island Main Lines AFD BRANCHFS— Auckland (Coaching) ,, (Goods) Newmarket Mount Eden Avondale	66,507 6,037 1,424 497		255,939  37,038 26,521	221,222  56,323 46,442	570,860  104,996 75,425 126,401	17,683  10,399 6,904	$\begin{array}{c} 259\\19\\130\\\end{array}$	Number. 	Number. 6,477 7 50	73,636 4,290 3,826	Tons. 68,686 1,313 28,211	$180,031 \\ 5,760 \\ 2,426$	12,460 15 1 5,758 17 1	$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	19,382 0 1 501 5 8 141 8 11	8,553 11 0 140 5 8 42 17 4	290,100 15 11,799 17 1 7,334 13	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	297,982 9 2 300,824 14 8 29,196 0 11 15,351 8 7	370	3,292 44	383 4		Tons.  116,890 22,347 35,424	Tons. 121,507 7,012 14,190	Newmarket.
Henderson Helensville Wellsford Remuera	562 7,740 819 1,215 2,767	648 2,237 198 326 4,214	35,257 23,032 23,295 3,310 4,904 6,138	100,397 $64,078$ $23,439$ $2,144$ $2,463$ $7,597$	136,491 88,320 56,711 6,471 8,908 20,716	11,138 517 115 	355 1,346 5,162 2,974 6,340 459	12 7,391 26,119 14,120 23,504 50	47 1,213 2,879 433 951 	$\begin{array}{r} 659\\ 35,411\\ 36,761\\ 3,816\\ 156\\ 21\end{array}$	31,975 723 45  283 	1,463 5,359 11,230 1,919 665 97	7,348 17 2 10,191 0 8		970 12 9 1,597 15 5	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	6,319 2 8 16,642 1 8 3,806 9	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	$\begin{array}{cccccccccccccccccccccccccccccccccccc$			$\begin{array}{c} 206\\ 2,845\\ 4,252\\ 4,235\\ 3,364\\ 414 \end{array}$	147 268 130, 44]	12,530 13,923 6,892 2,124 1,001 6,463	7,392 11,711 6,775 1,857 6,891 1,972	2,509 4,771 18,884 3,429 3,171 310	Avondale. Henderson. Helensville. Wellsford. Maungaturoto.
Green Lane Ellerslie Penrose Junction Onchunga Town , Wharf	5,242 2,679 616 640 $\cdot$	13,052 8,718 1,939 583 	18,551 18,279 8,719 9,244 	43,904 53,134 19,503 12,581	80,749 82,810 30,777 23,048	$\substack{11.345\\4,637}$	40 1,517 5 1	 9,392 	 769  38	79 69 118 3, \$98 21,068	87 26 7,031 4,020 19,555	$10 \\ 176 \\ 66,836 \\ 461 \\ 14,188$	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	2,829 2 10 2,861 16 6 833 6 5 1,935 10 11		$\begin{array}{cccccccccccccccccccccccccccccccccccc$	$\begin{array}{c} 64 & 12 \\ 200 & 13 & 12 \\ 25.968 & 3 & 6 \\ 1,130 & 2 & 6 \\ 8,784 & 16 & 8 \end{array}$	5 3 0 9	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	$\begin{array}{rrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrr$	$\begin{array}{c} 2\\ 68\\ 35,773\\ 65\\ 8\\ 4\end{array}$	258,307 6 13	 17,203 2	$\begin{array}{r} 4,983 \\ 1,745 \\ 14,500 \\ 26,250 \\ 2,743 \end{array}$	2,748 1,922 20,028 15,753 8,835	695 1,665 20,082 4,921 25,792	Ellerslie. Penrosc Junction. Onchunga Town.
Otahuhu Papatootoe Papakura Drury Waiuku	1,747 796 2,064 380 71	4,555 3,024 4,072 192 44	$18,740 \\ 11,040 \\ 25,571 \\ 6,410 \\ 1,006$	77,105 41,626 64,275 8,294 1,249	$102,147 \\ 56,486 \\ 95,982 \\ 15,276 \\ 2,370 \\ \end{array}$		$2,489 \\ 264 \\ 1,068 \\ 379 \\ 147 \end{bmatrix}$	19,170 1,746 15,850 3,641 500	$4,106 \\ 25 \\ 645 \\ 1,529 \\ 234 \\ 1$	43 882 1,009 2,739 20	181 2,659 19,462 603 32	$\begin{array}{r} 32,027\\ 2,426\\ 1,534\\ 3,823\\ 140\end{array}$	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	$\begin{array}{cccccccccccccccccccccccccccccccccccc$		$\begin{array}{cccccccccccccccccccccccccccccccccccc$	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	37,518 9 8 8,593 3 5 19,257 11 4 6,004 11 1 841 12 1	10,108 1,543 922 568	69,440 3,777 8,869 1,482 128	12 117	5,619 10,197 11,213 5,107 724	39,97( 6,322 7,271 3,090 4,510	$15,574 \\ 3,544 \\ 8,146 \\ 3,164 \\ 1,119 \end{bmatrix}$	Papatoetoe. Papakura. Drury.
Pukekohe Tuakau Pokeno Mercer Te Kauwhata	3,137 779 231 812 285	1,513 366 109 455 101	23,485 6,894 4,403 8,419 2,173	15,120 7,038 3,110 6,764 1,313	$\begin{array}{r} 43,255\\15,077\\7,853\\16,450\\3,872\end{array}$	$\frac{113}{106}$	4,557 1,510 677 1,173 2,676	$egin{array}{c} 6,395\ 36,869\ 2,885\ 1,924\ 20,953 \end{array}$	7,253 1,132 692 899 1,352	455 126 1,243 21,612 232	26 303 3,796 2,766	$12,057 \\ 4,011 \\ 547 \\ 2,571 \\ 2,516$	$\begin{array}{rrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrr$	$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	$\begin{array}{rrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrr$	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	521 15 0 82 19 8  31 2 10 10 9 6	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	2,766 765 648 711 733	6,404 8,389 1.958 2,765 6,579	438 74	$13,335 \\1,946 \\2,124 \\2,890 \\2,477$	27,198 2,533 527 1,666 1,521	9,524 4,618 1,869 1,890 1,512	Tuakau. Pokeno. Mercer.
Huntly Taupiri Ngaruawahia Frankton Junction Hamilton	1,662 461 1,198 14,270 8,597	924 81 464 3,652 2,201	26,691 5,204 13,856 85,033 50,703	$22,123 \\ 2,463 \\ 5,514 \\ 27,448 \\ 11,802$	51,400 8,209 21,032 130,403 73,303	83 90	912 1,209 1,444 10,421 2,957	4,574 7,079 21,734 57.239 11,318		$1,133 \\ 356 \\ 420 \\ 1,483 \\ 10,882$	339,114 1,203 50,155 712 2,428	2,493 1,187 11,602 16,036 11,112	$\begin{array}{rrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrr$	$\begin{array}{ccccccc} 1,987 & 18 & 1\\ & 115 & 8 & 5\\ & 45 & 19 & 6\\ & 532 & 0 & 0\\ 1,197 & 17 & 2\end{array}$	2,024 3 2	$\begin{array}{rrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrr$	25,285 9	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	$\begin{array}{rrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrr$		4,136 4,043 46,950 42,693 3,975	175 800 24,228	15,889 3,839 6,487 69,497 70,100	6,001 1,083 4,080 25,439 17,415	9,949 3,334 8,601 12,133 21,650	Taupiri. Ngaruawahia. Frankton Junction.
Cambridge Morrinsville Matamata Putaruru Mamaku	2,925 2,732 2,266 1,214 320	682 1,011 808 390 279	21,207 23,802 15,105 10,579 4,530	$11,884 \\ 15,359 \\ 7,384 \\ 4,576 \\ 5,022$	36,698 42,904 25,563 16,759 10,151	424 225 193	2,200 6,344 4,661 1,490 2,539	35,906	2,505 6,092 3,416 986 160	6,827 9,447 14,794 104,985 65,497	262 358 620 60 8	2,033 10,231 4,506 1,583 5,717	$\begin{array}{rrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrr$		$\begin{array}{cccccccccccccccccccccccccccccccccccc$	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	$\begin{array}{rrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrr$	$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	$\begin{array}{rrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrr$	2,130 2,218 2,294	6,431 18,305 11,448 7,376 1,514	871 894 171	$13.667 \\ 24,484 \\ 16,438 \\ 4,333 \\ 393$	$18,461 \\ 13,728 \\ 20,754 \\ 4,031 \\ 313$	12,859 11,021 13,864 9,785 1,603	Morrinsville. Matamata. Putaruru.
RotoruaTe ArohaPaeroaWaihiThames SouthThames	9,663 4,351 2,802 1,746 1,958 2,021	1,211 1,070 1,205 543 351 580	28,681 30,001 32,795 16,210 15,838 14,655	10,990 17,507 24,559 16,613 3,532 9,067	50,545 52,929 61,361 35,112 21,679 26,323	978	2,585 1,415 1,999 73 7 31	12,963 2,858 3,440 375 $\cdots$ 51	75 100 7,648 341 397	202 4,701 7,079 233 175 1,762	657 14,166 9,953 1,418 14 351	3,687	$\begin{array}{rrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrr$	$\begin{array}{rrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrr$	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	$\begin{array}{cccccccccccccccccccccccccccccccccccc$		$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	11,421 14 10 8,589 11 1	$\begin{array}{c} 1,615 \\ 1,366 \\ 1,137 \\ 163 \end{array}$	$13,189 \\ 10.164 \\ 4,545 \\ 5,787 \\ 248 \\ 5,399 \\ 10,104 \\ 10,104 \\ 10,104 \\ 10,104 \\ 10,104 \\ 10,104 \\ 10,104 \\ 10,104 \\ 10,104 \\ 10,104 \\ 10,104 \\ 10,104 \\ 10,104 \\ 10,104 \\ 10,104 \\ 10,104 \\ 10,104 \\ 10,104 \\ 10,104 \\ 10,104 \\ 10,104 \\ 10,104 \\ 10,104 \\ 10,104 \\ 10,104 \\ 10,104 \\ 10,104 \\ 10,104 \\ 10,104 \\ 10,104 \\ 10,104 \\ 10,104 \\ 10,104 \\ 10,104 \\ 10,104 \\ 10,104 \\ 10,104 \\ 10,104 \\ 10,104 \\ 10,104 \\ 10,104 \\ 10,104 \\ 10,104 \\ 10,104 \\ 10,104 \\ 10,104 \\ 10,104 \\ 10,104 \\ 10,104 \\ 10,104 \\ 10,104 \\ 10,104 \\ 10,104 \\ 10,104 \\ 10,104 \\ 10,104 \\ 10,104 \\ 10,104 \\ 10,104 \\ 10,104 \\ 10,104 \\ 10,104 \\ 10,104 \\ 10,104 \\ 10,104 \\ 10,104 \\ 10,104 \\ 10,104 \\ 10,104 \\ 10,104 \\ 10,104 \\ 10,104 \\ 10,104 \\ 10,104 \\ 10,104 \\ 10,104 \\ 10,104 \\ 10,104 \\ 10,104 \\ 10,104 \\ 10,104 \\ 10,104 \\ 10,104 \\ 10,104 \\ 10,104 \\ 10,104 \\ 10,104 \\ 10,104 \\ 10,104 \\ 10,104 \\ 10,104 \\ 10,104 \\ 10,104 \\ 10,104 \\ 10,104 \\ 10,104 \\ 10,104 \\ 10,104 \\ 10,104 \\ 10,104 \\ 10,104 \\ 10,104 \\ 10,104 \\ 10,104 \\ 10,104 \\ 10,104 \\ 10,104 \\ 10,104 \\ 10,104 \\ 10,104 \\ 10,104 \\ 10,104 \\ 10,104 \\ 10,104 \\ 10,104 \\ 10,104 \\ 10,104 \\ 10,104 \\ 10,104 \\ 10,104 \\ 10,104 \\ 10,104 \\ 10,104 \\ 10,104 \\ 10,104 \\ 10,104 \\ 10,104 \\ 10,104 \\ 10,104 \\ 10,104 \\ 10,104 \\ 10,104 \\ 10,104 \\ 10,104 \\ 10,104 \\ 10,104 \\ 10,104 \\ 10,104 \\ 10,104 \\ 10,104 \\ 10,104 \\ 10,104 \\ 10,104 \\ 10,104 \\ 10,104 \\ 10,104 \\ 10,104 \\ 10,104 \\ 10,104 \\ 10,104 \\ 10,104 \\ 10,104 \\ 10,104 \\ 10,104 \\ 10,104 \\ 10,104 \\ 10,104 \\ 10,104 \\ 10,104 \\ 10,104 \\ 10,104 \\ 10,104 \\ 10,104 \\ 10,104 \\ 10,104 \\ 10,104 \\ 10,104 \\ 10,104 \\ 10,104 \\ 10,104 \\ 10,104 \\ 10,104 \\ 10,104 \\ 10,104 \\ 10,104 \\ 10,104 \\ 10,104 \\ 10,104 \\ 10,104 \\ 10,104 \\ 10,104 \\ 10,104 \\ 10,104 \\ 10,104 \\ 10,104 \\ 10,104 \\ 10,104 \\ 10,104 \\ 10,104 \\ 10,104 \\ 10,104 \\ 10,104 \\ 10,104 \\ 10,104 \\ 10,104 \\ 10,104 \\ 10,104 \\ 10,104 \\ 10,104 \\ 10,104 \\ 10,104 \\ 10,104 \\ 10,104 \\ 10,104 \\ 10,104 \\ 10,104 \\ 10,104 \\ 10,104 \\ 10,104 \\ 10,104 \\ 10,104 \\ 10,104 \\ 10,104 \\ 10,104 \\ 10,104 \\ 10,104 \\ 10,104 \\ 10,104 \\ 10,104 \\ 10,104 \\ 10,104 \\ 10,104 $	1,108 26 69	12,499 16,279 11,377 11,101 7,525 1,810	5,200 18,361 5,234 16,622 1,290 2,996	10,769 11,488 2,215 8,629 858 2,664	Te Aroha. Paeroa. Waihi. Thames South.
Ohaupo Te Awamutu Otorohanga Te Kuiti Ongarue	226 2,764 779 4,202 138	83 1,187 348 1,264 47	3,133 17,925 8,737 33,447 5,878	2,264 8,821 6,037 17,440 5,478	5,706 30,697 15,901 56,353 11,541	71 129 563	1,659 3,165 1,959 6,518 1,445	10,686 11,462 11,397 81,944 28,765	1,595 2,973 1,707 1,258 89	1,504 5,314 46,112 43,736 40,962	23 968 16,671 13,774 635	$4,597 \\ 5,809$	$\begin{array}{rrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrr$	463 5 5	$\begin{array}{c ccccccccccccccccccccccccccccccccccc$		22,882 15 3		$\begin{array}{cccccccccccccccccccccccccccccccccccc$	$\begin{array}{rrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrr$	1,757	14,529 4,979	$125 \\ 365 \\ 133 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\$	2,991 16,678 4,292 8,985 4,234	2,838 10.704 5,799 5,667 4,544	2,873 9,738 7,443 9,432 5,961	Te Awamutu. Otorohanga. Te Kuiti.
Taringamotu Taumarunui Waimarino Ohakune Raetihi	6 4,713 625 4,207 941	9 1,498 59 2,242 137	2,010 65,050 1,696 34,511 9,679	973 45,509 589 19,599 2,600	2,998 116,770 2,969 60,559 13,357	9 43	$36 \\ 2,975 \\ 649 \\ 137 \\ 1,485$	2,942 63,080 33,672 4,669 76,160	5 796 102- 12 19	50,079 106,140 138,377 280,698 75,338	1,871 3,582 206 217 88	$6,533 \\ 8,553$	$\begin{array}{rrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrr$	2 2 9 341 10 10	590 14 6	$\begin{array}{rrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrr$	39,846 1 2 66,334 12 0		$\begin{array}{rrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrr$		3,401 644 656	257 16,861 5,692 559 8,671		466 7,020 6,866 432 1,406	2,186 2,873 2,798 413 766	2,628 8,037 4,237 2,419 4,721	Taumarunui. Waimarino. Ohakune.
Rangatava Waiouru Mataroa Taihape Utiku	405 73 345 6,163 460	372 101 621 3,109 631	4,918 812 2,581 29,736 2,571	$\begin{array}{r} 4,443\\ 1,367\\ 3,177\\ 14,135\\ 2,998 \end{array}$	$10,138 \\ 2,353 \\ 6,724 \\ 53,143 \\ 6,660$	80 4 179 123 	371 367 870 1,759 795	6,548 11,308 56,329 72,787 36,547	20 36 23 223	55,252 21,864 72,231 13,701 32,204	10 12 17 173 427	3,821 567 2,689 3,693 7,618	16.074 3 7	$ \begin{array}{cccccccccccccccccccccccccccccccccccc$			$\begin{array}{rrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrr$	82 19 3	$\begin{array}{rrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrr$	17,637 7 7 7,121 14 3 21,100 1 9 30,392 18 5 24,129 10 5	230 . 468	5,884 85 6,222 9,264 25,348	19 20 <sub>1</sub>	342 27 312 13,197 38,166	847 2,033 216 4,052 926	1,795 737 1,055 5,486 715	Waiouru. Mataroa. Taihape.
Mangaweka Hunterville	831 1,533	496 458	2,415 8,942	$\begin{array}{c}2,373\\4,458\end{array}$	$\begin{array}{c} 6,115\\ 15,391\end{array}$	12 65	817 2,392	48,295 120,697	884 1.089	5,046 10,984	5,781 12	$\substack{1,458\\5,308}$	,						$\begin{array}{ccc} 91 & 5 & 11 \\ 59 & 6 & 8 \end{array}$	$\begin{array}{cccc} 7,365 & 10 & 0 \\ 20,698 & 18 & 2 \end{array}$		<b>3,499</b> 12,510		967 1,439	197 2,195	1,614 3,525	
New Plymouth Breakwater Waitara	9,660 11,745 1,019 1,415	2,259 2,399  517 518	27,518 48,900 11,224 12,215	12,013: 15,878 5,560 7,404	51,450 78,922  18,320 21,552	106 471  - 225 - 381	1,697 86 708 3,877			3,213 2,899 2,970 5 286	268 9,032 5,191 277 4,959		$\begin{array}{rrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrr$	854 17 0 161 2 9		<b>3</b> 36 7 7  <b>43</b> 10 5	$\begin{array}{rrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrr$	228 14 0	689 1 9 162 9 3	73,020 3 0 10,211 3 11 11,776 8 1	2,662 6,558	44,221 59,648  99,741 2,911	5,039	12,569 57,631 132 7,500 4,979	4,503 11,802 109 5,633 1,969	7,777 62,814 18,785 8,498 7,228	New Plymouth. Breakwater. Waitara.
Tariki Midhirst Stratford Te Wera Whangamomona	148- 207 4,819 73 766	73 79 1,630 64 546	2,762 4,050 28,883 1,541 8,222	2,654 3,635 13,330 1,487 6,585	5,637 7,971 48,662 3,165 16,119	87 293 587 27 45	181 53 4,979 455 668	2,350 847 34,763 9,764 34,627	507 718 4,295 251 121	170 4,900 2,606 859	4,247 34 730 67 136	1,462 2,154 7,916 774 867	$\begin{array}{rrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrr$	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	$\begin{array}{rrrrr} 1,396 & 9 & 4 \\ 326 & 6 & 6 \end{array}$	5 8 0 6 9 10 190 19 4 2 18 0 9 10 2	1,674 15 6 10,492 17 6 1,632 18 11	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	24 19 9 3,693 3 3 10 10 0	2,680 2 4	36 1,252 870	158 628 7,009 1,708 2,729	 256 220	753 133 9,929 2,606 1,019	364 472 5,648 1,968 878	1,357 1,479 11,215 3,022 1,129	Midhirst. Stratford. Te Wera.
Eltham Normanby Hawera Patca Waverley	2,769 261 8,621 1,766 1,453	820 116 2,201 642 387	16,621 4,898 40,602 9,003 6,727	8,755 4,693 18,157 4,257 2,565	28,965 9,968 69,581 15,668 11,132	213	2,569 468 6,219 985 1,848	26,461 1,694 38,776 21,055 32,825	1,511 8,021 3,108	8,831 27 3,147 295 37	2,513  985 64	$egin{array}{c} 8,785\ 3,846\ 15,749^{ }\ 13,027_{ }\ 1,755^{ } \end{array}$	4,251 7 3	$ \begin{array}{cccccccccccccccccccccccccccccccccccc$	$\begin{array}{rrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrr$	54 15 6	17,560 6 7 19,065 12 3	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	187 17 8	24,677 19 10	2,578 1,499		142 4,385 471	50,937 917 35,890 4,726 5,539	4,303 2,868 19,553 6,015 3,997	10,602 4,032 20,992 18,457 2,756	Normanby. Hawera. Patea.
Waitorara Kai Iwi Aromoho Wanganui , Wharf	226 160 3,391 15,826 	111 190 696 4,229 	2,236 2,152 12,682 54,066		4,444 3,571 20,077 94,464 	3 23 23 126	1,515 639 632 1,895	54,729 46,405 33,892 28,997 5	142 329 311 175	$28 \\ 1,036 \\ 7,310 \\ 1,807$	260 4,696 1,408 9,470	852 927 1,882 14,713 21,170		91 14 1		14 12 6 4 12 2 164 5 6 980 8 6	$\begin{array}{r} 2,470 \ 17 \ 4 \\ 5,167 \ 14 \ 5 \\ 27,395 \ 1 \ 4 \end{array}$	l) 52 19 8	1,887 10 2.	- ,	765 2,341	- ,	67 8 105 481 	454 749 7,826 64,804 19,209	1,196 1,272 2,414 14,060 108	1,040 1,145 3,816 20,733 8,405	Kai Iwi. Aramoho. Wanganui.

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## RETURN NO. 12-continued.

## STATEMENT OF REVENUE FOB EACH STATION FOR THE YEAR ENDED 31ST MARCH, 1922-continued.

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				-				-			-				DUTWARD.		·			·			ļ			INWARD.			
Stations.	First- class Single.	First- class Return.	class	ond-Se ass d gle. R	Second- class Return.	Total.	Seasor Ticket	801   Calnor	ves.	Sheep.	Digg H	Timber, Hundreds of Superficial Feet.		Other Goods.	Ordinary Passengers.		Parcels, &c.	Luggage, Mails, &c.	Goods.	Miscellaneous.	Bents and Commission.	Total Value forwarded.		Sheep.		Timber, Bundreds of Superficial Feet.		Other Goods.	Stations.
n Island Main Line d Branches—continu	In <b>R</b> S		1		-		- - - - -	Num	:		Tumber	:	mone .		;			•										,	NOETH ISLAND LINES & BRA — continued.
rdell rakina satford lcombe	$\begin{array}{cccc} & 401 \\ & 341 \\ & 665 \\ & 342 \\ & 6,494 \end{array}$	$\begin{array}{ccc} 1 & 105 \\ 5 & 244 \\ 2 & 185 \end{array}$	105 4,0 244 3,1 185 3,8	2,913 4,071 3,181 3,874 6,959	856 1,534 1,407 5,138 18,150	6,051 5,497 9,539	051 6 497 539 12	8 98	,055 898 987 175	Number. N 47,506 44,408 24,576 18,856 133,121	368 9 105		958 5 2 <sup>:</sup>	Tons. 1,258 1,551 2,253 6,086 12,461	1 1,068 10 7 3 1,243 11 11 6 1,409 16 4	$ \begin{array}{c ccccccccccccccccccccccccccccccccccc$	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	$\begin{array}{ccccccc} 0 & 6 & 10 & 0 \\ 1 & 5 & 0 & 0 \\ 0 & 25 & 14 & 9 \\ 1 & 66 & 0 & 11 \\ \end{array}$	$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	$egin{array}{ccc} 8 & 357 \ 11_1 & 528 \ 5 & 74 \ \end{array}$	$\begin{array}{cccc} 7 & 15,193 \\ 7 & 5,069 \\ 8 & 26,311 \\ 4 & 34,775 \end{array}$	93 49 69 215 11 4	9 1,636 5 769 4 932 4 968	9  262  2  2,848  8 <sub> </sub> 832	8 1,398 2 1,069	32 Fordell. 70 Turakina. 98 Greatford. 69 Halcombe.
merston North . hurst gburn tton	24,518            402            621            766	2 225 1 $_1$ 1,261	25 5,1 61 7,5	5,173	48,839 4,515 13,109 6,510	10,315 22,573	315 3 573 7	71 4,60	267 ,607	31,190	294 3,423	5,951 42' 84 1,945	210 1,964	28,664 1,223 11,719 5,309	$ \begin{array}{cccccccccccccccccccccccccccccccccccc$	0 28 2 6 8 47 5 4	6         167         5         11*           4         836         9         10	20 8 4	4 24,045 12 2				11 348 9 1,146	8 1,365 6 73,063	33 81	2 875 1 3,621	5 477 3,548	4 40,268 7 1,702 8 2,426	<ul> <li>Palmerston N</li> <li>Ashhurst.</li> <li>Longburn.</li> </ul>
annon vin aki ekakariki hnsonville	1,069           2,669           2,328           3,252           1,600	$   \begin{array}{cccc}     9 & 1,404 \\     8 & 988 \\     2 & 5,226   \end{array} $	04 13,7 88 10,0 26 18,8	3,715 0,001 3,868 2	9,812 9,472 4,771 29,641 49,588	27,260 18,088 56,987	260 21 188 14		,458 ,709 ,981	23,414 27,903 30,771 27,798 20,418	2,209 185 94	548 422 994 1,028 109	414 14 260,	6,515 3,998 5,055 2,610 539	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	$\begin{array}{rrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrr$	3,207 12 4		5 88 3 0 8 1,047 9 0	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	10 777 11 428 1 389	8,813 9 2,557	06  420   3 134   57  202	4 9,082 2 7,232	2,256 2,1,899 2,688	6 5,911 9 5,220 8 3,100	11 Levin. 20 Otaki. 20 Packakariki.
	27,648		72 82,0	.		423,570 		513	271		···   ·· 4 ··	 31,215 	85,387  271	 104,206 3,075	49,392 6 5	10 4,115 19 10 5 8,609 18 2 1 17,606 18 4	2 2,050 6 8	3,206 8 5 2,654 2 6  	$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	3 392 9 6 0 2,997 1 11	<sup>3</sup> 976 10 7	139,828         17         1           64,231         12         7           238,363         11         0           291         15         8           101,030         19         0	1 7 0 530 8 0	611 	 1  <b>30</b> 	0 119,718 16 			
hauranga one er Hutt er Hutt toke	211 3,655 5,773   3,697 32	$5:26,376 \\ 3:25,080 \\ 7_i 9,019$	$\begin{array}{cccc} 76 & 25,7 \\ 80 & 27,6 \\ 19 & 26,9 \end{array}$	5,758 13 1,697 10 5,942 5	15,678134,210107,98357,5181,104	166,533	99 43,411 33 33,263 76 6,384	$\begin{array}{cccc} 411 & 124 \\ 265 & 13 \\ 384 & 310 \\ \end{array}$	81 124 13 310 <sup>-</sup> 14	7,764	••	17 87 273 1,690 2	1 75! 60,742; 2,268! 6!	1,170	12,637 16 9 13,493 8 11 10,982 19 4	4 1,964 3 10	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	55 7 8	4,576       9       10         8,099       8       6'         12,382       4       0         1,771       1       8         982       13       3	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	$ \begin{array}{cccccccccccccccccccccccccccccccccccc$	34,980 18 9 16,587 18 9	8 8,894 9 142	613,299 37 960	$\begin{array}{ccc} 7 & 29^{\circ} \\ 0 & 112 \end{array}$	31,398 15,548	20,399 4,142	3,266 7,744 4,917	6 Petone. 4 Lower Hutt. 7 Upper Hutt.
therston ytown erton terton uriceville	4,171 1,172 2,822 11,098 128	2 846 2 1,192 8 4,369	46 3,1 92 10,3 69 28,2	5,198 9,380 5,246 1	5,977 2,103 4,405 13,669 1,583	22,361 7,319 18,799 57,382 3,436	19 77 99 47 82 153	47 2,91: 155 6,358	546 913 9 358 15	153,911 8,434 92,176 154,569 10,658	106 597 107	$15,662 \\ 252 \\ 1,139 \\ 3,576 \\ 552$	92 32 86 1,245 250	6,788 2,268 16,342 10,826 4,746	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	1 506 10 7	7 1,536 18 1	$\begin{array}{rrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrr$	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	$\begin{array}{cccccccccccccccccccccccccccccccccccc$		8 847	73,790 20,487	7 0 664 7 166	869 9,806 15,000	1,139 2,049 15,734	1,717 4,484 12,639	7 Greytown. 4 Carterton. 9 Masterton.
tahuna kanui iatua gatainoka odville	$\begin{array}{c ccccc} . & 1,561 \\ . & 173 \\ . & 2,304 \\ . & 258 \\ . & 2,463 \end{array}$	3 72 4 466 3 74 3 1,081	$\begin{array}{cccc} 72 & 1,7 \\ 66 & 7,8 \\ 74 & 1,5 \end{array}$	,788, ,870, ,586, ,945 1	2,721 1,500 2,741 899 10,120	10,322 3,533 13,381 2,817 27,609	33 20 81 13 17' 2 09 17	17 2,33	219 719 8 605 <sub>1</sub> 3		1,114 1,823 885	1,89430040733' $3,024'$	24 5 49	3,150 2,021 3,735 1,750 5,112	747 19 0 4,713 0 8 929 18 5 6,708 15 0	$\begin{array}{cccccccccccccccccccccccccccccccccccc$		121 0 3	1,000 10 11		28 18 0 163 17 5 67 10 0	6,204 19 10	0 64	342 3,292 419	2 310 2 300 9 216	$\begin{array}{c} 138 \\ 6,302 \\ 247 \end{array}$	59 1,142 398	998 5,057 1,644	8 Hukanui. 7 Pahiatua. 4 Mangatainol
1	$\begin{array}{cccc} . & 5,683 \\ . & 489 \\ . & 932 \\ . & 4,202 \\ . & 2,247 \end{array}$	$egin{array}{ccc} 0_1 & 175 \ 2 & 321 \ 2 & 1,423 \end{array}$	$\begin{array}{cccc} 75 & 4,0\\ 21^{2} & 4,0\\ 23 & 16,2 \end{array}$	,021 ,055 ,204 1	11,799 3,962 2,838 11,312 6,589	46,312 8,647 8,146 33,141 17,583	$\begin{array}{cccc} 47 & 51 \\ 46 & 142 \\ 41 & 162 \\ 83 & 27 \end{array}$	$egin{array}{cccccccccccccccccccccccccccccccccccc$	317 12 341 7 487 17	115,424 121,535 76,096 173,039 63,920	16 4	$\begin{array}{r} {3,872}\\{508}\\{1,984}\\{574}\\{2,770}\end{array}$	386 96! 35 64 133	3,956 5,897 3,246 3,569	$\begin{array}{rrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrr$	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	10,416 16 3	1 34 7 6 3 311 0 8	5 18 7 0 530 4 6	$\begin{array}{rrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrr$	$\begin{array}{ccc} 0 & 235 \\ 6 & 816 \end{array}$	6,194 14,168	1 84 4 17 8 59	7,997	243 202 2,206	2,185 1,866 6,269	5 Ormondville 6 Takapau. 9 Waipukurau
	552	12,583 1,360	83 49,7 60 3,5	,788 7 ,598 1 ,401 5	3,677 79,407 11,346 50,950	7,813 153,942 16,856 124,710	$\begin{array}{rrrr} 42 & 2,243 \\ 56 & 846 \end{array}$	846 70 664 81		124,281 24,070 845 101 699	39 106   17.	1,058 638 1 792 3,488	408 1,230, 301 1,591 19,735	25,846 20,227 5,153 21,227	31,813 11 1 1,733 12 9 43,704 16 7	9 249 9 2; 7 2,342 11 3	$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	$\begin{array}{rrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrr$	10,396 4 8	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	1,809 7 8 8 11 0 483 19 3	$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	$\begin{array}{c ccccc}1 & 2,012\\5 & 1,018\\2 & 90\end{array}$	117,320 347,894 231	$\begin{array}{cccc} 0 & 45 \\ 4 & \\ 1 & 33 \end{array}$	892 32,908 3,868 19,099 12,577	16,163 4,686 14,965	17,731 1,394 6,676	1 Hastings. 4 Farndon. 6 Napier.
	2,632 464,454				6,743 482,338 5,							1,572,829				1 12,262 13 11 9 137,291 10 3 1		38,418 2 2 66,962 8 9 2	2,034,285 13 11 4		27,113 19 8 66,103 11 73			3,466,323 1	3 134,258	1,572,829		1,110,663	Chief Accou
garei Section—		ţ		-			- 6		·																		:		WHANGAREI S
	3,351 14,770 644. 1,173	) 1,923 . 182	23 45,1 82 7,5	,163 1 ,578	5,898 17,605 6,963 1,559	19,044 79,461 15,367 5,732		662. 399 137 325	399 1 325	1,036 10,018 5,513 21,082	$\frac{2}{586}$	864 3,997 30,083 109,983	411 1,646 62,925 1,933	6,408 3,558 22,134 3,133	8,850 1 7 1,828 3 11	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	1 457 6 2 166 9 1	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	3,293 2 3 19,323 2 4	73 5 2 28 14 9	$\begin{array}{rrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrr$	22,049 14 0	5 <b>1,064</b> 0 <b>52</b>	5,033 365	3 546 <sub>:</sub> 5 149	5,661	56,992 3,938 3,433 5,503	22,422 2,587 4,710	2 Onerahi. 7 Whangarei. 9 Hikurangi.
8	2,990 2,146 			,840	6,154 5,938 324	23,551 17,580 324	80 5		38 30	1	28 	34,105 3,574 	3,222 3,671	2,197 6,861	3,803 11 7 55 0 0	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	79 2 10 5	7 19 6 1,228 2 6	···	5 137 8 7 201 3 6	107 10 6 917 17 8	2,859 11 1	5 57 2 47 1	25,937 1,128		85,734 50,783	3,263 679 		
Totals	25,074	4,000	00 87,5	544 4	44,441'	161,059	) 2,479	2 1,929	29 3	38,433	793	182,606	73,808	44,291	19,984 15 6	1,379 17 1	1,667 19 11	1,505 7 6	42,685 4 5	1,200 5 7	1,776 9 1	70,199 19 1	1,929	38,433	793	182,606	73,808	44,291	Totals,
hu trict Office	1,336 299 		54 3,0 	,033	7,429 1,587 132	20,584 5,173 132	73 32 2	. 4 2	·	66 	7 20 	2,963 37,936	306 2,472	1,682 1,386	592 10 0 14 18 0	0 112 4 8	420 11 9				48 5 0 48 17 4 105 2 11	4,870 11 10		 66 	20 7	37,936 2,963	2,472 306 	1,386	
Totals	1,635	926	26  14,1	180	9,148	25,889	) 18	15 38	38	66	27	40,899	2,778	3,068	2,921 9 0	0 124 14 2	521 8 2	248 0 7	5,102 8 3	787 12 7	202 5 3	9,907 18 0	) 38	66'	3 27	40,899	2,778	3,068	3 Total
otuhora	5,116 944 2,899	303. 1,015	3. 6,6	,677 ,434	12,454 2,949 3,610	50,837 10,873 14,958 	73 ភ័	5 878 1 197	197 <sup> </sup> 1	431 123,555 15,131	6 147 	1,461 16,316 55,274	2,404 9,202 3,693	19,902	1,505 4 5	5     3     2     6       4     1     5     0	627 18 5 189 8 1	10 13 0 <sup>1</sup> 12 5 81	14,380 13 8 9,501 7 7	13 4 2		16,619 9 5 13,741 10 4	5 71 4 538	126,391 859 11,867	) 6	-,	12,605 2,631 63	24,221 1,984	Te Karaka.
Totals	8,959	1,971	46,7	,725 1	19,013	76,668	8 39	1,123	23 1'	139,117	153	73,051	15,299	28,901	11,680 3 5	, 316 12 9	1,277 15 0	989 0 7	27,808 15 1	890 10 9	1,298 1 6	44,260 19 1	1,123	139,117	153	73,051	15,299	28,901	Tota

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RETURN No. 12-continued.

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	 :									STATE	MENT OF		FOR EACH	STATION FOR	THE YEAR E	NDED 31st	Макон, 1922	-continued.					IN WA	 3D.	· · <u>-</u>	
<b>Sta</b> tions.	First- class	First-	Becond-	CEETS. Second- class		umber Ca	attle and lves.		oina Hu	Timber, indreds of uperficial Feet,	Minerals.	Other Goods.	Ordinary Passengers.	Season Tickets.	Parcels, &c.	Luggage, Maile, &c.	Goods.	Miscellaneous.	Rents and Commission.	Total Value forwarded.	Cattle and Calves.	Sheep.	Pigs. Hundre Figs. Superfi Fcet	s of Mineral	. Other Goods.	Stations.
South Island Main Lines and Branches—	Single.	Return.	Single.	Return.		-	mber. N	umber. Nu	imber.		Tons.	Tons.	£ s. d.	£ s. d.	£s.d.	£s.d.	£ s. d.	£ s. d.	£ s. d	£s.d.	Number.	Number. N		Tons.	     Tons.	South Island Main Lines & Branches—
Lyttelton , Wharf Heathcote Woolston Opawa	662 442 456	46,922 3,191 985 621	2,955 1,847 1,459		12,363 5,355	2,544 2,545 3,378	469   13 	•••	L,677   	258,604 16,949 3	143,162 3,491 59 1,858	201,004 12,243 2,563 5,077	24,975 17 0 1,567 5 7 748 5 4 407 13 2	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	$ \begin{array}{cccccccccccccccccccccccccccccccccccc$	$\begin{array}{rrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrr$	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	1,222  15 	11,668   	588 23, 5, 5, 5, 5, 5, 5, 5, 5, 5, 5, 5, 5, 5, 5, 5, 5, 5, 5, 5, 5, 5, 5, 5, 5, 5, 5, 5, 5, 5, 5, 5, 5, 5, 5, 5, 5, 5, 5, 5, 5, 5, 5, 5, 5, 5, 5, 5, 5, 5, 5, 5, 5, 5, 5, 5, 5, 5, 5, 5, 5, 5, 5, 5, 5, 5, 5, 5, 5, 5, 5, 5, 5, 5, 5, 5, 5, 5, 5, 5, 5, 5, 5, 5, 5, 5, 5, 5, 5, 5, 5, 5, 5, 5, 5, 5, 5, 5, 5, 5, 5, 5, 5, 5, 5, 5, 5, 5, 5, 5, 5, 5, 5, 5, 5, 5, 5, 5, 5, 5, 5, 5, 5, 5, 5, 5, 5, 5, 5, 5, 5, 5, 5, 5, 5, 5, 5, 5, 5, 5, 5, 5, 5, 5, 5, 5, 5, 5, 5, 5, 5, 5, 5, 5, 5, 5, 5, 5, 5, 5, 5, 5, 5, 5, 5, 5, 5, 5, 5, 5, 5, 5, 5, 5, 5, 5, 5, 5, 5, 5, 5, 5, 5, 5, 5, 5, 5, 5, 5, 5, 5, 5, 5, 5, 5, 5, 5, 5, 5, 5, 5, 5, 5, 5, 5, 5, 5, 5, 5, 5, 5, 5, 5, 5, 5, 5, 5, 5, 5, 5, 5, 5, 5, 5, 5, 5, 5, 5, 5, 5, 5, 5, 5, 5, 5, 5, 5, 5, 5, 5, 5, 5, 5, 5, 5, 5, 5, 5, 5, 5, 5, 5, 5, 5, 5, 5, 5, 5, 5, 5, 5, 5, 5, 5, 5, 5, 5, 5, 5, 5, 5, 5, 5, 5, 5, 5, 5, 5, 5, 5, 5, 5, 5, 5, 5, 5, 5, 5, 5, 5, 5, 5,	617 6,4	10         226,952           30         55,618           39         4,869	Lyttelton. ,, (Wharf). Heathcote. Woolston. Opawa.
Christohurch (Coaching) ,, (Goods) Addington Riccarton Papanui	68,559 528 574 1,981	62,371 588 173 692	150,227 5,284 1,744 6,366	206,682 2,523 1,221 3,194	3,712 12,233	2,644 6 290 2,019	220 ,541 	97 <sup>1</sup> 271,049 6 	6 6,574 69	18,973 12,929 1,047 773	6,372 2,971 105 34	82,108 34,432 6,315 4,969	$\begin{array}{c} 1,418 & 3 & 10 \\ 719 & 1 & 2 \\ 1,947 & 1 & 1 \end{array}$		695 9 9 39 2 9	58 16 6		$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	463 19,254	105	9,161 196, 9,161 42, 25, 13,	345 20,5 )44 6,8	$\begin{array}{c cccc} 64 & 58,029 \\ 00 & 11,459 \\ 00 & 3,027 \\ \end{array}$	Addington. Riccarton. Papanui.
Styx Belfast Kaiapoi Rangiora Cust	38 536 1,466 2,913 68	11 714 2,130 4,488 82	496 5,056 11,606 19,008 1,462	262 13,449 27,278 28,136 1,442	807 19,755 42,480 54,545 3,054		1 78 874 ,650 300	1,909 12,588	17 648 2,535 309	21 269 8,061 902 17	195 39	$\begin{array}{r}1,590\\28,293\\26,109\\11,995\\6,080\end{array}$	$\begin{array}{rrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrr$	341 4 0	8 9 6 58 1 9 523 0 5 696 3 0 93 13 3	$\begin{array}{cccccc} 0 & 14 & 0 \\ 19 & 13 & 10 \\ 88 & 19 & 3 \\ 128 & 16 & 9 \\ 11 & 9 & 8 \end{array}$	$\begin{array}{rrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrr$	22         6         0           14         3         1           60         12         1           109         7         3           38         3         0	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	$\begin{array}{cccccccccccccccccccccccccccccccccccc$		520,980 173,817 18,054 6,097	190 6, 166 7,	192  6,0 189  5,4 520  4,0 114  9	53 4,823	Belfast. Kaiapoi. Rangiora.
Oxford East Sefton Amberley Waipara Mina	287 112 876 1,028 253	164 108 296 370 32	1,972 1,336 2,497 3,782 858	2,413 1,552 1,783 1,041 204	4,836 3,108 5,452 6,221 1,347	62; 131 106; 25 1 12	627 553 381 ,073 541	57,519 6,641 48,480 140,199 63,930	566 375 148 130 382	653 18 149 89 100	$13 \\ 16 \\ 52 \\ 465 \\ 36$	2,566 4,846 2,925 4,357 2,157	$\begin{array}{rrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrr$		$\begin{array}{ccccccc} 498 & 8 & 1 \\ 278 & 16 & 4 \\ 178 & 13 & 1 \\ 389 & 10 & 8 \\ 352 & 16 & 3 \end{array}$	$ \begin{array}{cccccccccccccccccccccccccccccccccccc$	$\begin{array}{rrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrr$	33 15 0 84 3 4	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	$\begin{array}{cccccc} 4,446 & 16 & 3 \\ 2,896 & 15 & 0 \\ 4,006 & 5 & 1 \\ 9,754 & 5 & 1 \\ 5,410 & 1 & 8 \end{array}$	241 360 189 292 483	$\begin{array}{c} 15,453\\ 5,341\\ 22,546\\ 5,764\\ 14,388 \end{array}$	$\begin{array}{ccc} 40 & 1, \\ 74 & 1, \\ 20 & 1, \end{array}$	39  7  84  1	64         4,137           80         849           55         1,216           92         592           07         2,096	Oxford East. Sefton. Amberley. Waipara. Mina.
Parnassus Waikari Hawarden Culverden Waiau	0.0 E	38 573 118 232 135	775 3,713 1,390 2,944 1,410	214 3,421 276 574 516	1,320 8,637 2,321 5,317 2,686	21 4	,085 231 538 ,940 565	86,573 32,363 82,088 91,135 64,871	19 42 33 155 1	54 16 62 3,704 5	6 25 33 16 40	798 3,692 3,829 3,886 1,887	$\begin{array}{rrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrr$	16 2 3 2 10 0 7 10 0	$egin{array}{cccccccc} 354 & 5 & 10 \ 156 & 2 & 11^5 \ 254 & 15 & 8 \ 325 & 10 & 4 \ 192 & 9 & 1 \ \end{array}$	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	5,082 9 0 2,702 12 5 5,457 2 2 8,157 9 6 4,418 0 4	15 11 9	$ \begin{array}{cccccccccccccccccccccccccccccccccccc$	$\begin{array}{rrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrr$	363 64 174 668 406	2,233 1,548 5,954 9,598 5,650	52 79 31 1,	87 8	69         839           19         1,078           67         1,083           88         1,866           40         1,214	Parnassus. Waikari. Hawarden. Culverden. Waiau.
Hornby Prebbleton Lincoln Springston Ellesmere	168 108 275 148 33	78 49 157 102 17	2,089 1,209 1,828 1,143 284	1,286 1,557 1,981 1,010 248	3,621 2,923 4,241 2,403 582	101 80 48 1 40 2	453 10 ,117 281 180	612 1 39,460 9,312 3,823	742 217 296	1,211  41 485 86	4,928 68 6	6,576 9,136 8,262 5,023 3,461	$\begin{array}{cccccccccccccccccccccccccccccccccccc$		$\begin{array}{cccccccccccccccccccccccccccccccccccc$	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	3,600 17 8 2,087 3 4 3,372 4 4 1,670 12 3 1,145 3 0		$\begin{array}{cccccccccccccccccccccccccccccccccccc$	5,758 8 0 2,426 8 1 4,446 5 4 2,120 19 10 1,323 17 5		$15,475 \\ 110 \\ 3,421 \\ 1,364 \\ 840$	60 <sup>-</sup> 1 1,	29 3 58 1,2 87, 3	95 449	Springston.
Doyleston Leeston Southbridge Little River Islington	71 596 623 557 272	45 297 449 510 111	811 2,330 4,703 3,578 2,269	1,172 2,075 4,489 2,877 687	2,099 5,298 10,264 7,522 3,339	15 80 36 18 3 42	164 326 713 ,330 3		333 2,513 2,015 849 2	149 117 24 31 317	 18  30 9	2,525 4,263 6,744 1,562 17,074	$\begin{array}{rrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrr$	27 6 10	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	$\begin{array}{ccccc} 6 & 16 & 10 \\ 24 & 7 & 0 \\ 14 & 17 & 4 \\ 10 & 17 & 10 \\ 4 & 15 & 3 \end{array}$	962 14 1 2,034 9 6 3,452 15 8 4,065 1 7 8,799 17 11	$\begin{array}{cccc} 7 & 18 & 1 \\ 43 & 6 & 0 \end{array}$	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	$\begin{array}{cccccccccccccccccccccccccccccccccccc$		7,308 6,457 8,051 16,303 298,592	80         3,           814         1,           646         3,	070 1,0 22 7	17 1,193 77 2,075	Doyleston. Leeston. Southbridge. Little River. Islington.
Templeton Rolleston Kirwee Darfield Sheffield	245 226 178 430 78	317 415 186 290 112	2,363 2,603 1,329 4,267 919	2,920 7,072 1,244 3,891 831	5,845 10,316 2,937 8,878 1,940	128 62 28 88 19	57 794 524 308 377	2,414 34,055 14,184 53,918 13,279	68 411 555 463 398		33 93 15 40 688	5,119 5,967 3,817 8,503 1,882	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	$\begin{array}{rrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrr$	$\begin{array}{ccccccc} 128 & 7 & 5 \\ 182 & 2 & 8 \\ 102 & 16 & 0 \\ 260 & 5 & 5 \\ 284 & 11 & 2 \end{array}$	$\begin{array}{cccccc} 7 & 1 & 4 \\ 11 & 3 & 3 \\ 7 & 19 & 0 \\ 19 & 16 & 7 \\ 7 & 7 & 0 \end{array}$	$\begin{array}{rrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrr$		$\begin{array}{cccccccccccccccccccccccccccccccccccc$	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	51 610 134 145 180	936 9,907 14,368 13,527 10,287	26 229 81	.99 2 .83 5 42 6	56         886           39         804           89         1,300           05         1,177           03         1,348	Templeton. Rolleston. Kirwee. Darfield. Sheffield.
Springfield Arthur's Pass Coalgate Dunsandel Rakaia	279	297 334 61 160 1,057	2,594 2,505 1,728 2,568 6,039	3,251 444 1,802 3,113 7,465	6,605 5,744 3,834 6,120 15,451	20 	276 281 483 278 740	13,478 15,516 57,129 45,997 122,916	77 55 250 335 269	590 3 4 60 123	8,234 62 6,397 22 69	1,995 366 3,102 7,177 19,579	$\begin{array}{rrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrr$	$ \begin{array}{rrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrr$	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	$\begin{array}{rrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrr$	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	$\begin{array}{cccc} 4 & 0 & 0 \\ 106 & 6 & 0 \\ 57 & 0 & 0 \\ 61 & 2 & 6 \\ 120 & 6 & 0 \end{array}$	$\begin{array}{ccccccc} 7,634&11&7\\ 5,558&9&9\\ 7,323&13&6\\ 6,160&15&8\\ 18,741&3&3 \end{array}$		3,227 14,750 8,621 18,649 38,259	17 74 2, 51 1,		10         6,141           11         3,020           35         1,752	Springfield. Arthur's Pass. Coalgate. Dunsandel. Rakaia.
Methven Chertsey Ashburton Tinwald Mount Somers		39 114 2,527 50 66	4,870 1,331 29,097 2,763 711	3,845 1,575 21,784 1,269 711	8,768 3,099 58,003 4,181 1,580	29 51 843 216 1 64	$\frac{418}{346}$		535 244 1,335 1,843 27	141 2,312 1,210 70	6  480 347 295	6,842 9,551 21,799 16,669 7,446	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	164 7 6	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	8,214 1 9 12,393 3 2 14,493 8 8 11,691 19 10 3,768 3 3	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	$\begin{array}{cccccccc} 11,565 & 1 & 11\\ 13,295 & 12 & 11\\ 35,934 & 5 & 0\\ 12,590 & 2 & 2\\ 4,498 & 16 & 1 \end{array}$	439 65 705 378 281	26,149 42,930 15,421 35,899 6,054	98 16,	56         8           13         12,5           25         1,8	42         1,400           26         15,822	Methven. Chertsey. Ashburton. Tinwald. Mount Somers.
Hinds Rangitata Orari Winchester Tomuka	1,157 205	87 14 501 249 895	2,173 843 4,988 1,623 10,162	2,205 1,080 4,142 2,604 11,925	4,560 2,044 10,788 4,681 24,604	128     4     80     114     131     2	259 73 805 150 ,145	40,143 42,882 38,071 4,800 20,056	536 134 35 411	819 3,433 440  37	7   371	7,960 1,994 4,918 3,670 8,540	$\begin{array}{rrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrr$	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	$\begin{array}{ccccc} 12 & 13 & 9 \\ 8 & 7 & 10 \\ 58 & 9 & 8 \\ 11 & 0 & 11 \\ 113 & 1 & 7 \end{array}$	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	$\begin{array}{ccccccc} 7,190&17&2\\ 3,298&1&0\\ 7,145&8&2\\ 2,600&0&2\\ 11,369&7&11 \end{array}$		18,078 1,923 4,817 2,425 6,722	4. 2,	07 1 23 1,6 45 5	35 1,403	Hinds. Rangitata. Orari. Winchester. Temuka.
Washdyke Pleasant Point Albury Fairlie Timaru , Wharf	54 261 239 783 11,895	69 247 153 411 4,953	1,412 3,488 1,684 5,996 55,938	1,669 3,890 1,331 4,529 33,996	3,204 7,886 3,407 11,719 106,782	82 46 41 53 2,295	355 662 139 284 378	57,550 1,342	128 20  60 68	16 35 370 6,109 29,020	7 28 864 4 14,336 14,606	12,529 9,049 2,079 2,885 70,924 16,547	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	924 0 3 168 19 0 139 0 1 333 13 6 2,329 17 10	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	23 3 11	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	$\begin{array}{c} 5,868 10 & 3 \\ 5,410 & 17 & 0 \\ 3,131 & 13 & 0 \\ 7,793 & 15 & 11 \\ 73,087 & 15 & 11 \\ 6,342 & 19 & 7 \end{array}$	488 121 50 169 675	2,660 226,845	$ \begin{array}{c}     \dots \\     \dots \\     23 \\     47,   \end{array} $	$\begin{array}{cccc} 30 & 6 \\ 08 & 1,5 \\ 024 & 29,2 \end{array}$	312,142332,308543,386	Washdyke. Pleasant Point. Albury. Fairlie. Timaru. ,, Wharf.
St. Andrew's Makikihi Studholme Junction Waimate Morven Glenavy	78 678 2,147	277 38 475 1,206 68 86	3,643 1,682 3,267 9,690 1,537 1,697	4,051 1,767 2,288 7,321 1,443 1,697	8,146 3,565 6,708 20,364 3,152 3,600	118 47 77 80 16 180	542 262 570 361 115 171	11,974 9,537 17,250 50,245 9,962 12,587	63 279 161 199 8	37  4 167 29 73	92 361 622 687 25	14,258 4,528 8,567 9,071 6,691 2,781	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	$\begin{array}{rrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrr$	76 11 10 71 17 0 102 3 5 786 9 1 189 1 1 203 10 11	17 7 11 11 7 3 30 11 3 144 14 11 9 16 3 11 19 1	5,426 14 6 1,989 2 2 3,806 0 8 6,762 14 11 3,188 0 7 1,557 18 4	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	1,114 69 292 117 15	95,244 4,498 2,116 3,360 3,412 051	35  56 89 5, 32	644 6 644 6,3	04 1,610 10 1,885 30 6,571 53 903	St. Andrew's. Makikihi. Studholme Junotion. Waimate. Morven. Glenavy.
Pukeuri Duntroon Kurow Oamaru Breakwater	26 97 527 5,051	63 52 220 2,212	1,526 1,018 4,342 32,966	874 715 4,450 19,615	2,489 1,882 9,539 59,844	113 165 22 411	177 172 274 350	22,510 22,606 12,155	9 	$1 \\ 13 \\ 2,841 \\ 2,540$	$144 \\ 80 \\ 7,264 \\ 673 \\ 4,532$	10,610 3,171 2,775 29,853 2,980	$\begin{array}{rrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrr$	73 15 0 112 10 0 20 12 6 297 7 9	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	$\begin{array}{rrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrr$	$ \begin{array}{cccccccccccccccccccccccccccccccccccc$	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	418 50 103 710 45	4,566	••	$\begin{vmatrix} 42 \\ 03 \end{vmatrix} = 1,3 \\ 15,8 \end{vmatrix}$	40 1,897 28 2,794	Pukeuri. Duntroon. Kurow. Oamaru. Breakwater.
Walareka Junction Ngapara Maheno Herlert Hampden	81 122 119 87 296	45 133 127 56 198	720 3,432 2,348 1,111 1,731	274 3,571 3,150 2,187 1,831	1,120 7,258 5,744 3,441 4,056	3 63 88 86 65	329 86 886 231 513	19,5536,1744,8326,57915,830	212 31 307 18 10	82 7 6 3 4	2,774 922 130 11 8,090	13,0577,6086,5898401,747	$\begin{array}{rrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrr$	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	$ \begin{array}{cccccccccccccccccccccccccccccccccccc$	$\begin{array}{rrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrr$	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	$165 \\ 168$	14,026 3,832 8,554 8,554	2 3 1,	$\begin{array}{cccc} 98 & 2,5 \\ 23 & 6,1 \\ 19 & 1,3 \\ 81 & 5 \\ 45 & 1,1 \end{array}$	$\begin{array}{cccc} 11 & 8,590^{1} \\ 73 & 2,654^{1} \\ 15 & 925 \end{array}$	Waiareka Junction. Ngapara. Maheno. Herbert. Hampden.
Palmerston Dunback Makareao Waikouaiti Seacliff	1,686 17 462 473	705 1  316 822	12,950 246 2,735 3,015	10,630 31 2,466 6,941	25,971 295  5,979 11,251	313 1  185 262	460 15 900 248	35,191 5,719 26,156 1,000	25  127 438	20) 50)  134. 85.	9,453  1,790 11 7	1,970 264 13,439 901 794	5,358 17 8 $57 16 1$ $1,408 17 2$ $1,944 7 1$	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	$517 \ 14 \ 3 \\ 62 \ 9 \ 0 \\ . \\ 321 \ 1 \ 9 \\ 230 \ 3 \ 3$	52 14 51 0 019 9 109 18 7	5,813 18 3 621 4 11 4,500 10 2 2,350 8 6	3 1 4	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	215 13	2,737 1,257	15 1.   32 1,	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	21 2,367 19 58: 94 316 22 1,674	Palmerston. Dunback. Makareao. Waikou <b>s</b> iti Seacliff.
Waitati Port Chalmers Upper Sawyer's Bay Port Chalmers Burkes	627 415 368 3,314	$1,264^{\circ}$ 1.962 $2,154^{\circ}$	4,112 2,592 2,966	13,213 9,620 16,662 50,118	19,216, 14,589 22,150 82,705	150- 89 2,518	182 187 89 8 6	513 265 84 47	*38 86 59 9 44	60 3,437	18 1 25 14,664	1,414 177 169 34,061 4	2,279 13 8 2,713 11 0 1,330 7 3	$\begin{array}{rrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrr$	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	$\begin{array}{rrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrr$	$ \begin{array}{cccccccccccccccccccccccccccccccccccc$	3,457 13 2 3,116 18 5 2,084 11 5	167 14 18	2,323 815 25( 65	16 		58 1,347 20 33 953	Waitati. Port ChalmersUpper. Sawyer's Bay. Port Chalmers. Burkes.
Ravensbourne	1,211 441 36,673	$8,072 \\ 2,432$	1	22,178 9,651 223,361	34,923 14,769 429,923 1 16,607	5,573 3,834 13,201	0.     		·· i ·· i ·· l	1 111 18,953 54	35 6,961  18,553 305	12 397 94,137 325	1,376 19 3 899 9 11	$\begin{array}{rrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrr$	$ \begin{array}{rrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrr$	$\begin{array}{rrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrr$	42 3 9 1,397 3 9 Cr. 95 0 10	$\begin{array}{rrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrr$		$\begin{array}{cccccccccccccccccccccccccccccccccccc$	2 880	1,828	9 2 1. 29: 84.	$   \begin{array}{ccc}             894 & 1,6 \\             663 & 22,0 \\             \end{array}   \end{array} $	35 136 74 10,834 88 124,990	Ravensbourne. Pelichet Bay. Dunedin (Coaching). ., (Goods).
Burnside Green Island Abbotsford Wingatui Middlemarch	607 853 568 422 582	1,255 8,215 5,039 1,486 220	4,190 3,625 4,133 3,674 1,841	13,702 25,891 28,172		1,719 2 3,921 5,478	2,694  154 954		326  26 232	215 6  15 14	10,056 33,029 9,188 3,538 6i	21,806 1,482 52 1,435 1,966	875 611 1,937 610	350 19 0. 1,210 17 7 1,171 16 2 301 10 10		$\begin{array}{rrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrr$	$\begin{array}{rrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrr$	$\begin{array}{rrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrr$	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	22,080 6 10 8,873 17 10 5,365 10 9 5,859 6 1 4,972 15 8	1	394,259 	<b>3,293</b> 5,	970 18,0 818 6,7 142 2,1	13         4,566           69         6,759           90         123           66         587	Burnside.
Hyde	38 218 688 129 451	23 57 219 33 130	209 602 1,724 595 1,359	144 193 576 349 603	414 1,070 3,207 1,106 2,543	  .1 	196 28 269 458 257	19,144 9,576 27,122 37,054	   3	20 68 64 187	127  328 190	893 451 1,382 2,099 1,834	$\begin{array}{c} 116 & 5 & 8 \\ 480 & 0 & 6 \\ 1.503 & 4 & 7 \\ 485 & 5 & 11 \\ 1.130 & 17 & 6 \end{array}$	0 12 6 0 11 17 6	77 6 3 80 5 5 226 13 11 180 9 6 250 14 6	$ \begin{array}{cccccccccccccccccccccccccccccccccccc$	$\begin{array}{rrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrr$	0 3 0 1 12 2 18 0 10 3 12 7	$\begin{array}{ccc} 1 & 0 & 0 \\ 4 & 0 & 0 \end{array}$	$\begin{array}{c} 2,450 \\ 2,450 \\ 11 \\ 10 \\ 2,061 \\ 0 \\ 7 \\ 5,173 \\ 17 \\ 4 \\ 5,706 \\ 10 \\ 6 \\ 4,735 \\ 7 \end{array}$	9 23 54	318 915 3,162	 7 1,	25 1 523 6 266 1,7	60         360           44         696           00         1,813           29         802	H <del>y</del> de. Waipiata. Ranfurly. Oturehua.
Alexandra Clyde Gromwell Moggiel Outram	789 956 1,052 1,397 285	39 260 248 5,626 93	1,982 2,186 2,630 11,065 5,643	666 631 932 46,929 3,034	3,828 4,033 4,862	6 100 22 5,773 210	10 91 299 894 347	3,738 8,956	         	97 342 113 93 4	95 16 224 11,470 342	2,363 3,310 2,467 7,534 2,636	$\begin{array}{rrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrr$	$\begin{array}{rrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrr$	302 13 8 158 5 6 179 8 10- 1,455 12 2	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	$\begin{array}{rrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrr$	$ \begin{array}{cccccccccccccccccccccccccccccccccccc$	9 18 10 1 0 0 2 0 0 41 0 0	5,845 13 7 7,480 14 2 8,705 19 8 14,497 18 4 2,698 11 2	125 18 69 339	1,899 563	3, 1, 1, 1, 1 2,	787 8 818 5 755 2	15         4,394           95         2,119           41         2,128           69         2,481	Alexandra. Clyde. Cromwell. Mosgiel.
<b>5</b> —D. 2.		· -	:	······				· _				•	. •											:	:	

## D.---2.

## 18

## RETURN INO. 12-continued.

STATEMENT OF REVENUE FOR EACH STATION FOR THE YEAR ENDED 31ST MARCH, 1922-continued.

								·			81	ATEMENT	OF REVEN		CH STATION P	FOR THE YEAF	ENDED 31	вт Максн, 19	22—contini	ued.		 I.		 IN	WARD.			
Station	B.	:  First	· ·		IOKETS.		Number	Cassie	Sheep.	Pigs.	Timber, Hundreds of		Other	Ordinary	Season	··	Luggage			Rents and	Total Value	Cattle		·	Timber,	,		Stations.
	· · · <u>- ·</u> ·	Single.	First- class Return.	Second- class Single.	Second- class Return.	Total.	Season Tickets.	0-1	·,	1	Superficial Feet.		Goods.	Passengers.	Tickets.	Parcels, &c.	Luggage, Mails, &c.	Goods.	Miscellaneou	S. Commission.	forwarded.	and Calves.	Sheep.		Eundreds of Superficial Feet.	Minerals.	Other Goods.	
South Island M AND BRANCHES Allanton Heniey		 	213 <sup>!</sup> 66.	1,557 <sub>1</sub> 969	5,628 1,462		19	Number. 743 275	Number. 7,989 4,111	Number. 166	40	Tons. 6	Tons. 4,828 1,033		2 17 7 6	£ s. d. 205 17 0		£ s. d. 1,846 16 0	£ s. d	! £s.d. 4	£ s. d   2,981 17 1	9 733	3,211	Number. 27	972	Tons. 1,573	Tons.	South Island Main Lines and Branches —continued. Allanton.
Waihola . Milburn . Milton . Waitahuna .		95 25 1,543 107	86 38 1,497 <sub>j</sub> 44	1,328 1,387 8,989 1,341		3,222 2,305	10 4 180	129 118 441	3,581 7,102 30,831 18,181	25 16 118	24 28 1,434	3,184 573 19,899 748	734 11,724 6,847	454 3 386 13 6,401 3	4 5 9 9 7 121 10 7	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	101 3 9	$\begin{array}{rrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrr$	5 17 11 212 11 7	-	2,932 18 2 4,105 15 10 20,056 10 0	2 <sup>  </sup> 158  0  49	1,368 9,181	24 13 52	592 183 1,438 2,783	387 902 14,812 8,361	523 1,620 1,782 5,323	Henley. Waihola. Milburn. Milton.
Lawrence . Beaumont . Lovell's Flat . Stirling .	· · · · · · · · · · · · · · · · · · ·	1,222 520 34 516	606 98 79 360	4,976 1,965 832 6,381	3,381 440 1,143 6,379	10,185 3,023 2,088	11  13	69 100	21,244 4,503 9,343 3,569	44 31 3 408	93 19 4 31	30: 32,888: 91,120	1,118 2,841 5,088 1,403 4,860	2,962 1 0 1,280 1 1	6 76 8 6 1 1 8 2 6	314 3 3 197 19 7 79 9 0	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	$\begin{array}{rrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrr$	18 12 2 12 4 5 4 8 5 314 2 1 797 10 5	$\begin{array}{cccccccccccccccccccccccccccccccccccc$		2 106 3 255 9 117 3 40 5 972	2,739 2,085 1,915 6,612 3,641	1	347 981 3,050 389 3,406	800 1,910 684 355 2,559	1,162 2,889 2,995 1,104 4,832	Waitahuna. Lawrence. Beaumont. Lovell's Flat. Stirling.
Balclutha . Owaka . Tahakopa . Waiwera . Clinton .	· · · · · · · · · · · · · · · · · · ·	2,198 266 150 153 560	1,407 99; 65 113, 500	20,028 3,661 3,591 1,219 10,034	10,533 1,681 3,624 957 8,559	34,166 5,707 7,430 2,442 19,653	1'  2	763 281 429	50,777 12,496 1,874 28,612 31,812	98 71 92 44	4,580 <sup> </sup> 65,249 32,970 15 13	636 196   7	14,110 7,944 1,536 2,790 974	1,642 12 6 2,499 5 10 691 10 11	2 10 0	986 4 5 908 10 5 73 12 4 203 14 2 180 16 4	$   \begin{array}{rrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrr$	17,140 15 10 18,329 2 10 7,673 5 6 2,767 13 11 2,430 1 8	51 14 7 11 5 6	195 7 0 	3,682 19 4	1,221 562 664 167 128	29,738 82,116 2,914 4,159 3,203	264 236 2 14	5,757 1,154 839 731 778	3,989 8,532 1,337 1,591 1,627	5,321 3,360 2,509 1,767 1,211	Balclutha. Owaka. Tahakopa. Waiwera. Clinton.
Waipahi . Tapanui . Kelso Heriot Pukerau .	· ·· · ·· · ··	207 358 105 276 41	134 147 32 89 35	1,481 1,625 931 2,695 1,032	3,103 886 787 1,709 1,606	4,925 3,016 1,855 4,769 2,714	6 24	244 115' 204 354 316 <sup>!</sup>	30,990 13,715 18,302 57,006 21,372	 2  2	79 <sup> </sup> 64' 76 31 53'	962 150 16 1,378	2,560 951 1,150 3,691 2,017	1,283 8 6 1,167 16 0 482 16 0 1,498 18 3 456 1 0	) 4 7 6 25 3 6	179 18 10 103 19 10 291 3 5	$ \begin{array}{cccccccccccccccccccccccccccccccccccc$	3,814 15 6 1,534 7 5 2,162 11 1 6,871 17 11	3 17 11 4 7 6 2 11 2 4 17 7	61 0 0	5,483 14 6 2,904 15 4 2,805 4 1 8,773 4 7	57 78 126 279	1,729 694 2,247 5,608	21 2	1,482 1,195 646 1,154	769 1,373 690 1,629	1,952 1,385 930 2,686	Waipahi. Tapanui. Kelso. Heriot.
Gore Riversdale . Switzers Balfour	  	3,040 316 50 79	2,319 222 15 47	25,658 3,359 1,057 893	17,864 4,269 899 850	48,881 8,166 2,021 1,869	1,058 86 14 75	726 381 40 170	54,741 58,014 7,019 15,968	28: 12 4	1,200 149  2	4,654 86 42	15,079 6,643 197; 2,172	$\begin{array}{rrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrr$	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	2,795 12 4i 14,973 8 7j 7,725 17 8 526 19 7 2,081 9 4	$ \begin{array}{rrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrr$	1,742 8 11 77 0 0	3,493 10 9 33,762 18 0 10,178 1 7 1,087 0 0 2,746 1 9		1,563 8,214 4,412 2,140 470;	2 5 	839 8,699 2,085 414	858 2,520 2,565 269	1,654 17,183 3,201 583	Pukerau. Gore. Riversdale. Switzers.
Mataura Edendale Wyndham Woodlands Invercargill (Coa	· · · · · · · · · · · · · · · · · · ·	423 528 417 116 12,191	430 474 463 164	7,719 5,126 4,799 2,981 83,574	12,965 6,985 5,036 5,037 98,383	21,537 <sup>1</sup> 13,113 <sup>1</sup> 10,715 <sup>1</sup> 8,298 <sub>1</sub> 206,788	192 170 150	347 1,985 860 707	7,090 12,242 16,200 15,885	48  	3,239 50 4,508 1,414	16,248 72 116 48	10,554 5,057 3,106 4,112	4,444 19 8 3,472 17 6 2,407 9 1 1,629 12 2	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	49 17 9 34 5 6 46 7 3 20 18 5	15,908 2 9 5,948 12 9 4,544 6 5 3,132 18 8	$ \begin{array}{cccccccccccccccccccccccccccccccccccc$	166 0 0 140 14 4 31 18 3	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	908 162	6,181 2,918 5,190	 	384 3,561 3,397 1,128 3,585	2,200 1,107 13,350 2,707 9,172	837 7,630 3,666 2,967 2,890	Balfour. Mataura. Edendale. Wyndham. Woodlands.
Waimahaka Bluff, (Wharf)		280 1,100	12,640  515 2,885	83,574  7,995 9,346	10,391 20,842	200,788   19,181 34,173	··   65	2,434 1,400 63	19,974 29,364 60	13 	27,210 22,379 15,535 6,796	6,817 853 13,210 9,257	62,406 3,416 59,292	54,771 11 4  3,404 6 11 4,751 17 3	47 12 6	5,617 14 10  416 13 6 466 6 6	1,143 7 8  4 16 0: 35 1 3	54,109 14 5 6,228 5 10	192 5 2 782 12 0 29 11 7 4,044 7 6	2,626 3 1 108 2 9	66,011 0 10 57,518 9 6 10,239 9 1 39,648 14 10	1,766 592	19,305 4,495 186,730		41,888 3,032 23,379	60,338 7,945 11,942	70,144 6,132 59,700	Invercarial (Coach.). ,, (Goode). Waimahaka. Bluff.
Makarewa Thornbury Riverton Orepuki		51	110 141 784 678	1,702 2,312 8,164 5,665	1,528 2,180 3,467 6,190	3,391 <sup>1</sup> 4,858 13,591 13,089	631 86 218 605	1,036 362 101 491	15,811 21,197 2,445 9,055	··· 2	13,676 129 52,663	2,257 20,895 3,110 241	3,632 13,503 2,623 3,424	342 4 9 778 1 0 2,792 19 10	60 15 0 156 7 6	$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	8 9 4 10 10 10 38 3 11	$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	$ \begin{array}{cccccccccccccccccccccccccccccccccccc$		$\begin{array}{rrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrr$	1,202 154 79	125,618 1,769 65	··· 2	316 2,529 1,958 2,452	858 4,639 1,963 2,22 <b>3</b>	28,876 6,230 3,100 3,843	" (Wharf). Makarewa. Thornbury. Riverton.
Tuatapere Otautau Nightcaps Winton	••	945 637 485 830	683 485 593 587	3,003 11,113 3,743 5,138 9,398	11,463 3,678 6,585 7,356	13,035 24,204 8,543 12,801 18,171	31 247 104	491 415 576 67 407	9,035 21,469 43,162 4,701 39,384	  	24,108 39,238 7,392 23	2,705 696 90,317 18,471	3,045 2,822 4,019 1,054	2,522 11 7 4,868 6 11 2,070 15 4 3,624 18 8	208 12 2 <sup>1</sup> 32 11 11 185 13 01 77 16 0		$ \begin{array}{cccccccccccccccccccccccccccccccccccc$	$\begin{array}{rrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrr$	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	259 9 2 162 0 8 107 8 8 	$\begin{array}{rrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrr$	157 386	2,090 2,037 2,324 613	 3 	811 1,154 1,102 4,030	3,309 599 2,010 4,687	2,461 3,234 3,340 3,483	Orepuki. Tuatapere. Otautau. Nightcaps.
Centre Bush Dipton Lumsden Kingston	•••	100 143 1,229	92 161 836 53	1,327 1,284 9,255 1,747	915 1,267 7,281 1,028	2,434 2,855 18,601 3,090	109 79: 195  9	292 88 812 49	39,334 48,530 25,533 50,729 1,013	 5 	13,088 6,445 5 98 52	2,213 12 2,118 50 30	12,494 6,983 1,188 4,394 239	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	$\begin{array}{ccccc} 45 & 15 & 3 \\ 8 & 14 & 11 \\ 7 & 9 & 2 \\ 62 & 2 & 0 \\ 2 & 16 & 7 \end{array}$	$\begin{array}{c} 9,939 \ 16 \ 10 \\ 5,414 \ 7 \ 9 \\ 1,656 \ 17 \ 8 \\ 6,811 \ 14 \ 0 \\ 302 \ 5 \ 9 \end{array}$	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	$\begin{array}{rrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrr$	73 205	$\begin{array}{c c} 10,638 \\ 3,417 \\ 340 \\ 1,447 \\ 2,184 \end{array}$	3 ··· 2	$\begin{array}{r} 2,712 \\ 410 \\ 472 \\ 1,315 \\ 252 \end{array}$	9,425 1,561 970 2,182 885	6,445 2,103 1,520 2,905 1,267	Winton. Centre Bush. Dipton. Lumsden. Kingston.
Through traff Wakatipu) Through traffic (V	·	2,467 3,656	1,005 928	3,296 <sup> </sup> 4,422	1,174 1,252	7,942 10,258	 	22 	4,796 	 	746	8 	2,165	8,248 10 3 7,414 5 2		496 18 1	68 19 0	3,570 8 2			12,384 15 6 7,414 5 2	68 	<b>1,694</b> <sup>†</sup>	··   	457	1,035		Through traffic (Lake Wakatipu). Through traffic
Chief Accountant Totals			332 88,071 1,	2,469	8,655 ,467,072	15,158 3,054,796 <sub>1</sub> 1	184	74,363 3	,621,456	 33.410	749,272			6,513 14 1			4,217 16 2	:	· · · ·	4,067 17 11	57,603 1 8		•••	••	···			(Westland). Chief Accountant.
WESTLAND SECTION		; 			 !	· · · · · ·	·		'							81,739 5 7 3		,272,225 0 84	9,706 13 5 		,238,023 4 9	74,363 3	,621,456 3	33,410	749,272	694,973 1 	.415,974	Totals.
Ross Hokitika Kumara Greymouth ., (Wha	··· ··· ··	445 3,298 440 7,017	$\begin{array}{r} 455 \\ 1,842 \\ 287 \\ 4,116 \\ \cdots \end{array}$	4,812 11,903 2,443 43,871	7,576 8,235 2,900 37,209 $\cdots$	13,288 25,278 6,070 92,213	10 458 84 2,056	558 1 608 382 6	$6,562^{i}$ 263 3,407 1,351 	 66 !	18,179 129,460 135,322 8,522 2,415	14 44 37 2,451 999	847 3.692 1.429 10,722 J2,240	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	6 5 0 <sup>°</sup> 163 16 3 <sup>1</sup> 58 2 6 <sub>1</sub> 1,155 18 9 <sub>1</sub>	85 4 2	$ \begin{array}{rrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrr$	2,934 12 7 14,180 13 5 8,092 2 6 7,925 0 2 10,775 11 6	2 19 0 44 19 11 3 18 10 7,612 17 8	87 19 0 389 18 5 120 16 6 1,660 13 10	4,822 5 11 19,394 4 3 9,129 18 0 36,765 9 9 10,775 11 6	96	11 1,776 2,604 13,972	·· ·· 4 38	1,046 550 358 15,724 487,449	1,921 4,558 1,295 12,662 258,502	2,411 7,731 1,898 4,566 3,558	VESTLAND SECTION Ross. Hokitika. Kumara. Greymouth. ,, (Wharf).
Runanga Rewanui Stillwater Ngahere Blackball	···   ···   ··	163 220 246 177	441 1 493 350 556	4,308 1,443 2,741 3,119 3,224	20,610 2,513 5,551 3,908 6,330	25,522 3,957 9,005 7,623 10,287	1,110 10,061 68 240 53	 16 822	$\begin{array}{c} \cdot \cdot & \\ \cdot \cdot & \\ & 204 \\ 8,155 \\ \cdot \cdot & \end{array}$	   4	2,065 22 61,821 39,771 8	$\begin{array}{c} 16,726 \\ 122,711 \\ 2,293 \\ 34 \\ 122,319 \end{array}$	1,264 110 1,237 529 329	1,604 3 9 327 18 1 899 14 8 998 6 9 1,740 10 3	372 10 8 1,705 13 0 42 16 3 97 15 8 40 18 6j	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	2,562 6 2 19,024 13 2 5,189 16 8 3,384 0 1 22,358 15 1	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	4,737 3 5 21,186 8 2 6,393 12 5 4,920 7 5 24,207 12 6	3 160 140 9	128 <sup>-</sup>  920 1,796 30		531 381 196 1,159 2,448	3,117 209 216 661 270	1,358 2,673 641 605 3,764	", (Wharf). Runanga. Rewanui. Stillwater. Ngahere. Blackball.
Ikamatua Reefton Moana Otira	  	209 2,999 232 1,475	344 952 109 324	1,711 10,814 2,074 2,788	1,287 5,225 888 1,015	3,551 19,990 3,303 5,602	73 40 5 5	438. 21 508 927	6,129 2,687 4,087 8,270	20 	15,299 23,433 81,474 182	163 22,093 1,723 10	1,250 2,414 820 562	723 4 9 4,419 7 7 440 19 5 2,089 8 11	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	$\begin{array}{rrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrr$	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	$\begin{array}{c} 2,134 \ 17 \ 2 \\ 12,184 \ 4 \ 1 \\ 7,879 \ 11 \ 5 \\ 1,340 \ 0 \ 6 \end{array}$	$ \begin{array}{cccccccccccccccccccccccccccccccccccc$	$ \begin{array}{cccccccccccccccccccccccccccccccccccc$	3,295 19 9 17,550 4 5 9,005 7 0 4,033 14 9	260 1,073 244 320	2,475 2,649 836 13,918	20 	513 2,076 1,268 4,274	3,909 569 561 3,167	2,203 2,841	Ikamatua. Reefton. Moana. Otira.
Chief Accountant Through traffic ( and B.) Totals		3.656	928	4,422	936 1,252 105,435	936 10,258 236,883							••	116 13 0 4,420 11 8	640 18 8	•• •	2,496 5 0	••	3,996 10 8		8,511 12 5 4,420 11 8				••	··   ··	•	Chief Accountant. Through traffic (S.I.M.L. and B.).
									41,115	90! 	517,973	291,017	37,440 	40,570 18 1	4,357 16 10	4,046 13 6 3	<u>,271 10 9</u>	119,966 4 6 1	2,054 8 4	4,882 11 4		· ·	41,115	90	517,973	291,617	<b>37,44</b> 5 	Totals.
WESTFORT SECTION Westport Waimangaroa Granity District Office	••• •• ••	280j 43 106	258 165 263	14,466 4,202 11,095	9,165 6,812 14,537 192	24,169 11,222 26,001 192!	889 317 800 3	115 31 63 	2,887 157 67	 	899 15,716 4,255	167 134,133 362,882	9,565 2,872 1,097	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	305 15 0 120 7 0 150 9 7	$ \begin{array}{cccccccccccccccccccccccccccccccccccc$	11,011 16 7 21,426 2 8 65,882 12 5	6,243 0 1 40 13 7 1 13 2 95 13 2	320 7 2 82 5 0 231 5 0 283 19 3	21,089 7 8 22,861 2 8 70,426 11 10 1,075 16 2	72 4 133	67 670 2,374	12   	15,156 3,016 2,698 	495,891 616 675 	1,07( 5,47]	<b>EBTFORT SECTION</b> — Westport. Waimangaroa. Granity. District ()ffice.
Totals NELSON SECTION Nelson Port Nelson		429	 		30,706	61,584 		209 	3,111  -  107		20,870	497,182 5,841	13,534 	7,525 3 0	1,056 14 5	576 11 7	675 1 3	98,320 11 8 ( 456 1 5			115,452 18 4 456 1 5	209	3,111	12	20,870	497,182	1,504	Totals. ELSON SECTION Nelson Port.
Wakefield Belgrove Kohatu Glenhope	··· <sup>!</sup> ···	2,229 330 111 104 1,143	118	22,285 5,495 4,295 933 5,138	10,598 2,981 2,963 837 1,514	36,036 8,924. 7,515 1,917 8,045	271 53	245 38- 89	5,775 691 7,191	4	$     1,501 \\     2,530 \\     4,658 \\     13,115 \\     1,216 $	1,510 2,008  76	11,968 2,264 3,660	4,410 12 7 1,031 9 8 806 4 0 326 16 5	168 0 9 33 16 0 5 0 0	$ \begin{array}{cccccccccccccccccccccccccccccccccccc$	$ \begin{array}{c ccccccccccccccccccccccccccccccccccc$	5,582 4 0 <sup>4</sup> 4,085 7 6 815 0 11 3,169 17 8	333 18 2 8 2 5 5 0 2 2 13 7	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	$\begin{array}{rrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrr$	214 21 12 6	13,264	4  1	20,251 1,951 16 149	7.865 1,438  49	17,769 3,466 305 552	Nelson. Wakefield. Belgrove. Kohatu.
District Office Totals	••• .	 3,917	1,481	38,146	132	100	1,414		4,772	 5	1,316  23,405	9,435	26,276	8,770 12 3		563 5 1 1	,189 3 8	1,259 17 11  15,368 8 7	13 14 3  363 8 7	487 5 3 899 6 4	3,531 13 4 1,625 19 1	502	1,999  18,536	 5;	1,038	9,435		Glenhope. District Office. Totals.
Pioton SECTION- Pioton Blenheim Ward District Office	••	5,831 6,520 264	1,410 104	16,754	11,054 6,526 4,743	30,388 31,210 9,897				13 2 	1,120 2,212 5		37,054	3,439 10 2 3,591 0 6 1,645 12 6 41 12 0	102 7 6 174 17 0 1 5 0 141 1 11	237 7 6 701 4 11 186 11 10	53 18 2 221 19 11	8,319 18 0 2 15,685 5 5 3,661 3 11	2,803 16 0 264 15 2 3 9 3	98 18 8 616 2 7 9 16 8	$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	504: 432	93,663 10,590 23,344	2 13	390- 1,015 1,932	426 7,780 471	34,690 20,568 2,581	CTON SECTION— Picton. Blenheim. Ward. District Office.
Totais				33,668		71,495	375	1,139	127,597	15					419 11 5	1,125 4 3 1	,190 15 11	27,666 7 4 3	,106 5 1	1,125 8 0		1,139	127,597	15	3,337	8,677	57,839	Totals.
LARB WAKATIPU Str Totais	IANBES- 	3,209	3.135	4,878	2,149	13,371	8.	172	10, <b>997</b>	 1	2,717	1,144	3,861	3,577 2 8	184 5 0 <sub> </sub>	463 19 3	566 7 3	3,165 12 0 <i>C</i> r	r. 16 6 9	78 6 11	8,019 6 4,	172	10,997	<b>1</b>	2,717	•		AKE WAKATIPU Stramfrs Totak.

## RETURN No. 13.

## STATEMENT OF CARRIAGE, BRAKE-VAN, AND WAGON STOCK, AND TARPAULINS, FOR THE YEAR ENDED 31ST MARCH, 1922.

Descript	ion.			Class.	Whangarei.	Kaihu.	North Island Main Line and Branches.	Gisborne.	South Island Main Line and Branches.	Westland.	Westport.	Nelson.	Picton.	Total.
Carbia	ges.								1					
Sleepers, bogie, 50 ft.	••	••	••	AA AA	··· 		$\frac{10}{35}$			•••				10 35
First-class, bogie, 50 ft Ladies' (composite), bo	 gie. <b>5</b> 0 ft.	••	••	AA			6							6
Second class bogie, 50	ft.	••		AA			37			••				37
Royal saloon, bogie, 50	) ft.	••	••	AA AA	••	• •	$\frac{2}{1}$	••		••	••	•••		2
Postal, bogie, 50 ft. Royal saloon, bogie, 44	 ft.	••	••	A			 		1	•••				i
Gallery-cars, bogie, 44	ft.		••	Α					5	••				<b>5</b>
Saloon, bogie, 44 ft.	••	••	••	A		•••	•••	•••	1	••		•••	•••	1 9
,, ,, 41 ft. ,, ,, 39 <del>1</del> ft.	••	••	••	A	•••	•••	5 7		47	••				9 14
$,, ,, 37\frac{1}{2}$ ft.	••	••	•••	Ä			$\frac{1}{2}$			••			·	<b>2</b>
		••	••	A			1	••	,	<b>2</b>				3
Ladies' (composite), bo	gie, 47½ ft	•	••	A A	•••			•••	4	••			•••	4 5
Motor-train, bogie, 60 f		••		Â			34			••				34
,, ,, 47½ f		••		A		••	42		61	1			2	106
,, ,, 44 ft		••	••	A	•••	••	2	•••	2	••	• •		••	4 11
,, ,, 43 ft ., 30 ft		••	••	A B			11			•••				1
Composite, bogie, 60 ft		••		Α			8		1	••				8
., ,, 50 ft		••	••	A	•••		52		1			•••		53 915
$,, , 47\frac{1}{2}$ i		••	••,	A A	•••		$\frac{104}{\cdots}$	$\begin{array}{c} 2 \\ \cdot \cdot \end{array}$	93 7	9	1	4	$\begin{array}{c}2\\ \end{array}$	215 7
,,, ,, ,, ,, ,, ,, ,, ,, ,, ,, ,, ,, ,,		••	••	Ă	ii		5 <b>9</b>	3	84	8	2	1	3	171
", ", 43 ft		••		A	••		7			••		••	• • •	. 7
,, ,, 42 <u>1</u> f		••	•••	A A	••		$13 \\ 2$		30 4	••	i	2	i	43 10
,, ,, 39½ f			••	B	••		16		20	••		1		36
. 6-wheel	••	••		Ĉ	2	2		3	5	<b>2</b>				14
Second-class, bogie, 52	ft.	••	••	A	••	•••	1	••	•••	••	• •	•••	••	1
", ", <b>5</b> 0 47	it. § ft.	••	••	A A	•••		88 96	••	106	3	3			89 208
46		•••	•••	A					4					. 200
,, ,, 44		••	• •	Α	2		86		101	8	3	3	3	206
,, ,, 43		••	••	A	••	•••	$\frac{18}{1}$	••	·. 14	••		•••	•••	18     15
	l ft. l ft.	••	••	A A		•••	10	•••	1#	3		•••		13
	ft.	••		Â			3			, <b>,</b> ,				3
" " 30	ft.	••	••	В	· .	••	6	۰. <u>۱</u>	17	•• ,	• •	• :	1	24
,, 6-wheel	••	••	••		5 5	2	••	5 	12 1	4	•••	4	•••	$32 \\ 6$
4-wheel Postal, bogie, 50 ft.	••	••	••	A		•••	7		$\frac{1}{2}$	••				. 9
rostal, bogle, 50 10.	••	••		Ā			3		4	••				7
" " 39 <del>1</del> ft.	••	••	••	A	•••	•••	<b>2</b>	1 • •	••,	••	•••	••	••	2
,, ,, 30 ft. 		••	••	B A	•••	••	$\ddot{1}$		1	••		•••		1
Rail-motor, 58 ft.		••	••				ĩ			•••				i
,, 42½ ft.	••	••			••	•••	1			• •		••		1
			(		25	4	784	13	594	40	10	14	12	1,496
Totals	••	••	••	••	20							17	14	
BRAKE-V	ANS.												·	
Brake-vans, 4-wheel		••	•••	F	6	2	8	1	53	7	2	3	1	83
" bogie		•••	••	F	5	•••	208	3	119	9	5	3	4.	356
h - min	••						208 7	3	119		5	3	4.	
" bogie	•••	••	••	F	5	•••	208	3	119	9	5	3	4.	356
,, bogie ,, Fell Totals	••• •• ••	••	••	F F	5 		208 7	3	119	9 4	5	3	4.	356 11
,, bogie ,, Fell	••• •• ••	••	••	F F	$ \begin{array}{c} 5\\\\ 11\\ -2 \end{array} $		208 7 223 138	3  4 1	119  172 110	9 4 20 6	5  7 	3  6 	4  5 4	356 11
,, bogie ,, Fell Totals W∡gon Horse-boxes Cattle	  	••	••• •• ••	F F  G H	$5\\\\11\\2\\22$	2 2 	208 7 223 138 301	3  4 1 4	119  172 110 211	9 4 20 6 24	5  7  4	3  6 	4  5 4 . 4	
, bogie ,, Fell Totals Wagon Horse-boxes Cattle Sheep		  	· · · · ·	F F  G H J	5 $11$ $2$ $22$ $20$		208 7 223 138 301 925	$\begin{array}{c} 3\\ \cdot \cdot\\ 4\\ \hline 1\\ 4\\ 40 \end{array}$	119  172 110 211 787	9 4 20 6 24 17	5  7  4 	$\begin{array}{c} 3\\ \cdot \cdot\\ \hline 6\\ \hline 1\\ 5\\ 10 \end{array}$	4  5 4 .4 29	$ \begin{array}{r} 356\\11\\\\450\\\\262\\575\\1,828\end{array} $
, bogie ,, Fell Totals Wagon Horse-boxes Cattle Sheep Covered goods	  	  	••• ••• ••• •••	F F  G H	$5\\\\11\\2\\22$	2 2 	208 7 223 138 301	3  4 1 4	119  172 110 211	9 4 20 6 24	5  7  4	3  6 	4  5 4 . 4	
, bogie ,, Fell Totals Wagon Horse-boxes Cattle Sheep		· · · · · · · · · · ·	· · · · ·	F F  GHJ KKL	$ \begin{array}{c} 5\\\\ 11\\ 22\\ 20\\ 8\\ \end{array} $		208 7 223 138 301 925 288 25 5,300		119  172 110 211 787 370 40 4,618	9 4 20 6 24 17 24	5  7  4  5		4  5 4 . 4 29 3	356 11 450 262 575 1,828 707 70 10,560
, bogie ,, Fell Totals Wagon Horse-boxes Cattle Sheep Covered goods Sleeping-vans High sides		· · · · · · · · · · · · · ·	· · · · · · · · · · · · · · ·	F F  G H J K K L LA	$     \begin{array}{c}       5 \\                             $	$     {2} $ $     {} $ $     {1} $ $     {4} $ $ $	208 7 223 138 301 925 288 25 5,300 964	$ \begin{array}{c} 3 \\ - \\ - \\ 4 \\ - \\ - \\ - \\ - \\ - \\ - \\ - \\ - \\ - \\ -$	119  172 110 211 787 370 40 4,618 1,692	9 4 20 6 24 17 24 3 208 	5  7  4  5 1 17 	$ \begin{array}{c} 3 \\ - \\ - \\ 6 \\ - \\ 1 \\ 5 \\ 10 \\ 6 \\ 1 \\ 103 \\ - \\ \end{array} $	4  4 . 4 29 3  174 	$\begin{array}{r} 356\\11\\-450\\-262\\575\\1,828\\707\\70\\10,560\\2,656\end{array}$
, bogie ,, Fell Totals Wagon Horse-boxes Cattle Sheep Covered goods Sleeping-vans High sides Wharf		· · · · · · · · · · · · · · · · · · ·	· · · · · · · · · · · · · · · · · · ·	F F  G H J K K L LA LB	$     \begin{array}{c}       5 \\                             $	$     {2} $ 1 4	208 7 223 138 301 925 288 25 5,300 964 	$ \begin{array}{c} 3 \\ \\ 4 \\ 1 \\ 40 \\ 2 \\ \\ 47 \\ \\ \\ 1 \\ 1 \\ 1 \\ 1 \\ 1 \\ 1 \\ 1 \\ 1 \\ 1 \\ 1$	119  172 110 211 787 370 40 4,618 1,692 	9 4 20 6 24 17 24 3 208  45	5  7  4  5 1 17  	$   \begin{array}{c}     3 \\     \hline     1 \\     5 \\     10 \\     6 \\     1 \\     103 \\     \cdot \\     \cdot \\   \end{array} $	4  4 . 4 29 3  174 	$\begin{array}{r} 356\\11\\-450\\-262\\575\\1,828\\707\\70\\10,560\\2,656\\45\\\end{array}$
, bogie ,, Fell Totals Wagon Horse-boxes Cattle Sheep Covered goods Sleeping-vans High sides		··· ··· ··· ··· ···	· · · · · · · · · · · · · · ·	F F  G H J K K L LA	$     \begin{array}{c}       5 \\                             $	$     {2} $ $     {} $ $     {1} $ $     {4} $ $ $	208 7 223 138 301 925 288 25 5,300 964  26 128	$ \begin{array}{c} 3 \\ - \\ - \\ 4 \\ - \\ - \\ - \\ - \\ - \\ - \\ - \\ - \\ - \\ -$	119  172 110 211 787 370 40 4,618 1,692  825 	9 4 20 6 24 17 24 3 208  45 66 	5  7  4  5 1 17 	$ \begin{array}{c} 3 \\ - \\ - \\ 6 \\ - \\ 1 \\ 5 \\ 10 \\ 6 \\ 1 \\ 103 \\ - \\ \end{array} $	4  4 . 4 29 3  174 	$\begin{array}{r} 356\\11\\-450\\-262\\575\\1,828\\707\\70\\10,560\\2,656\end{array}$
", bogie ", Fell Totals WAGOI Horse-boxes Cattle Sheep Covered goods Sleeping-vans High sides Wharf Low sides " Wharf Low sides " Wharf Low sides " Wharf Low sides		··· ··· ··· ··· ···	· · · · · · · · · · · · · · · · · · ·	F F J K L L M M M B	$     \begin{array}{c}       5 \\                             $	$     {2} \\     {} \\     {} \\     {} \\     {12} \\     {} \\     {} \\     {} \\     {} \\     {} \\     {} \\     {} \\     {} \\     {} \\     {} \\     {} \\     {} \\     {} \\     {} \\     {} \\     {} \\     {} \\     {} \\     {} \\     {} \\     {} \\     {} \\     {} \\     {} \\     {} \\     {} \\     {} \\     {} \\     {} \\     {} \\     {} \\     {} \\     {} \\     {} \\     {} \\     {} \\     {} \\     {} \\     {} \\     {} \\     {} \\     {} \\     {} \\     {} \\     {} \\     {} \\     {} \\     {} \\     {} \\     {} \\     {} \\     {} \\     {} \\     {} \\     {} \\     {} \\     {} \\     {} \\     {} \\     {} \\     {} \\     {} \\     {} \\     {} \\     {} \\     {} \\     {} \\     {} \\     {} \\     {} \\     {} \\     {} \\     {} \\     {} \\     {} \\     {} \\     {} \\     {} \\     {} \\     {} \\     {} \\     {} \\     {} \\     {} \\     {} \\     {} \\     {} \\     {} \\     {} \\     {} \\     {} \\     {} \\     {} \\     {} \\     {} \\     {} \\     {} \\     {} \\     {} \\     {} \\     {} \\     {} \\     {} \\     {} \\     {} \\     {} \\     {} \\     {} \\     {} \\     {} \\     {} \\     {} \\     {} \\     {} \\     {} \\     {} \\     {} \\     {} \\     {} \\     {} \\     {} \\     {} \\     {$	208 7 223 138 301 925 288 25 5,300 964  426 128 110	$ \begin{array}{c} 3 \\ \\ 4 \\ \\ 40 \\ 2 \\ \\ 47 \\ \\ 40 \\ 12 \\ \\ \end{array} $	119  172 110 211 787 370 40 4,618 1,692  825  15	9 4 20 6 24 17 24 3 208  45 66  20	5  7  4  5 1 17  24  	$ \begin{array}{c} 3 \\ - \\ - \\ - \\ - \\ - \\ - \\ - \\ - \\ - \\ -$	4  4 . 4 29 3  174  21 	356 11 
", bogie ", Fell Totals Wagon Horse-boxes Cattle Sheep Covered goods Sleeping-vans High sides " Wharf Low sides ", steel Work-train Timber	  X8.    	··· ··· ··· ··· ··· ··· ···	··· ··· ··· ··· ··· ··· ···	F F J K K L L A M M B N	$     \begin{array}{r}       5 \\             \\             $	$ \begin{array}{c} \cdot \\ \cdot \\ 2 \\ \cdot \\ \cdot \\ \cdot \\ 1 \\ \cdot \\ \cdot \\ 12 \\ \cdot \\ 40 \\ \end{array} $	208 7 223 138 301 925 288 25 5,300 964  426 128 110 74	$   \begin{array}{c}     3 \\     \hline     4 \\     \hline     4 \\     40 \\     2 \\     \\     47 \\     \\     40 \\     12 \\     \\     \\     \\   \end{array} $	119  172 110 211 787 370 40 4,618 1,692  825  15 163	9 4 20 6 24 17 24 3 208  45 66  20 36	5  4  5 1 17  24  32	$   \begin{array}{c}     3 \\     \hline     6 \\     \hline     1 \\     5 \\     10 \\     6 \\     1 \\     103 \\     \cdot \\     \cdot \\     14 \\     \cdot \\     8 \\   \end{array} $	4 4 29 3  174 21	$\begin{array}{r} 356\\ 11\\\\ 450\\\\ 262\\ 575\\ 1,828\\ 707\\ 70\\ 10,560\\ 2,656\\ 45\\ 1,450\\ 160\\ 145\\ 465\\ \end{array}$
", bogie ", Fell Totals Wagon Horse-boxes Cattle Sheep Covered goods Sleeping-vans High sides ", steel Work-train Timber Iron hopper	  X8.     	··· ··· ··· ··· ··· ··· ··· ···		F F J K K L L M M B N O	5  11 22 20 8  89  22 20 8  112 	$ \begin{array}{c} \cdot \\ \cdot \\ 2 \\ \hline \\ \cdot \\ \cdot \\ 1 \\ \cdot \\ \cdot \\ 12 \\ \cdot \\ \cdot \\ 40 \\ \cdot \\ \end{array} $	208 7 223 138 301 925 288 25 5,300 964  426 128 110	$ \begin{array}{c} 3 \\ \\ 4 \\ \\ 40 \\ 2 \\ \\ 47 \\ \\ 40 \\ 12 \\ \\ \end{array} $	$ \begin{array}{c} 119 \\ \\ 172 \\ 110 \\ 211 \\ 787 \\ 370 \\ 40 \\ 4,618 \\ 1,692 \\ \\ 825 \\ \\ 15 \\ 163 \\ \\ \end{array} $	9 4 20 6 24 17 208 45 66 20 36	5  7  4  5 1 17  24  32 	$ \begin{array}{c} 3 \\ \\ 6 \\ 1 \\ 5 \\ 10 \\ 6 \\ 1 \\ 103 \\ \\ 14 \\ \\ 8 \\ \\ \end{array} $	4  4 . 4 29 3  174  21  	356 11 
", bogie ", Fell Totals WAGOI Horse-boxes Cattle Sheep Covered goods Sleeping-vans High sides Wharf Low sides ", steel Work-train Timber Iron hopper " for ballast Platform coal	  X8.     	··· ··· ··· ··· ··· ··· ···	··· ··· ··· ··· ··· ··· ···	F F J K K L L A M B M B N O O B P	$     \begin{array}{r}       5 \\             \\             $	$ \begin{array}{c} \cdot \\ \cdot \\ 2 \\ \cdot \\ \cdot \\ \cdot \\ 1 \\ \cdot \\ \cdot \\ 12 \\ \cdot \\ 40 \\ \end{array} $	208 7 223 138 301 925 288 25 5,300 964  426 128 110 74 39	$ \begin{array}{c} 3 \\ \\ 4 \\ \\ 40 \\ 2 \\ \\ 47 \\ \\ 40 \\ 12 \\ \\ \\ \\ 12 \\ \\ \\ \\ \\ \\ \\ \\ .$	119  172 110 211 787 370 40 4,618 1,692  825  15 163	9 4 20 6 24 17 24 3 208  45 66  20 36  	5  7  4  5 1 1 17  24  32 	$   \begin{array}{c}     3 \\     \hline     6 \\     \hline     1 \\     5 \\     10 \\     6 \\     1 \\     103 \\     \cdot \\     \cdot \\     14 \\     \cdot \\     8 \\   \end{array} $	4 4 29 3  174 21	356 11 -450 262 575 1,828 707 70 10,560 2,656 45 1,450 160 145 465 39 9 10 198
, bogie ,, Fell Totals Wagon Horse-boxes Cattle Sheep Covered goods Sleeping-vans High sides Wharf Low sides y steel Work-train Timber Iron hopper y for ballast Platform coal Movable hopper	  X8.     	··· ··· ··· ··· ··· ··· ··· ··· ···		F F G H J K K L L B M M B B N O B P Q	5  111 222 20 8  89  22 20  112  169 	··· ··· ··· ··· ··· ··· ··· ···	208 7 223 138 301 925 288 25 5,300 964  426 128 110 74 39 10 29 	3  4 1 4 40 2  40 2  40 12    	119  172 110 211 787 370 40 4,618 1,692  825  15 163    	9 4 20 6 24 17 24 3 208  45 66  20 36  495	5  7  4  5 1 17  24  32  673	3 	4 5 4 29 3 174 21	356 11 
", bogie ", Fell Totals WAGOI Horse-boxes Cattle Sheep Covered goods Sleeping-vans High sides ", steel Wharf Low sides ", steel Work-train Timber Iron hopper ", for ballast Platform coal		··· ··· ··· ··· ··· ··· ··· ··· ··· ··		F F G H J K K L L A L B M M B B P Q W	5  11 2 22 20 8  89  22 20 8  22 20 8  112  112  169  24	··· ··· ··· ··· ··· ··· ··· ···	208 7 223 138 301 925 288 25 5,300 925 288 25 5,300 925 288 25 5,300 925 288 25 5,300 925 288 25 5,300 925 288 25 288 25 288 25 288 25 288 25 288 25 288 25 288 25 288 25 288 25 288 25 288 25 288 25 288 25 288 25 288 25 288 25 288 25 288 25 288 25 288 25 288 25 288 25 288 25 288 25 288 25 288 25 288 25 288 25 288 25 288 25 288 25 288 25 288 25 288 25 288 25 288 25 288 25 288 25 288 25 288 25 288 25 288 25 288 288	$\begin{array}{c} 3 \\ \hline \\ 4 \\ \hline \\ 4 \\ 40 \\ 2 \\ \hline \\ 40 \\ 2 \\ \hline \\ 47 \\ \hline \\ 40 \\ 12 \\ \hline \\ \\ \\ \\ \\ \\ \\ \\ \\ \\ \\ \\ \\ \\ \\ \\ \\ $	$\begin{array}{c c} 119 \\ \hline \\ 172 \\ \hline \\ 172 \\ \hline \\ 110 \\ 211 \\ 787 \\ 370 \\ 40 \\ 4,618 \\ 1,692 \\ \hline \\ 825 \\ \hline \\ 825 \\ \hline \\ 15 \\ 163 \\ \hline \\ \\ 15 \\ 163 \\ \hline \\ \\ 75 \\ \end{array}$	9 4 20 6 24 17 24 3 208  45 66  20 0 36  495 	5  7  4  5 1 1 7  24  32  673 	3 	4  5 4 .4 .29 3  174         	356 11 -450 262 575 1,828 707 70 10,560 2,656 45 1,450 160 145 465 39 10 198 8 1,168 322
", bogie ", Fell Totals WAGOI Horse-boxes Cattle Sheep Covered goods Sleeping-vans High sides ", steel Wharf Low sides ", steel Work-train Timber Iron hopper ", for ballast Platform coal Movable hopper Frozen meat Cool, insulated		··· ··· ··· ··· ··· ··· ··· ··· ··· ··		F F G H J K K L L A L B M M B N O O B P Q W X	5  111 222 20 8  89  22 20  112  169 	··· ··· ··· ··· ··· ··· ··· ···	208 7 223 138 301 925 288 25 5,300 964  426 128 110 74 39 10 29  208 173	3           4           1           4           02              47              40           2           47	119  172 110 211 787 370 40 4,618 1,692  825  15 163    	9 4 20 6 24 17 24 3 208  45 66  20 0 36  495  3	5  7  4  5 1 1 17  24  32  673 	3 	4 5 4 29 3 174 21	356 11 
", bogie ", Fell Totals Wagon Horse-boxes Cattle Sheep Covered goods Sleeping-vans High sides ", steel Wharf Low sides ", steel Work-train Timber Iron hopper ", for ballast Platform coal Movable hopper Frozen meat Cool, insulated ", ventilated		··· ··· ··· ··· ··· ··· ··· ··· ··· ··		F F G H J K K L L A B MB N O O B P Q W X X A X B	5  11 222 200 8  89  222 200 8  220 200 8  112  169  24 6	···· ··· ··· ··· ··· ··· ··· ··	208 7 223 138 301 925 288 25 5,300 925 288 25 5,300 925 288 25 5,300 925 288 25 5,300 925 288 25 5,300 925 288 25 288 25 288 25 288 25 288 25 288 25 288 25 288 25 288 25 288 25 288 25 288 25 288 25 288 25 288 25 288 25 288 25 288 25 288 25 288 25 288 25 288 25 288 25 288 25 288 25 288 25 288 25 288 25 288 25 288 25 288 25 288 25 288 25 288 25 288 25 288 25 288 25 288 25 288 25 288 25 288 25 288 25 288 25 288 288	$\begin{array}{c} 3 \\ \hline \\ 4 \\ \hline \\ 4 \\ 40 \\ 2 \\ \hline \\ 40 \\ 2 \\ \hline \\ 47 \\ \hline \\ 40 \\ 12 \\ \hline \\ \\ \\ \\ \\ \\ \\ \\ \\ \\ \\ \\ \\ \\ \\ \\ \\ $	$\begin{array}{c} 119 \\ \hline \\ 172 \\ \hline \\ 172 \\ \hline \\ 1787 \\ 370 \\ 40 \\ 4,618 \\ 1,692 \\ \hline \\ \\ 825 \\ \\ 15 \\ 163 \\ \\ \\ 75 \\ 29 \\ 95 \\ 56 \\ \end{array}$	9 4 20 6 24 17 24 3 208  45 66  20 0 36  495 	5  7  4  5 1 1 7  24  32  673 	3 	4 	356 11 
", bogie ", Fell Totals WAGOI Horse-boxes Cattle Sheep Covered goods Sleeping-vans High sides ", steel Wharf Low sides ", steel Work-train Timber Iron hopper ", for ballast Platform coal Movable hopper Frozen meat Cool, insulated		··· ··· ··· ··· ··· ··· ··· ··· ··· ··		F F G H J K K L L B M M M B B N O B P Q W X X A X B Y	5  11 2 22 20 8  89  22 20  112  169  24 6 1 1 	······································	$\begin{array}{c} 208 \\ 7 \\ \hline 223 \\ 138 \\ 301 \\ 925 \\ 288 \\ 25 \\ 5,300 \\ 964 \\ \\ 426 \\ 128 \\ 110 \\ 74 \\ 39 \\ 10 \\ 29 \\ \\ 208 \\ 173 \\ 115 \\ 96 \\ \end{array}$	3       4       1       40       2          47          40       12	$\begin{array}{c c} 119 \\ \hline \\ 172 \\ \hline \\ 172 \\ \hline \\ 1787 \\ 370 \\ 40 \\ 4,618 \\ 1,692 \\ \hline \\ 825 \\ \hline \\ 825 \\ \hline \\ 15 \\ 163 \\ \hline \\ \\ 15 \\ 163 \\ \hline \\ \\ 75 \\ 29 \\ 95 \\ 56 \\ 12 \\ \end{array}$	9 4 20 6 24 17 24 3 208  45 66  20 36  495  37  3  	5  7  5 1 1 7  5  24  32   673  	3  6 1 10 6 1 103  .14  8   15     	4  5  21    7  7 	356 11 
" bogie ", Fell Totals WAGOI Horse-boxes Cattle Sheep Covered goods Sleeping-vans High sides Wharf Low sides " Wharf Low sides " Wharf Low sides " Wharf Low sides " " Work-train Timber " for ballast Platform coal Movable hopper Frozen meat Cool, insulated ", ventilated "" Work-train hopper		··· ··· ··· ··· ··· ··· ··· ··· ··· ··		F F G H J K K L L A L B M M B N O O B P Q W X X A X B Y B	$\begin{array}{c} 5 \\ \hline \\ 11 \\ \hline \\ 22 \\ 20 \\ 8 \\ 0 \\ \hline \\ 22 \\ 20 \\ 8 \\ 0 \\ \hline \\ 22 \\ 20 \\ 8 \\ 0 \\ \hline \\ 112 \\ \hline \\ 0 \\ 12 \\ 0 \\ 12 \\ 0 \\ 112 \\ \hline \\ 0 \\ 112 \\ 0 \\ 0 \\ 112 \\ \hline \\ 0 \\ 0 \\ 112 \\ 0 \\ 0 \\ 112 \\ 0 \\ 0 \\ 112 \\ 0 \\ 0 \\ 112 \\ 0 \\ 0 \\ 0 \\ 112 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ $	······································	$\begin{array}{c} 208 \\ 7 \\ \hline 223 \\ 138 \\ 301 \\ 925 \\ 288 \\ 25 \\ 5,300 \\ 964 \\ \\ 426 \\ 128 \\ 110 \\ 74 \\ 39 \\ 10 \\ 29 \\ \\ 208 \\ 173 \\ 115 \\ 96 \\ \\ 211 \end{array}$	3           4           4           40           2              40           12	$\begin{array}{c c} 119 \\ \hline \\ 172 \\ \hline \\ 172 \\ \hline \\ 172 \\ \hline \\ 370 \\ 40 \\ 4,618 \\ 1,692 \\ \hline \\ 825 \\ \hline \\ 825 \\ \hline \\ 15 \\ 163 \\ \hline \\ \\ 15 \\ 163 \\ \hline \\ \\ 75 \\ 29 \\ 95 \\ 56 \\ 12 \\ 132 \\ \end{array}$	9 4 20 6 24 17 24 3 208  208  208  36  495  3  20	5  7  5 1 1 17  24  32      	3  6 1 1 5 10 6 1 10 6 1 10 8  14  8   15  10  1 10  1  10  1  10         	4  5  29 3  174  21    7  7	356 11 450 262 575 1,828 707 70 10,560 45 1,450 160 145 465 39 10 198 1,168 322 211 219 153 12 363
", bogie ", Fell Totals Wagon Horse-boxes Cattle Sheep Covered goods Sleeping-vans High sides ", steel Work-train Timber Iron hopper ", for ballast Platform coal Movable hopper Frozen meat Cool, insulated ", ventilated ", ventilated ", ventilated ", ventilated ", ventilated ", ventilated ", ventilated ", ventilated		··· ··· ··· ··· ··· ··· ··· ··· ··· ··		F F G H J K K L L B M M M B B N O B P Q W X X A X B Y	5  11 2 22 20 8  89  22 20  112  169  24 6 1 1 	······································	$\begin{array}{c} 208 \\ 7 \\ \hline 223 \\ 138 \\ 301 \\ 925 \\ 288 \\ 25 \\ 5,300 \\ 964 \\ \\ 426 \\ 128 \\ 110 \\ 74 \\ 39 \\ 10 \\ 29 \\ \\ 208 \\ 173 \\ 115 \\ 96 \\ \end{array}$	3       4       1       40       2          47          40       12	$\begin{array}{c c} 119 \\ \hline \\ 172 \\ \hline \\ 172 \\ \hline \\ 1787 \\ 370 \\ 40 \\ 4,618 \\ 1,692 \\ \hline \\ 825 \\ \hline \\ 825 \\ \hline \\ 15 \\ 163 \\ \hline \\ \\ 15 \\ 163 \\ \hline \\ \\ 75 \\ 29 \\ 95 \\ 56 \\ 12 \\ \end{array}$	9 4 20 6 24 17 24 3 208  45 66  20 36  495  37  3  	5  7  5 1 1 7  5  24  32   673  	3  6 1 10 6 1 103  .14  8   15     	4  5  21    7  7 	356 11 
" bogie ", Fell Totals WAGOI Horse-boxes Cattle Sheep Covered goods Sleeping-vans High sides Wharf Low sides " Wharf Low sides " tor ballast Platform coal Movable hopper Frozen meat Cool, insulated ", ventilated "." Work-train hopper		··· ··· ··· ··· ··· ··· ··· ··· ··· ··		FF  GHJKKL LABMA MB NO OB PQ WXAA XB YB RB RD	5  11 22 20 8  22 20 8  22 20  22 20  10  169  24 6 1 1 	$\begin{array}{c} \ddots \\ \hline \\ \hline \\ 2 \\ \hline \\ \\ \ddots \\ \\ 1 \\ \\ \ddots \\ 12 \\ \\ \ddots \\ 12 \\ \\ \cdots \\ 1 \\ 0 \\ \\ 1 \\ \\ 0 \\ \\ 1 \\ \\ 0 \\ \\ 1 \\ \\ 0 \\ \\ 1 \\ \\ 0 \\ \\ 1 \\ \\ 0 \\ \\ 1 \\ \\ 0 \\ \\ 1 \\ \\ 0 \\ \\ 0 \\ \\ 0 \\ \\ 0 \\ \\ 0 \\ \\ 0 \\ \\ 0 \\ \\ 0 \\ \\ 0 \\ \\ 0 \\ \\ 0 \\ \\ 0 \\ \\ 0 \\ \\ 0 \\ \\ 0 \\ \\ 0 \\ \\ 0 \\ \\ 0 \\ \\ 0 \\ \\ 0 \\ \\ 0 \\ \\ 0 \\ \\ 0 \\ \\ 0 \\ \\ 0 \\ \\ 0 \\ \\ 0 \\ \\ 0 \\ \\ 0 \\ \\ 0 \\ \\ 0 \\ \\ 0 \\ \\ 0 \\ \\ 0 \\ \\ 0 \\ \\ 0 \\ \\ 0 \\ \\ 0 \\ \\ 0 \\ \\ 0 \\ \\ 0 \\ \\ 0 \\ \\ 0 \\ \\ 0 \\ \\ 0 \\ \\ 0 \\ \\ 0 \\ \\ 0 \\ \\ 0 \\ \\ 0 \\ \\ 0 \\ \\ 0 \\ \\ 0 \\ \\ 0 \\ \\ 0 \\ \\ 0 \\ \\ 0 \\ \\ 0 \\ \\ 0 \\ \\ 0 \\ 0 \\ \\ 0 \\ 0 \\ \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0$	$\begin{array}{c} 208 \\ 7 \\ \hline \\ 223 \\ \hline \\ 138 \\ 301 \\ 925 \\ 288 \\ 25 \\ 5,300 \\ 964 \\ \\ 426 \\ 128 \\ 10 \\ 74 \\ 39 \\ 10 \\ 29 \\ \\ 208 \\ 173 \\ 115 \\ 96 \\ \\ 211 \\ 222 \\ 70 \\ 64 \\ \end{array}$	3           4           4           40           2              40           12	$\begin{array}{c} 119 \\ \hline \\ 172 \\ \hline \\ 172 \\ \hline \\ 172 \\ \hline \\ 172 \\ \hline \\ 370 \\ 40 \\ 4,618 \\ 1,692 \\ \hline \\ 825 \\ \hline \\ 825 \\ \hline \\ 15 \\ 163 \\ \hline \\ \\ 15 \\ 163 \\ \hline \\ \\ 0 \\ 15 \\ 163 \\ \hline \\ 0 \\ 15 \\ 15 \\ 163 \\ \hline \\ 0 \\ 15 \\ 15 \\ 163 \\ \hline \\ 0 \\ 15 \\ 15 \\ 15 \\ 163 \\ \hline \\ 0 \\ 15 \\ 15 \\ 15 \\ 15 \\ 15 \\ 15 \\ 15 $	9 4 20 6 24 17 24 3 208  45 66  20 36   495  3  20 9	5  7  4  5 1 1 17  24   32       	3  6 1 10 6 1 103   14  8        	4           5           4           29           3	$\begin{array}{c} 356\\ 11\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\$
", bogie ", Fell Totals Wagon Horse-boxes Cattle Sheep Covered goods Sleeping-vans High sides ", steel Work-train Itow sides ", steel Work-train Iton hopper " for ballast Platform coal Movable hopper Frozen meat Cool, insulated ", ventilated Work-train hopper High side, bogie " "		··· ··· ··· ··· ··· ··· ··· ··· ··· ··		F F G H J K K L L B M M B N O O B P Q W X X A B Y F R B	$\begin{array}{c} 5 \\ \hline \\ 11 \\ \hline \\ 22 \\ 20 \\ 89 \\ \hline \\ .22 \\ 20 \\ \\ 112 \\ 22 \\ 20 \\ \\ 169 \\ \\ 24 \\ 6 \\ 1 \\ 1 \\ \\ \\ \end{array}$	······································	$\begin{array}{c} 208 \\ 7 \\ \hline 223 \\ 138 \\ 301 \\ 925 \\ 288 \\ 25 \\ 5,300 \\ 964 \\ . \\ 426 \\ 128 \\ 110 \\ 74 \\ 39 \\ 10 \\ 29 \\ . \\ 208 \\ 173 \\ 115 \\ 96 \\ . \\ 211 \\ 222 \\ 70 \end{array}$	3           4           4           40           2              40           12	$\begin{array}{c} 119 \\ \hline \\ 172 \\ \hline \\ 172 \\ \hline \\ 172 \\ \hline \\ 172 \\ \hline \\ 370 \\ 40 \\ 4,618 \\ 1,692 \\ \hline \\ 370 \\ 40 \\ 4,618 \\ 1,692 \\ \hline \\ 370 \\ 40 \\ 4,618 \\ \hline \\ 1,692 \\ \hline \\ 370 \\ 40 \\ 4,618 \\ \hline \\ 1,692 \\ \hline \\ 370 \\ 40 \\ 4,618 \\ \hline \\ 1,692 \\ \hline \\ 370 \\ 40 \\ 4,618 \\ \hline \\ 1,692 \\ \hline \\ 370 \\ 40 \\ 4,618 \\ \hline \\ 1,692 \\ \hline \\ 370 \\ 40 \\ 40 \\ 40 \\ 40 \\ 40 \\ 40 \\ 40 \\ $	9 4 20 6 24 17 24 3 208  45 66  208  495  495  20 36   20 36   9 	5  7  4  5 1 1 17  24   673     	3  6 1 15 10 6 1 10 6 1 103  14         	4 	356 11 450 262 575 1,828 707 70 10,560 2,656 2,656 1,450 160 145 465 399 10 198 1,168 322 211 219 153 12 363 309 91

6—D. 2.

## . RETURN No. 13—continued. STATEMENT OF CARRIAGE, BRAKE-VAN, AND WAGON STOCK, AND TARPAULINS, FOR THE YEAR ENDED 31ST MARCH, 1922—continued.

Desc	ripti	on.			Class.	W'hangarei.	Kaihu.	North Island Main Line and Branches.	Gisborne.	South Island Main Line and Franches.	Westland.	Westport.	Nelson.	Picton.	Total.
	B	rought	forward	• •		496	60	9,956	146	9,327	976	756	163	242	22,122
	ns—	continu	ued.					1							
Sheep, bogie			••	• •	S			73		52				1	125
Cattle, ., .,		• •	• •	• •	T		• •	49		26					75
Platform, "		••	• •	• •	U	8	••	213	40	82	28	4	4	6	385
Gas-storeholders, k	ogie	••	• ·	• •	UA		• • •	9	• • •	5	••	•••		• •	14
Platform,	,,	••	• •	••	UB	• •	•••	127		115	44				286
Horse-boxes,	,,	••	• •	••	UG		•••	27		24					51
Frozen meat,	,,	••	••	••	V	•••		54		75				•••	129
,,	,,	••	••	••	Vв		• •	115		60					175
Covered goods,	,,	••	••	••	Z		•••	61		27		• • •			88
	,,	••	••	••	Zp	•••	••	36	• •	38	•••	•••	•••	•••	74
Totals		••	••	••	•••	504	60	10,720	186	9,831	1,048	760	167	248	23,524
TABPAULINS			•••	••		147	24	8,874	115	10,570	335	52	175	290	20,582

RETURN No. 14.

STATEMENT OF LOCOMOTIVE STOCK FOR THE YEAR ENDED 31st MARCH, 1922.

	Туре.	Cyli	uder.	Co W	upled heels.		ruck heels.	garei.		North Island Main Line and Branches.	me.	South Island Main Line and Branches.	and.	ort.	-	•	
Class.	iype.	Dia- meter.	Stroke.	No.	Dia- meter.	No.	Dia- meter.	Whangarei.	Kaihu.	North Main I Bran	Gisborne.	South Main L Bran	Westland.	Westport.	Nelson.	Picton.	Total.
A	Tender (4-cyl. balanced compound)	In. 12 &19	In. 22	6	<b>Ft. in.</b> 4 6	6	In. 3012			50		7			••		57
AA	Tender (superheated)	18	24	6	4 1	6	30 <del>1</del>			10			Ì				10
Ав	» <b>,</b> », ··	17	26	6	4 6	$\begin{vmatrix} 2 \\ 4 \end{vmatrix}$	$\left[\begin{array}{c} 26\frac{1}{2}\\ 30\frac{1}{2} \end{array}\right]$		•••	30		18					48
Ав	" <b>(409)</b> " · ·	17	26	6	4 6	6	30 <del>1</del>				•••	1		ł			1
B B	,,	$\begin{array}{c c} 16\\ 16\end{array}$	$\begin{array}{c c} 22\\ 22 \end{array}$	8	$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	4	30 <del>1</del> 261	•••	••		••	8 10	•••	•••	•••		8 10
<b>Ва</b> Вв	,, (superheated)	17	$\frac{22}{22}$	8	$3 6\frac{1}{2}$	4	$26\frac{1}{2}$	•••	•••	30	•••						30
Bo	(acmnound)	111 &	20	8	3 7	1 2	28)		•••	1			İ	Į		• •	1
D	13 1	19 9 <del>1</del>	18	4	3 01	$\binom{1}{2}{2}$	301/301/301/301/301/301/301/301/301/301/			2		1					3
$\mathbf{\tilde{F}}$	Tank	10	18	6	$3 0\frac{1}{2}$				2	24		37	5	2	1		71
FA	,,	12	18	6	3 01	2	24	3	• •	4	1	3	1	2	3		19
H J	,, (Fell) Tender	14 14	16 20	46	$     \begin{array}{ccc}       2 & 8 \\       3 & 6 \\       3 & 6 \\       4     \end{array} $	$\frac{2}{2}$	$\frac{30\frac{1}{2}}{24\frac{3}{8}}$			$\begin{array}{c} 6\\ 14\end{array}$		14					$\frac{6}{28}$
ĸ	,, ··· ··	12	20	4	4 1	4.	30 <del>1</del>	••		2		6					8
L	Tank	$\begin{array}{c c} 12\\ 12\end{array}$	18 18	4	$3 6\frac{1}{2}$ 3 9	6	$26\frac{1}{2}$	••	•••	9	•••	1	4	••	• •	• •	10 4
La M	99 • • · · · · · · · · · · · · · · · · ·	12	20	4	3 61		$28\frac{1}{2}$			4							4
N	Tender	15	20	6	4 1	4	284	· • •		10				• •	• • •	• • •	10
N	,,	$15 \\ 10 \& 17$	$20 \\ 20$	6 6		4	$30\frac{1}{2}$ $30\frac{1}{2}$	••		$\frac{\cdot \cdot}{2}$			2			• • •	$\begin{vmatrix} 2\\ 2 \end{vmatrix}$
NA No	" (compound)	10 &17		6	4 1	4	30 <del>1</del>	••		2							2
0	· · · · ·	15	18	8	3 01	2		••	• • •	6			• • •		•••	• •	6
Ол Ов	,, (compound)	11 &18	$ \begin{array}{c c} 20 \\ 20 \end{array} $	8	$\begin{vmatrix} 3 & 7 \\ 3 & 7 \end{vmatrix}$	$\begin{vmatrix} 2\\ 2 \end{vmatrix}$	$30\frac{1}{2}$ $30\frac{1}{2}$	•••	•••	$\begin{vmatrix} 1\\2 \end{vmatrix}$					•••		$\begin{vmatrix} 1\\2 \end{vmatrix}$
0c	" (compound)	11 &18		8	3 7	2	30 <del>1</del>			1							1
Р	,,	15	20	8	3 5	$\begin{vmatrix} 2 \\ \end{pmatrix}$	$\begin{array}{c} 26\overline{1} \\ 30\overline{1} \end{array}$	•••	••	4	•••	6	••	• •	••	•••	10
Q	yy	16	22	6	4 1 <b>1</b>	$\begin{vmatrix} 2\\ 4 \end{vmatrix}$	$26\frac{1}{2}$		••	6	•••	7	•••	•••	• •		13
R	Single Fairlie	$12\frac{1}{4}$	16	6	$3 0\frac{1}{2}$	4	361		•••	10		7		•••	• •		17
S T	,,, Tender,	13 15	$\begin{array}{c} 16 \\ 18 \end{array}$	6 8	$\begin{array}{ccc} 3 & 0\frac{1}{2} \\ 3 & 0\frac{1}{4} \end{array}$	$\begin{vmatrix} 4\\ 2 \end{vmatrix}$	$36\frac{1}{2}$ $24\frac{2}{3}$	•••		$\frac{4}{2}$		4			•••		46
U	,,	16	20	6	4 6	4	$30\frac{1}{2}$					9					9
Ua	<b>99</b> •• • •	16	20	6	$\begin{array}{c} 4 & 1 \\ 4 & 1 \\ 4 & 1 \\ \end{array}$	4	$30\frac{1}{2}$	•••		•••	• •	6	• •				6
Ub Ub	<b>,,</b>	16     16	$\begin{vmatrix} 20\\22 \end{vmatrix}$	6 6	$4 1 \frac{1}{5}$ 4 1 $\frac{1}{5}$	4	$26\frac{1}{2}$ $30\frac{1}{2}$				•••	$\begin{array}{c} 20\\2\end{array}$					$\begin{array}{c} 20\\2\end{array}$
Üc	99 •• •• 99 •• ••	16	22	6	4 1 <del>]</del>	4	$30\frac{1}{2}$				•••	10			•••		10
UD	37 •• ••	$16\frac{1}{2}$ 15	22 20	66	4 10	4	28 26 <del>1</del>	•••		$\frac{2}{3}$	••	iö	•••	••	• • •		$\frac{2}{13}$
V W		13	20	6	3 0 <del>1</del>	4	261						2				
WA	,,	14	20	6	3 32	4	28	•••		2	6	·;	3		• • •		11
WA	" (converted)	14	20	6	$3 6\frac{1}{2}$	4	24 <del>8</del> 30 <del>1</del>	•••	••	3	••	1	••	• •	•••	••	4
Wлв	" (superheated)	17	26	6	4 6	4	26 <u>1</u> j	••		2	••			••	•••	••	2
Wв	,,	14	20	6	3 32		25	7	••	ii	•••			5		• •	12
Wd We	,,	$\begin{array}{c} 14 \\ 16 \end{array}$	$\frac{20}{22}$	6	$\begin{array}{c} 3 & 3\frac{3}{4} \\ 3 & 6\frac{1}{2} \end{array}$	6	25 30 <del>1</del>				•••	3	4		· · ·		18
Wf	,, ,,	14	22	6	3 9	6	$30\frac{1}{2}$			17	••	16			2		- 38
WG	,,	$\begin{array}{c c} 14\\ 12 \end{array}$	$\frac{22}{18}$	6. 6	$\begin{vmatrix} 3 & 9 \\ 3 & 1 \end{vmatrix}$	8 4	$26\frac{1}{2}$ $24\frac{1}{2}$	•••	•••	$\begin{array}{c} 20\\2\end{array}$	••		••	•••	•••		$\begin{vmatrix} 20 \\ 2 \end{vmatrix}$
Wн	,,					(2	$30\frac{1}{2}$	••	••	1	••		••	••	•••		1
WJ	,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	17	20	8	3 7	14	26 <del>1</del> ∫	••			••		•••	•••	••	• •	
Ww X	,, (superheated) Tender (4-cvl. balanced	151 131 &	22	6	39	8	26 <del>1</del> 30 <u>1</u> )	••	••	48	••	2	••	•••	••	•••	50
<b>A</b>	compound)	22	22	8	39	4	261 )	••		18	••		•••	••	• •	•••	18
••	Small Tank	•••		• •	•••			••	•••	1	••	•••	••	•••	••	•••	1
	Totals		<u>-</u>					10	2	367	7	209	22	9	6	5	637
	100000 11			- 1													

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### RETURN No. 15.

			Сом	PARATI	ive Sta	TEMENT O	F THE	MILEAG	JE OPEN	ed, Capit	AL EXPEN	ided, E			NSES, ET		RAIL	WAY8	IN THE	FOLLOWING	STATES (	TAKEN	FROM	LATE	ST OF	FICIAL I	Records	).				
		Area in Square Miles.	Population.	Average Miles open.	Gauge.	Total Cost.	Cost per Mile.	Population per Mile of Itaiiway.	Cost per Head of Popu- lation.	Tr <b>a</b> in- 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.	Maintenance per Mile of Railway. Locomotive. Car.	and Warcon per Train-unile. – – – – – – – – Traffic per Ceut. of Mevenue.	General Charges 6 General Charges 6 (including Com- pensation, &c.) per Cant of Ravanue		Number of Passenger- carriages.	Number of Wagons and Brake-vans.		ear ding
ictoria	1	87.884	1,535,938	4.267	Ft. in.	£	£		£ s. d.	15 909 291	£ 9 795 763	d.	£	 d.	£	d.	2.02	70.00	£ s. d.	134,045,683	7 579 009	£	£	£	£	d.	     0.29	700	1 749	20,492		
ew South Wale	<b>8</b> ¦						'					•		1			1	1 1		120,735,140		. !	:		1						30 J UI	ie, 19
ueensland		670,500									[		1			:	:			27,735,179	1	:									"	•
outh Australia		380,070						÷				i		1		!		i		23,787,884		I j			1			1	1			,
					<b>`</b>					:				I	1			i				'i				i		495	003	9,523	,,	,
estern Australi	18	975,920		:	30 (36)			93 8	94 19 8	4,918,113		1		1		•				17,732,571	i	İ.	i	I.		i i		423	426	10,098	,,	•
asmania		26,215	213,527	637	2 0	5,383,192	8,551	<b>3</b> 35 2	25 4 3	1,387,417	600,045	103.79	476,187	82.37	123,858	<b>21</b> ·42 <sup>'</sup>	<b>2·3</b> 0	<b>7</b> 9·35	2 16 2	2,687,837	672,127	942	748	194	192 39	·64 18·25	2.52	85	168	1,875	"	,
ew Zealand		103,861	815,349	2,174	36	17,207,328	7,915	375 . 2	21 2 1	4,620,971	1,727,236	89.75	1,127,848	58.58	599,388	31.17	3∙47	<b>65∙30</b> į	2 2 4	6,243,593	3,339,687	794 '	519	275	196   19	·99 17·15	2.09	306	603	10,868	31 Mar	r. <b>, 19</b>
**		103,861	833,137	· 1		18,170,722								1						7,356,136			<b>562</b> j	280	196 21	·35 17·78	3.03	<b>362</b>	701	12,444	,,	19
**		103,861	857,985					1			•				!					7,575,390	3,730,394	873	594 <sup>!</sup>	<b>279</b> · :	204 21	·36 18·24	3.19	372	751	12,992	,,	19
**		103,861	882,097			20,692,911	;											1		1	4,072,576	943	622	321 - 2	213 , 22	·21 ; 17·22	3.14	377	<b>809</b>	13,433	,,	19
**		103,861 103,861	908,114 · 933,111			21,701,572	1	i										i		1		938	634	304 :		·05 18·28		389 <sub> </sub>	1	13,885	**	19
, 9		103,861	961,604			22,498,972 23,504,272	9,410		4 2 3 4 8 10				1,621,239 1,812,482							· · · · ·		980	676	304 2		99 18·86		395 <sub>-</sub>		14,127	"	19
,,		103,861	985.318	2,469	36	24,365,647														9,600,786 9,756,716	, ,	1,078	796	398 9	253 23 <sup>.</sup> 258 24.	·37 18·90	2.80	398 : 410	966 1,002 :	14,605	,,	19
	1	·	1,016,044	2,556	36	27,762,592		i												10,457,144			828	320 £	58 25	56 - 20·73	3.16		1,116	·	,,	19 19
**	•••	103,861	1,035,211	2,704	36	28,513,476	:		7 10 10		3,249,790							1		11,141,142			803	<b>40</b> 0 2	30 25.	35 18·96	2.96		1,140		"	19
,,		103,861	1,055,640	2,742	36	29,606,546	10,723	385 2	8 1 0		3,494,182						<b>1</b> ∙06 (	65-92	362		5,555,292	1,275	840	435 2	54 . 25	81   18·10	2.81		1,166		,,	19
,,	••	103,861	1,081,344	2,801	36	30,506,089	10,864	386 2	842	8,371,687	3,676,509	105-25	2,465,896	<b>70</b> .52	1,210,613	34.73	3.98 (	<b>67-07</b> :	380	20,336,577	5,599,756	1,314	881 I	433 2	63 27.	30 18.27	2.76	493	1,212	18,521 -	"	19
<b>&gt;</b> 7	••	103,861	1,111,592	2,840	36	31,611,220	11,053	<b>39</b> 1 <sup>†</sup> 2	889	9,016,224	3,971,002	105.50	2,705,609	71.84	1,265,393	33.66	<b>4</b> ∙04 (	68·13	3115	22,310,867	5,957,005	1,400	954	446 2	71 28-	20 19-40	2.64	513	1,282	19,515	,,	19
,,	••	103,861	1,139,669	2,861	36	32,355,087	11,309	<b>39</b> 8 2	879	9,319,268	4,043,328	104.00	2,880,323	<b>74</b> ·00	1,1 <b>63,</b> 005	<b>30·00</b>	3·61 ′	71.24	3 10 11	23,173,472	5, <b>661,34</b> 0	1,416	1,008 ·	408 2	68 29	72 20.73	2.91	534	1,363	20,251	,:	191
"	••	103,861	1,150,430	2,917	36	34,133,825	11,702	394 2	9 13 5	9,383,420	4,105,457	104.75	2,920,455	74.54	1,185,002	30-21	3∙53	71.14	3114	23,542,903	6,075,282	1,410	1,002	408 2	54 30	<b>26</b> 21·20	2.98	557	1,397	21,226	,,	19
**							•													24,600,693								585	1,452 '	21,994	. **	191
19																				24,782,602								607	1,480	22 <b>,38</b> 0	"	191
,1		i			i															21,438,325								624	1,488	22,517	,,	191
<b>,,</b>		i	;					:												22,030,327								i	1,489	-		19]
"				1							:									24,582,186									1,492			19:
"																				28,821,783									1,492	•		19
**	••	100,001	1,900,907	3,030	00' 	əv,ə09,097	12,973	429 3	v 4 4	8,717,265	0,043,591	182.69	6,237,727	171.37	405,864	11.32	1.07 (	93-89	520	28,121,763	6,321,351	2,199 2	2,063	136 3	93 86-	29 25-66	3-06	637	1,496	23,974	"	192

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

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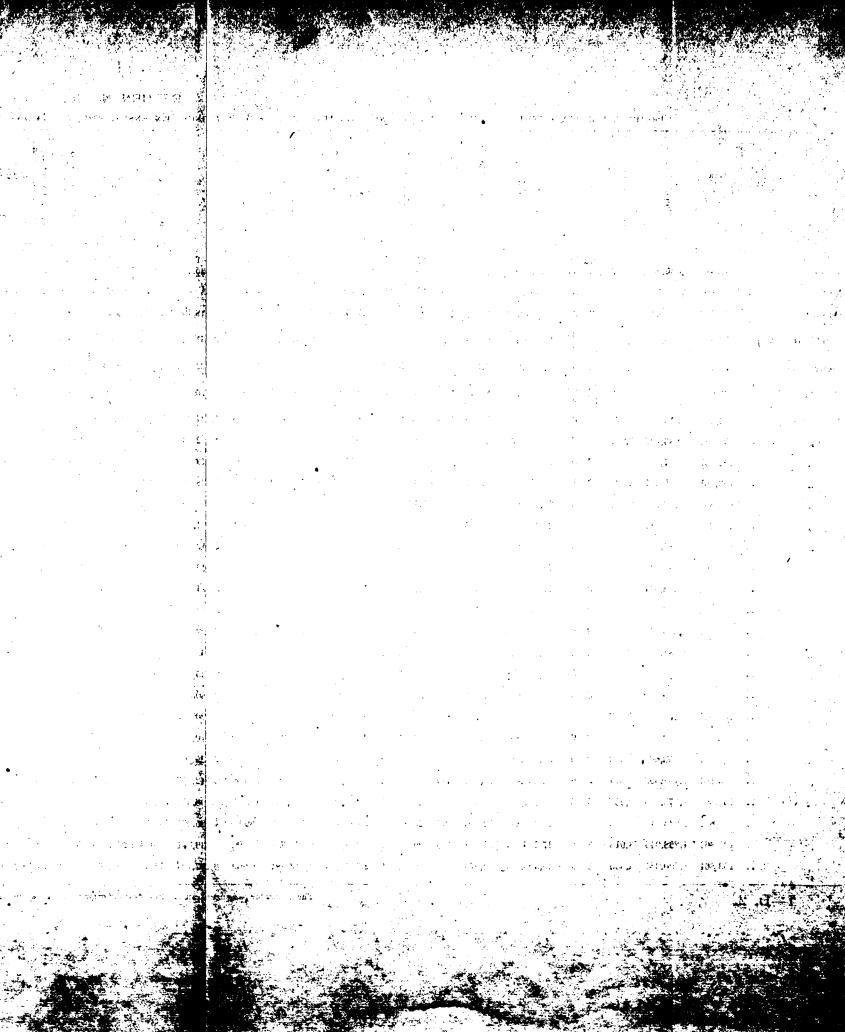
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					:		Passengers.	çers.		Season Tickets.	lickets.	Coaching			5		i
Year.		MILES.	Chpital Cost.		'agranm-niterr	Num	ıber.	Revenue	IUN	Number.	Revenue.	Revenue		Caute	леер.		rige.
1914-1915 1915-1916 1916-1916	•	2,955 2,970 9,970	24,133,828 34,857,882 35,378,664		9,383,420 9,356,522 9,146,331	13,565 14,201 14,173	5,772 11,506 3115	1, 329, 23; 1, 566, 38( 1, 717, 847		302,912 330,622 355,839	$\begin{array}{c} {}^{\mathcal{L}}_{\mathcal{L}}\\ 153,150\\ 156,322\\ 155,201 \end{array}$			Number. 314, 219 371, 529 402, 769	Number. 6,923,300 7,204,820 7,106,17		Number. 163, 155 182, 443 163, 370
1917-1918 1918-1918 1919-1920 1920-1921 1921-1922	•••••	8,998 998 908 908 908 908 908 908 908 908	36,001,432 36,001,432 36,167,681 36,390,115 37,235,254 39,309,097		7,468,646 7,477,583 7,408,608 9,303,392 8,717,265	11,408 11,374 12,760 15,315 14,262	8,156 4,521 50,814 15,640 52,440	1,663,922 1,799,381 2,138,391 2,459,362 2,459,362 2,212,633		322,487 351,124 400,621 464,691 472,865	138,575 150,901 165,596 198,717 205,594	254,110 258,524 290,453 385,754 339,482	<u></u>	262, 134 362, 134 354, 544 357, 745 376, 745 279, 904	6,356,361 6,568,361 7,209,246 7,010,598 7,466,751		$\begin{array}{c} 145,729\\ 145,729\\ 107,310\\ 118,624\\ 168,764 \end{array}$
Year.		Timber.		als.	Other Goods.	oods.	Total	al.	Goods Revenue.	.ena	Miscellaneous Revenue.	1	Rents and Commission.	Total I	Total Revenue.		Revenue per Train-mile.
$\begin{array}{c} 1914 - 1915\\ 1915 - 1916\\ 1915 - 1916\\ 1917 - 1918\\ 1919 - 1918\\ 1919 - 1919\\ 1919 - 1920\\ 1920 - 1921\\ 1921 - 1922\\ 1922\end{array}$	:::::::	Tona. 621,963 621,968 579,428 579,428 523,784 487,729 611,171 701 717,701 708,213		Tons. 2,988,028 2,881,959 2,787,523 2,444,007 2,515,464 2,515,464 2,481,048	Tons 2,466,836 2,504,439 2,504,439 2,459,314 2,316,776 2,306,771 2,865,301 2,865,301 2,852,195 2,741,852	836 836 914 776 721 195 195 852	99,99,99,99,90,90 99,90,90,90,90 99,90,90,90,90,90 90,90,90,90,90,90,90,90,90,90,90,90,90,9	Tous. 6,076,827 5,962,264 5,326,265 5,3373,136 5,597,232 5,597,232 5,931,112	2, 249, 399 2, 428, 493 2, 498, 862 2, 498, 862 2, 466, 341 2, 956, 237 3, 676, 665 3, 646, 594	66883198585 188585 88585 88585 88585 88585 88585 88585 88585 88585 88585 88585 88585 88585 88585 88585 88585 88585 88585 88585 88585 88585 88585 88585 88585 88585 88585 88585 88585 88585 88585 88585 88585 88585 88585 88585 88585 88585 88585 88585 88585 88585 88585 88585 88585 88585 88585 88585 88585 88585 88585 88585 88585 88585 88585 88585 88585 88585 88585 88585 88585 88585 88585 88585 88585 88585 88585 88585 88585 88585 88585 88585 88585 88585 88585 88585 88585 88585 88585 88585 88585 88585 88585 88585 88585 88585 88585 88585 88585 88585 88585 88585 88585 88585 88585 88585 88585 88585 88585 88585 88585 88585 88585 88585 88585 88585 88585 88585 88585 88585 88585 88585 88585 88585 88585 88585 88585 88585 88585 88585 88585 88585 88585 88585 88585 88585 88585 88585 88585 88585 88585 88585 88585 88585 88585 88585 88585 88585 88585 88585 88585 88585 88585 88585 88585 88585 88585 88585 88585 88585 88585 88585 88585 88585 88585 88585 88585 88585 88585 88585 88585 88585 88585 88585 88585 88585 88585 88585 88585 88585 88585 88585 88585 88585 88585 88585 88585 88585 88585 88585 88585 88585 88585 88585 88585 88585 88585 88585 88585 88585 88585 88585 88585 88585 88585 88585 88585 88585 88585 88585 88575 88575 88575 88575 88575 88575 88575 88575 88575 88575 88575 88575 88575 88575 88575 88575 88575 88575 88575 88575 88575 88575 88575 88575 88575 88575 88575 88575 88575 88575 88575 88575 88575 88575 88575 88575 88575 88575 88575 88575 88575 88575 88575 88575 88575 88575 88575 88575 88575 88575 88575 88575 88575 88575 88575 88575 88575 88575 88575 88575 88575 88575 88575 88575 88575 88575 88575 88575 88575 88575 88575 88575 88575 88575 88575 88575 88575 88575 88575 88575 88575 88575 88575 88575 88575 88575 88575 88575 88575 88575 88575 88575 88575 88575 88575 88575 88575 88575 88575 88575 88575 88575 88575 88575 88575 88575 88575 88575 88575 88575 88575 88575 88575 88575 88575 88575 88575 88575 88575 88575 88575 88575 88575 88575 88575 88575 88575 88575 88575 88575 87575 87575 87575 87575 87575 87575 87575 87575 87575 87575	£ 69,646 81,391 98,473 98,473 78,761 78,761 78,828 105,072 136,505 136,505 124,106		76,508 84,065 86,595 86,595 86,991 92,662 96,738 101,528 101,528	6,63,74,4,4,5,1 6,69,90,74,90,60,90,74,90,00	4, 105, 457 4, 548, 356 4, 548, 356 4, 800, 810 4, 688, 632 5, 753, 487 6, 908, 531 6, 908, 531 6, 643, 591	011112198128	d. 104·75 116·75 125·75 150·50 160·00 178·00 178·00 182·69
		_						EXPEN	EXPENDITURE.								
эх	Year.	Expe	Expenditure Expe	Expenditure per Cent.		Maintenance	ance of Wa	of Way and Signals.			Loco	Locomotive Power.			Carriages and Wagons	d Wagons,	
		Trai		(evenue.	Amount.	Re	Fer Cent. of Revenue.	Fer Mile of Railway.	rer Train-mile.	•	Amount.	Fer Cent. of Revenue.	Per Train-mile.	Amount.		Fer Cent. of Revenue.	Per Train-mile.
1914-1915 1915-1916 1916-1917 1916-1917 1917-1918 1918-1919	::::			£ 71·14 64·00 64·91 64·91 66·32	£ 738,550 740,349 720,840 710,655 752,558		£ 17·99 16·30 15·04 15·18 15·10	254·02 254·02 243·52 239·54 239·54 252·28	d. 18-89 18-99 18-92 22-84 24-16		£ 954,868 934,737 937,780 962,222 1.075,489	23-26 23-26 20-58 20-56 21-59	d. 24-42 23-98 24-61 30-92 34-52	£ 228, 145 225, 968 228, 868 238, 868 283, 248 306, 308		6-05 6-05 6-05 6-05 6-05	d. 5.794 5.79 9.10 9.10
$1919-1920\\1920-1921\\1921-1922$	:::			71-36 81-59 93-89	$\begin{array}{c} 837,910\\ 1,053,049\\ 1,184,226\end{array}$		14-59 15-26 17-85	280-54 349-97 392-42	27.14 27.17 32.60		397, 993 124, 877 567, 383	24-34 30-80 38-69	45-29 54-82 70-68	387,4 531,9 566,7		-74 -71 -54	12.55 13.72 15.61
						Traffic.		He	Head and Departmental Offices.	urtmental	Offices.	Lake Waka	Lake Wakatipu Steamers.				
			Year.		Amount.	Per Cent. o. Revenue.	of Per a. Train-mile.		Amount. Pel	Per Cent. of Revenue.	Per Train-mile.	Amount.	Per Cent. of Revenue.	.of Expenditure.	iture.		
		1914–1915 1915–1916 1916–1917 1917–1918 1918–1918 1918–1920 1920–1920	1915 1916 1917 1918 1918 1920 1920 1921 1922	:::::::	$\begin{array}{c} \pounds\\ \xi\\ 870,392\\ 889,991\\ 904,318\\ 954,142\\ 954,142\\ 1,032,609\\ 1,301,935\\ 1,712,375\\ 1,712,375\\ 1,712\\ 375\end{array}$	£ 21·20 19·60 18·87 20·73 20·73 22·66 24·68	d. 222:33 30-66 33-73 30-66 44-17 44-17		2 122,415 113,461 118,456 124,976 124,976 171,767 171,767 203,906	22.50 22.50 22.50 22.50 22.50 25.99 25.99 25.99 25.99 25.99 25.99 25.99 25.99 25.99 25.99 25.99 25.99 25.99 25.99 25.99 25.90 25.90 25.90 25.90 25.90 25.90 25.90 25.90 25.90 25.90 25.90 25.90 25.90 25.90 25.90 25.90 25.90 25.90 25.90 25.90 25.90 25.90 25.90 25.90 25.90 25.90 25.90 25.90 25.90 25.90 25.90 25.90 25.90 25.90 25.90 25.90 25.90 25.90 25.90 25.90 25.90 25.90 25.90 25.90 25.90 25.90 25.90 25.90 25.90 25.90 25.90 25.90 25.90 25.90 25.90 25.90 25.90 25.90 25.90 25.90 25.90 25.90 25.90 25.90 25.90 25.90 25.90 25.90 25.90 25.90 25.90 25.90 25.90 25.90 25.90 25.90 25.90 25.90 25.90 25.90 25.90 25.90 25.90 25.90 25.90 25.90 25.90 25.90 25.90 25.90 25.90 25.90 25.90 25.90 25.90 25.90 25.90 25.90 25.90 25.90 25.90 25.90 25.90 25.90 25.90 25.90 25.90 25.90 25.90 25.90 25.90 25.90 25.90 25.90 25.90 25.90 25.90 25.90 25.90 25.90 25.90 25.90 25.90 25.90 25.90 25.90 25.90 25.90 25.90 25.90 25.90 25.90 25.90 25.90 25.90 25.90 25.90 25.90 25.90 25.90 25.90 25.90 25.90 25.90 25.90 25.90 25.90 25.90 25.90 25.90 25.90 25.90 25.90 25.90 25.90 25.90 25.90 25.90 25.90 25.90 25.90 25.90 25.90 25.90 25.90 25.90 25.90 25.90 25.90 25.90 25.90 25.90 25.90 25.90 25.90 25.90 25.90 25.90 25.90 25.90 25.90 25.90 25.90 25.90 25.90 25.90 25.90 25.90 25.90 25.90 25.90 25.90 25.90 25.90 25.90 25.90 25.90 25.90 25.90 25.90 25.90 25.90 25.90 25.90 25.90 25.90 25.90 25.90 25.90 25.90 25.90 25.90 25.90 25.90 25.90 25.90 25.90 25.90 25.90 25.90 25.90 25.90 25.90 25.90 25.90 25.90 25.90 25.90 25.90 25.90 25.90 25.90 25.90 25.90 25.90 25.90 25.90 25.90 25.90 25.90 25.90 25.90 25.90 25.90 25.90 25.90 25.90 25.90 25.90 25.90 25.90 25.90 25.90 25.90 25.90 25.90 25.90 25.90 25.90 25.90 25.90 25.90 25.90 25.90 25.90 25.90 25.90 25.90 25.90 25.90 25.90 25.90 25.90 25.90 25.90 25.90 25.90 25.90 25.90 25.90 25.90 25.90 25.90 25.90 25.90 25.90 25.90 25.90 25.90 25.90 25.90 25.90 25.90 25.90 25.90 25.90 25.90 25.90 25.90 25.90 25.90 25.90 25.90 25.90 25.90 25.90 25.90 25.90 25.90 25.90 25.90 25.90 25.90 25.90 25.90 25.90 25.90 25.90 25.90 25.90 25.90	d 9 9 10 10 10 10 10 10 10 10 10 10 10 10 10	6, 985 6, 985 6, 985 6, 985 10, 458	88.83 91.90 112.53 101.09 101.09 101.09 101.09	2,920,455 2,920,455 910,883 9 2,926,864 3 3,042,907 3 3,042,907 3 3,042,907 4,106,067 4,106,067 5,636,601	, 455 , 455 , 863 , 864 , 907 , 575 , 601		

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RETURN No. 16. n New 7pm 23

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 $\mathbf{24}$ 

RETURN No. 17. Statement of Rails belaid during the Year ended 31st March, 1922.

V	veight.		Whangarei- Kawakawa.	Kaihu.	Gisborne.	North Island Main Line and Branches.	South Island Main Line and Branches.	Westland.	Westport.	Nelson.	Picton.	Total.
BAILS RELAID :	 •• •• ••	     	 480  480	•••	· · · · · · ·	31 4,963  4,994	2,374 1,895 147 4,416	 985  1,098	$\frac{254}{254}$	 6 	  	$ \begin{array}{r} 31\\ 2,487\\ 8,103\\ 147\\ \hline 10,768 \end{array} $

#### RETURN No. 18.

STATEMENT OF SLEEPERS BELAID AND REMOVED DURING THE YEAR ENDED 31ST MARCH, 1922.

D	escriptio	<b>n</b> .		Whangarei- Kawakawa.	Kaihu.	North Island Main Line and Branches.	Gisborne.	South Island Main Line and Branches.	Westland.	Westport.	Nelson.	Picton.	Total.
SLEEPERS REL	ATD :												
Grey-gum								352					352
Ironbark						620							620
Jarrah				6,043		65,418		25,136	974		48	986	98,965
Matai and R					•••	12	••						12
Totara					26	2,922	•••	5					2,953
Birch.		• •				404							404
Silver-pine						489			11,436		686	489	15,433
Puriri				49	 198	563	•••		1 1				810
Hardwood	••	••	••			1,014	••	25,171	••	••	••	•••	26,185
Haluwoou	••	••	••		••	1,014	•••	20,111		•••	••		20,105
Tot	als	••		6,092	224	71,442	••	50,664	12,410	2,693	734	1,475	145,734
SLEEPERS REM	OVED :-	-											
Kauri		• •					••	15					15
Maire					••	489							489
Ironbark	• •					617		74					691
Jarrah				162		9,569		3,986		102	15		13,834
Matai and R						1,391		3,077			10		4,471
Totara		••		4,333	16	49,231	15	6,152			•		59,747
Birch			••			1,403		2,158	598		··. 71	40	4,298
Silver-pine	• •	••	••	45	••	2,443	147	20,958	9.076	2,519	639	1.435	37,262
Powellized	••	••	••		••	2,445 2,065		374			-	1 1	2,439
Puriri	• •	••	••	1,150	$\frac{1}{25}$	3,302	••	285	•••	••	••	•••	4,762
Hardwood	• •	••	••			, i	••	354		••	••		4,702
Creosoted	••	••	••	14	183	${661}$	••	7,416	•••	••	••	•••	8,274
Grey-gum		•••	••	14			••	2,551		••	••		2,551
										2,649		·	

RETURN No. 19.

Return of Number of Stations and Private Sidings on each Section for the Year ended 31st March, 1922.

					_		Number of Stations and	Numbe	er of Private Si	dings.
	Sec	tions.			Leng	( <b>t</b> h.	Stopping-places in the Time-tables.	At Stations.	Out of Stations.	Total.
					M.	ch.	01		8	10
Whangarei	••	••	••	••	79	49	31	9	3	12
Kaihu	••	••	. ••	••	19	41	11	·:		
lisborne			. ··;	• •	49	10	17	150	3	10
North Islan				••	1,141	<b>42</b>	400	153	39	192
South Island	d Main Li	ne and l	Branches	••	1,430	41	520	184	24	208
Vestland		••		••	157	26	72	20	5	25
Westport	••		••		35	78	17	2	1	3
Nelson					60	20	23	3		3
Picton	••	••	••	••	56	12	22	7		7
	Totals	••	••		8,029	79	1,113	385	75	460

RETURN No. 20.

COMPARATIVE STATEMENT OF MILEAGE OF RAILWAYS OPEN FOR TRAFFIC AND UNDER MAINTENANCE ON 31ST MARCH, 1922.

Section.	Mileage open for Traffic on 21st March	Additional Lengt	Additional Lengths opened during Year.		Reduced Mileage equivalent to Maintenance for	Length closed during Year.	ing Year.	Net Addition to Mileage	Net Addition to Mileage under	Total Mileage open for Traffic on 31st March	Equivalent Total Mileage maintained during Finan-
	1921.	Line opened.	Date of Opening.	Length opened.	whole Period.	Ĭáne.	Length.	for Traffic.	ce.	1922.	cial Year ended 31st March, 1922.
Whangarci–Kawakawa	M. ch. 79 49	:	:	M. ch.	M. ch.	:	M. ch.	M. ch.	M. ch. 	M. ch. 79 49	M. ch. 79 49
Kaihu	19 41		•	:	:	•	:	:	:	19 41	19 41
North Island Main Lines and Branches	1,141 42	:	•	:	:	:	•	:	:	1,141 42	1,141 42
Gisborne	49 10	:	:	:	:	:	:	:	:	49 10	49 10
South Island Main Lines and Proveboo	1,415 60	Clyde-Cromwell	11th July, 1921	. 12 27	8 74	:	:	12 27	12 27	1,428 7	1,424 54
Ditto, Private Line	2 34	•	•	:	:	:	:	:	:	2 34	2 34
Westland	157 26	:	:	•	•	:	•	:	:	157 26	157 26
Westport	35 78	-	•	8	•	:	•	:	:	35 78	35 78
Nelson	60 20	•	•	•	•	:	:	:	:	60 20	60 20
Picton	56 12	•	:	:	•	:	:	:	:	56 12	56 12
Totals	3,017 52			12 27	8 74		:	12 27	12 27	3,029 79	3,026 46

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D.—2.

9—D 2.

STATEMENT SHOWING WEIGHTS OF RAILS IN VARIOUS LINES ON 31ST MARCH, 1922.

Whangarei-Kawakawa Section Onerahi-Opua Kaikohe Branch Kioreva-Portland Kaihu Section Dargaville-Tarawhati North Island Main Lines and Branches- Auchkland-Weilingtom Newmarket-Huarau Penrose-Onehunga Waiuku Branch Huntly-Awarca Railway Frankton-Thames	الم من من من من من من من من من من من من من		M. ch.	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.	-		.	M, ch			-	
Vbangarei-Kawakawa Section Onerabi-Oyua Onerabi-Oyua Kioreroa-Portland aihu Section Dargaville-Tarawhati orth Island Main Lines and Bra. Orth Island Main Lines and Bra. Newmarket-Huarau Penrose-Onehunga Waluku Branoh Huntly-Awanoa Railway Frankton-Thames	بر بر بر بر بر بر بر بر بر بر بر بر بر ب	· · · · · · · · · · · · · · · · · · ·	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.				M ob			-	
Vhangarei-Kawakawa Section Onerahi-Opua Kaikohe Branch Kioreroa-Portland aihu Section Dargaville-Tarawhati Orth Island Main Lines and Bra. Anokland-Wellington Newmarket-Huarau Penrose-Onehunga Waluku Branoh Waluku Branoh Huntly-Awaroa Mailway Frankton-Thames	بالمعالية بالمعالية بالمعالية بالمعالية بالمعالية بالمعالية بالمعالية بالمعالية بالمعالية بالمعالية بالمعالية ب	· · · · · · · · · · · · · · · · · · ·	:::: : ::::::						M. ch.	M. ch.	M. ch.	1.1.0 .117	M. ch.	M. ch.	М. сh.	M. oh.
Cherabi-Opua Kaikohe Branch Nioreroa-Porthand aihu Section- Dargaville-Tarawhati orth Island Main Lines and Bra. Nowmarket-Huarau Newmarket-Huarau Newmarket-Huarau Waiuku Branoh Prankton-Thames	n	· · · · · · · · · · · · · · · · · · ·	:::::::::	;;;;;;;;;;;;;;;;;;;;;;;;;;;;;;;;;;;;;;						1						
Kaikohe Branch Kioreroa-Portland aihu Section Dargaville-Tarawhati (orth Island Main Lines and Bra. Auckland-Wellington Newmarket-Huarau Penrose-Onehunga Waituku Branoh Huntly-dwaroa Railway Frankton-Thames		· · · · · · · · · · · · · · · · · · ·	:: : ::::::	9 :::::::	:	:	:	71 31	28 70	ne n	4 46	:	:	2 35	:	21. 15
Kioreroa-Portland ailu Section- Dargaville-Tarawhati Iorth Island Main Lines and Bra Auckland-Wellington Newmarket-Huarau Penrose-Onehunga Waiuku Branoh Huntly-dwaroa Railway Frankton-Thames		: : :::::::::	: : ::::::	: : ::0	:	:	:	:	10 30 v 20	:	:	:	:	:	:	16 36
allu Section- Dargaville-Tarawhati Dargaville-Tarawhati (orth Island Main Lines and Brai Auckland-Wellington Newmarket-Huarau Penrose-Onehunga Waiuku Branoh Huntly-Awaroa Railway Frankton-Thames		· · · · · · · · · · · · · · · · · · ·	: ::::::	; ; ; ; ; ;	:	:	:	:	5 21	:	:	:	:	:		5 21
Dargaville-Tarawnati orth Island Main Lines and Brai Auckland-Weilington Newmarket-Huarau Penrose-Onehunga Waluku Branoh Huntly-Awaroa Railway Frankton-Thames	nches	· · · · · · · · · · · · · · · · · · ·	: ::::::	01 0 1				L T L		<u></u>						
orth Island Main Lines and Brai Auckland-Wellington Newmarket-Huarau Vencose-Onehunga Waluku Branoh Huntly-Awaroa Railway Frankton-Thames		· · · · · · · · · · · · · · · · · · ·	:::::	:::0	:	:	:	GI 71	2 26	:	•	:	:	:	:	19 41
Auckland-Weilington Newmarket-Huarau Pencose-Onehunga Waiuku Branoh Hunkly-Awaroa Railway Frankton-Thames		· · · · · · · · · · · · · · · · · · ·	:::::	010 0:::										1		
Newmarket-Huarau Penrose-Onehunga Waiuku Branoh Huntly-dwaroa Railway Frankton-Thames	::::::::::	· · · · · · · · · · · · · · · · · · ·	:::::	010	:	:	:	9 0		:	21 77	21 7	:	382 55	:	425 $65$
Penrose-Onehunga Waiuku Branoh Huntly-Awaroa Railway Frankton-Thames		· · · · · · · · · · · · · ·	::::	010	:	:	:	0 44	26 18	:	21 61	:	:	41 77	:	
Waiuku Branoh 🦲 Huntly-Awaroa Railway Frankton-Thames	::::::::	· · · · · · · · · · ·	: : :		:	:	:	2 23	:	:	:	:	:	0 26	:	259
Huntly-Awaroa Railway Frankton-Thames		· · · · · · · · ·	::	:	:	:	:	:	50	:	:	:	:	:	:	
Frankton-Thames		· · · · · ·	:	:	:	:	:	:	743	:	:	:	:	:	:	
				:	:	•••		10 1	:	:	18 32					
Dagnos Waihi											19.91					
Combuidge Branch		• • • •	:					6 75	9.36		0 49		:	o œ	:	101
Mounter Defeater	· · · : : :	•	•				:	45 46	S	:					:	
MOLTINSVIIIE-LAOVOLUA	::	:	:	:	:	:	:	0# 0#	:	:	0 0	:	:		:	
Kaetun Brancn	• :		:	•	:	:	:		1	:	00 60	:	:	05.05	:	
Marton - New Flymourn		•	:	:0	:	:	:	00 2 6	:	:		:	;	00 00	:	
Waitara Branch	•	:	fi 0	0 # 0	:	:	:	11.0		:		:	:	:	:	
Stratford-Kohuratahi	•	:	:	:	:	:	:	10 40	70 20	:	02.0	:	:	:	:	42 2
Mount Egmont Branch	• :	:	:	:	:	:	:	:	:	:	0,0	:	:	:5	:	
Aramoho–Wanganui	:	:	:	:	:		:		:	:	н 19 г 19	:	:	12 1	:	
Foxton Branch	• :	:	:	:	:		:	01 11	:	:	07 0	:	:		:	
raimerston-spin	:	:	:	:	•	:	:	10 40	:[	:	11 00	:	:	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	:	
Wellington-woouville		•	:	:	•		:	00 01	4	:	17 91	:	:	70 00	:	
THEY WANT INTRALED	•		:	:	:	-	:		:	:	:-	:	:	:	:	2
Te Aro Dranch	:	:	:	:	•	:	:	ה ד	:	:		:	:	:	:	ר זר ר
			0.00	_					91 Q		17 60				_	01.07
GISDOFIG-MUGULUER	······································	:	24	:	:	:	:	:		:	11 07	:	:	:	:	
Tuttalton Diaft				α		0		0 49			0.67			380 3	1 21	
Addination Water	•					) )		98 39		•	5	:	:	30 93	+	
Autungton watau	•	:	: :	11 46	-	:	:	18 35	6	:	3 36	:	:	99	:	33 45
Untota Diance	•		:					20 14			2		:	) )		
Webut Dianet	•		:				:			:	31 99	:	:		:	
Vatpatant on Descas				: :				99 19		•	1 20	:	:		:	
Tittle River Branch				5 65	4 67			0 47		•	4 9.4	:	:			
Shringfald Branch	· ·		: :	, ,	 }		: :	, :		:	26 1		:	41 45	. :	
White Cliffs Branch	: :		: :				: :	11 46		:	, :	: :	: :			
Robeie Florie Branch	: :		. :	: :			92.20				: :	: :	:			
Mount Somers Branch	: :	: :	3 33	24 3	: :	: :		: :		• • • •	: :	: :	:	: :		
Albury Branch			0 65				: :	22 44	4 78		7 66		: :			36 13
Waimate Branch	::	;	:	:		:	5	2 44	:		:	:	: :		: :	
Waimate Gorge Branch	•	:	:	:	•			0 56		: :	:	:	:	:	: :	8 21
Duntroon Branch	•	:	1 16	:	:	3 21	:	28 52	0 43	:	3 69	:	:	:	:	37 41
												1		- 1	Ì	
Carried forward	•	:	5 68	42 20	4 67	16 73	24 22	323 20 1	197 54	0 50	273 76	21 7	:	1,216 30	1 31 2	2,128 38

D.—2.

26

RETURN No. 21–continued.

STATEMENT SHOWING WEIGHTS OF RAILS IN VARIOUS LINES ON 31ST MARCH, 1922-continued.

Line.			401b. Iron.	40 lb. Steel.	45 lb. Steel.	521b. Iron.	521b. Steel.	531b. Steel.	551b. Steel.	56 Ib. Iron.	561b. Steel.	65 lb. Steel.	70 Ib. Iro <b>n</b> .	70 lb. Steel.	100 lb. Steel.	Total.
Brought forward	::	:	M. ch. 5 68	M. ch. 42 20	M. ch. 4 67	M. ch. 16 73	M. ch. 24 22	M. ch. 323 20	M. ch. 197 54	M. ch. 0 50	M. ch. 273 76	M. ch. 21 7	M. ch.	M. ch. 1,216 30	M. ch. 1 31	M. ch. 2,128 38
South Island Main Lines and Branches-continued. Ogmory Recoburator Bronch	nes-continuea.		0.93		411941194									. *		
Namara Prench	:	:	2	:	:	:	:		:	:		:	•	:	:	2021
T intervent Direct	:	:	:	:	:	:	:			:		:	:	:	:	
LIVIDSSIONE DEADED	:	:	:	:	:	:.	:		10 36	:	1 39	:	:	:	:	
Walhemo Branch	:	:	:	0/, 0	:	0 53	:		:	:		:	:	:	:	
Fort Chalmers Branch	:	:	•	:	:	:	:		:	:		:	:	1 10	:	1 26
Walton Park Branch	•••	:	0 1	:	:	:	:		0 19	:	0 48	:	:	0	:	2 38
Fernhill Branch	:	:	:	:	:	:	:		:	:	:	:	:	:	;	157
Otago Central Railway	:	:	:	:	:	:	:		15 27	:	65 58	:	:	:	:	146 78
Outram Branch	:	:	0 1	:	:	•	:		0 73	:	1 53	:	:	0 7	:	06
Lawrence Branch	•	:	:	:	:	:	:		18 20	:	15 8	:	:	:	:	34 68
Catlin's River Branch	:	:	:	:	:	:	:	19 14	20 5	:	3 54	:	:	0 5	:	42 78
Tapanui Branch	:	:	:	:	:	:	:		6 9	:	6 58	:	:		:	26 21
Waikaka Branch	:	:	:	:	:	:	:		12 56	:	:	:	:	0 1	:	12 57
Wyndham Branch	:	:	:	•	:	:	:			:	:	:	:		:	9 35
Seaward Bush Branch	:	:	:	:	•	:	:		25 8	:	7 5	:	:		:	33 65
Invercargill-Kingston	:	:	:	:	:	:	:	44 56	:	:	23 57	:	7 55		:	86 78
Makarewa-Tuatapere .	:	:	:	:,	:	:	:		8 9	:	10 21	:	:	12 0	:	48 23
Thornbury-Nightcaps	:	:	:0	. 0 IY	:	•	:	:		:	:	:	:		:	24 58
FORESE HILL BRANCH	:	:	1.0 DT	:	:	:	:		57 27	:	0	:	:	:	:	12 66
Mararoa Branch	:	:	:	91 NT	:	:00	:		:	:	0	:	:	••••	:	10 41
Waimea Flains Kailway		:	:	:	:	707	;	3 56	:	:	0 10	:	:	73 67	:	36 37
Wighting Contion	:	:	:	:	:	:	:		11 69	:	:	:	:	1 0	:	13 67
Westauu Section-																
Greymouth-Ross	: :	: :	: :	: :	: :	: :	:		:	:		•	•		:	
Stillwater-Inangahua	:	:		:	:	:	:	31 1	13 51	::	6 64	::	: :	5 37	: :	56 73
Blackball-Ngahere	:	:	:	:	:	:	:		1 0	:		:	:	:	:	
Greymouth-Rewanui	•	:	:	:	:	•	:	0 15	:	:		:	:	3 24	:	
Westport-Mokihinui	•	:	:	:	:	0 16	:	7 54	:	:		:	:	21 9	:	
Westport - Te Kuha	:	:	:	:	:	:	:		5 61	:		•	:	:	:	
Nelson-Glenhope	:	:	0	0 1	:	0 38	:	24 69	17 63	:	16 73	:	:	6 0	:	
Picton-Wharanui	:	:	:	:	:	:	:		22 48	:		:	:		:	
Totals	:	:	16 72	59 50	4 67	21 2	24 22	633 51	392 52	0 50	491 66	21 7	7 55	1.354 34	1 31	3.029 79

27

D.—2.

#### RETURN No. 22.

## STATEMENT SHOWING APPROXIMATELY SLEEPERS LAID AND REMOVED UP TO 31ST MARCH, 1922.

			Approxi	mate Length opened	each Year.	Sleep	oers.
Ŷ	ear.		North Island.	Middle Island.	Total.	Laid during Construction. (2,100 per mile.)	Removed during Maintenance.*
		I	· · · · · · · · · · · · · · · · · · ·			<u> </u>	
•		i	M. ch.	M. ch.	M. ch.		
1867	••	••	••	45 7º	45 70	96,338	••
1870-71	••	• •	••	18 58	18 58	39,323	
1871-72	••	••	••	11 68	11 68	24,885	
1872-73	••	••	••	27 62	27 62	58,327	••
1873-74	••	••	10 55	11 21 126 78	21 76 188 17	46,095	••
1874-75	••	••	бі 19 бд 23	248 4	317 27	395,246 666,409	
1875-76 1876-77	••	••	69 23 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	бз з	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 O	168,000	148,325
1885-86	••	••	43 26	47 52	90 78	191,048	137,993
,1886-87	• •	••	58 72	11 39	70 31 28 79	147,814 60,874	139,040
1887-88	••	••	11 47 18 31	17 32	28 79 18 31	42,814	122,027
188889 188990	••	••	18 31 11 57	20 68	32 45	68,381	129,634
1899-90	••	••	28 21	5 68	3~ 43 34 9	71,636	133,954
1891-92				27 27	27 27	57,408	139,912
1892-93	••		17 26	-/ -/	17 26	36,382	132,569
1893-94			28 38	33 58	62 16	130,620	155,827
1894-95			16 Ğ2	27 24	44 6	92,558	170,681
1895-96	••		14 73	3 48	18 41	38,876	188,291
1896-97			3 64	I II	4 75	10,370	210,588
1897-98	••		27 46	IO 2	37 48	78,960	243,479
1898-99	••	••	22 46	11 13	33 59	70,848	282,326
1899–190 <b>0</b>	••	••	••	19 26	19 26	40,582 226,485	302,354
1900–1901	••	••	4 30	103 38	107 68	49,665	345,433
1901-1902	••	••	11 20 28 40	12 32	23 52 · 56 3	117,679	369,339 330,029
1902-1903	••	••	,	27 43 4 44	37 56	79,170	309,296
1903–1904 1904–1905	••	•••	33 12 17 бі	27 75	45 56	95,970	302,252
1904-1905	••		23 5	8 52	31 57	66,596	309,183
1905-1907			~ 5 5	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 I	46 31	97,4 <sup>1</sup> 4	273,586
1912–1913	••	• •	25 37	26 77	52 34	110,092	235,378
1913-1914	••	••	••	3 6	36	6,458	261,748
1914-1915	••	••	40 22	51 3	91 25 15 26	191,756	227,674 157,970
1915-1916	••	••	7 43	7 73	15 36	32,445	86,595
1916-1917	••	••	22 70	••	22 70	48,038	88,540
1917–1918 1918–1919	••	••	22 70		/0		70,743
1919-1919	••	•••		12 75	12 75	27,169	78,663
1920-1921	••	•••	11 54	0 7	11 GI	24,701	100,280
1920 1921			•• ,,	12 27	12 27	25,909	139,187
J - J J	•				······	·	-1
Tot	tals		••			6,296,694	8,225,422

\*Complete information not recorded until 1880-81.

† Nine months only.

29

D.—2.

		Minor.	6	21	9	RAO	453	64	35	-	0	1174	
Total.		Serious.	-	:	:8	R.	x	e	2	:	:	43	
		l'atal.		:	: "	•	13	:	:		:	22	
	ons.	Minot.	:	:	:	:	172	:	:	:	:	172	
shops.	Other Persons.	Serious.	:	:	:	:		:	:	:	;		
Works	Other	Fatal.	:	:	:	:	:	:	:	:	:	:	
uts in	s.	Minor.	°.	-	2	203	٦	22	11	:	-	250	
Accidents in Workshops.	Employees.	Serious.	:	:	: 1	-	:	-		:	:	6	
×	Em	Fatal.	:	:	:	:	:	:	:	:	:	:	
e	ons.	Minor.	:	:	:	:	:	:	:	:	:	:	
s and j	Other Persons.	Serious.	:	:	:	:	:	:	:	:	:	:	
harves Is.	Other	Fatal.	:	:	:	:	:	:	:	:	:	:	
on Wha Sheds.	yi	Minor.	-	:	: }	<b>G11</b>	21	18	10	:	-	166	
Accidents on Wharves and in Sheds.	Employees.	Serious.	:	:	:1	0	:	:	:	:	:	in .	
Acci	Em	Fatal.	:	:	:	:	1	:	:	:	:	-	
	ons.	Minor.	:	:	: 4	n	58	:	:	:	:	61	
nts.	Other Persons.	Serious.	:	:	:	:	:	:	:	:	:	:	
Shunting Accidents.	Other	Fata).	:	:	:	:	:	:	:	:	:	:	
ting A	 si	Minor.	e0	:	- 8	30	32	4	-	:	-	78	
Shun	Employees.	Serious.	-	:	: 4	n:	5	-	:	:	:	12	
	E	Fatal.	:	:	:	:	Ι	:	:	:	:	-	
5	ns.	Μίποι.	:	:	:8	77	:	:	:	:	:	53	
her th	Other Persons.	Serious.	:	:	:	4	:	:	:	:	:	4	
Accidents on Line (other than Train-running).	Other	Fatal.	:	:	:'		67	:	:	:	:	m	
on Lii ain-ru	 s:	.roniM	61		1	ZOZ	97	17	õ	-	61	328	
idents	Employees.	Serious.	:	:		Ģ	:	:	-	:	:	9	
Acci	E E	Fata).	:	:	:	N	:	:	:	:	:	2	
	us.	Minor.	:	:	:	:	:	:	:	:	:	:	
	Perso	Serious.	:	:	:-	-	:	:	:	:	:	-	
	Other Persons.	Fatal.	-	:	:	:	2	:	:	:	:	x	
ents.		Minor.	:	:	67 E	3	72	61		:	:	94	
Train Accidents.	Employces.	Serious.	:	:	: •	°.	:	-	:	:	:	4	
Train	Em	Fatal.	:	:	: -	-	61	:	:	:	:	r.	
1	ž	.10πiΜ	:	:	:-	-	:	1	-	:	:	er	
	Passenger	Serious.	:	:	:'	-	:	:	:	:	:	-	
	Pa	Fatal.	:	:	•	<del>ر</del> م	:	:	:		:	4	
		-	:	:	:	n Line	n Line	:	:	:	:	:	
			Whangarei	:	The	l Island Mai Pranches	South Island Main Line	land	port	:	:	$\mathbf{T}$ otals	
			Whan	Kaihı	Gisborne	Norti	South	West	West	Nelso	Picto		

RETURN No. 23. Statement of Accidents for the Year ended 31st March, 1922.

10—D 2.

i B	-t tur.		Engine-	Engine-milesge.		•	Quantity of St	f Stores.				Cost.			ö	st per Ei	igine-mile	Cost per Engine-mile, in Pence.	ġ	•1	
	9994Z		Detail.				Running.	-ga		Repairs.		<b>Ranning.</b>			Repairs.		Running.			ta se su se su se su se su se su se su se su se su se su se su se su se su se su se su se su se su se su se su Se su se s	Type.
	өчөгадө 1 вөliM	Train.	Shunting and Empty.	Work- train.	Total.	Coal.	oii.	Tallow.	Waste.	Wages and Material.	Stores.	Fuel.	Wages.	Total.	Wages and Material.	Stores.	Fu <b>el.</b>	Wages.	Total.	Days in S	
1								МН	ANGAR	WHANGAREI SECTION	.NOL										
	17	19,378 95,219	7,637 28,271	10,048 814	37,063 124,304	Cwt. 15,981 79,125	Qt. 1,340 5,128	1b. 99 300	$_{1,764}^{1b.}$	£ 742 4,461	£ 128 463	$\begin{array}{c} \pounds \\ 1,050 \\ 5,206 \end{array}$	$\begin{array}{c} t \\ t \\ t \\ t \\ t \\ t \\ t \\ t \\ t \\ t $	${}^{ m f}_{ m 3,390}$ 15,095	4.80 8.61	0.90	6-80 10-05	9-52 9-59	21-95 29-15 1,	512 1 340 1	F <sub>A.</sub> Wb.
9 :		114,597	35,908	10,862	161,367	95,106 	6,468	399	2,414	5,203 	 	6,256	6,435	18,485 3,498	7-74	0-88	9-30	9-57	27-49 1, 5-20	1,852	
·				$10,862 \\ 9,396$	161,367 9,396*					:	:	:	:	$21,983 \\ 1,322 $					32.69		
<u> </u>	-	114, 597	35,908	1,466	151,971	:		:		:	:	:	:	20,661	:	:	:	:	:	:	
			-						KAIHU	SECTION									-		
~ :	15	15,006 	3,275	3,280	21, 561 	5,090	394	£7 :	206	667	35	1,041 	608 :	2,552 189	7-42	0-39	11-59 	10-6	28.41 2.10	316 ]	H
1		15,006	3,275	3,280	21,561				:			:	+	2,741	:	:			30-51	:	
								GI	GISBORNE	E SECTION.	ON.										
	15	1,076 68,063	$\begin{array}{c} 751\\ 16,902 \end{array}$		1,827 85,065	692 38,097	102 3,948	9 134	37 774	136 3,869	8 287	$113 \\ 6,696$	88 3,260	345 14,112	$17.87 \\ 10.92$	1-05 0-81	14-84 18-89	11-56 9-20	45·32 39·82	30	Fa. Wa.
		69,139	17,653	100	86,892	38,789	4,050	143	811	4,005	295	6,809	3,348	14,457 786	11-06	0-82	18.81	9-24	39-93 2-17		
			J	100	86,892 100*									15,243 14†				)	42.10		
		69,139	17,653		86,792	:				:		:	:	15,229		:	:			:	

RETURN No. 24.

þ

. D.—2.

	÷									ple).	N. (compound) NA.									WA. Waleonrented)	(mmmmm
	Type.			А. АА. АВ.	ы Вс.	jÅ.	F. FA.	н.	K.	M. N (sim	N. (cor NA.	0. 0.	0₄.	0 0.5 0	م: ح	ъ.	w F	Up.	Δ.	WA. Walooy	WAB.
	.m. <b>so</b> të	Deys in S	   	11,120 1,808 3,020	1,028	266	5,124 912	$1,329 \\ 484$	815		$123 \\ 205$	387 95	239	491 36	764	1,076	379 959	432	382	291	436
		Total.	-	47.75 46.69 38.45				124-65 81-30		47-38 47-95	69-51 62-04	42.15 48.50	48.39	49-79 70-18	39-11 40-13	0.21 50-21	40.37	39-09	34-68	48-00 34-79	53.81
n Pence.		Wages.		8-36 6-75 6-75			· _ ·	25-98 11 12-66 8			9-81 9-14			8.75 15-63	-				15-58		
Cost per Engine-mile, in Pence.	Bunning.	Fuel.			65-37 1		13-78 1 13-76 1					28-81 31-05 1					23-71 1		33-80 1		
er Engin	Bui	Stores.	-	$\begin{array}{c c} 0.82 \\ 0.78 \\ 29 \\ 0.70 \\ 22 \\ 22 \\ 22 \\ 22 \\ 22 \\ 22 \\ 22 \\ $		0-06 0		1-64 59 1-00 24				0-65 28 0-83 31		0-64 32 0-86 40			0.64 23				
Cost pe	Repairs.	Wages and Material.	2	8-14 8-14 8-30 8-30 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0				37-99 1 43-23 1										_			
	Bep																				
		Total.	, i	$\begin{array}{c} t \\ t \\ 291,830 \\ 48,561 \\ 65,902 \end{array}$		-		23,438 11,461			3,040 5,368					· · · ·				5,937	
		Wages.		$\begin{array}{c} \mathbf{f}\\ 50,493\\ 8,693\\ 11,562\\ 11,562\\ 11\end{array}$	30, 809 584		19,694 4.473	4,885 1,785	2,156	1,071 3,998	429	1,708	888	1,894 $182$	3,180 5,054	3,458	1,502	1,773	1,700	1,320	1.887
Cost.	Running.	Fuel.	AND BRANCHES	${f f}$ 162,376 30,592 38,905	1,751	:	19,306 4,769	11,101 3,441	3,142	$2,248 \\ 9,791$	1,412 2,403	5,726 854	3,080	466	4,651	5,745	2,740	2,411 6.318	3,688	2,808 1,608	5.466
	Ĥ	Stores.	D BRA	$\begin{array}{c} {}^{}_{5,000} \\ {}^{}_{1,203} \\ {}^{}_{1,203} \\ {}^{}_{23} \\ {}^{}_{23} \\ {}^{}_{23} \\ {}^{}_{23} \\ {}^{}_{23} \\ {}^{}_{23} \\ {}^{}_{23} \\ {}^{}_{23} \\ {}^{}_{23} \\ {}^{}_{23} \\ {}^{}_{23} \\ {}^{}_{23} \\ {}^{}_{23} \\ {}^{}_{23} \\ {}^{}_{23} \\ {}^{}_{23} \\ {}^{}_{23} \\ {}^{}_{23} \\ {}^{}_{23} \\ {}^{}_{23} \\ {}^{}_{23} \\ {}^{}_{23} \\ {}^{}_{23} \\ {}^{}_{23} \\ {}^{}_{23} \\ {}^{}_{23} \\ {}^{}_{23} \\ {}^{}_{23} \\ {}^{}_{23} \\ {}^{}_{23} \\ {}^{}_{23} \\ {}^{}_{23} \\ {}^{}_{23} \\ {}^{}_{23} \\ {}^{}_{23} \\ {}^{}_{23} \\ {}^{}_{23} \\ {}^{}_{23} \\ {}^{}_{23} \\ {}^{}_{23} \\ {}^{}_{23} \\ {}^{}_{23} \\ {}^{}_{23} \\ {}^{}_{23} \\ {}^{}_{23} \\ {}^{}_{23} \\ {}^{}_{23} \\ {}^{}_{23} \\ {}^{}_{23} \\ {}^{}_{23} \\ {}^{}_{23} \\ {}^{}_{23} \\ {}^{}_{23} \\ {}^{}_{23} \\ {}^{}_{23} \\ {}^{}_{23} \\ {}^{}_{23} \\ {}^{}_{23} \\ {}^{}_{23} \\ {}^{}_{23} \\ {}^{}_{23} \\ {}^{}_{23} \\ {}^{}_{23} \\ {}^{}_{23} \\ {}^{}_{23} \\ {}^{}_{23} \\ {}^{}_{23} \\ {}^{}_{23} \\ {}^{}_{23} \\ {}^{}_{23} \\ {}^{}_{23} \\ {}^{}_{23} \\ {}^{}_{23} \\ {}^{}_{23} \\ {}^{}_{23} \\ {}^{}_{23} \\ {}^{}_{23} \\ {}^{}_{23} \\ {}^{}_{23} \\ {}^{}_{23} \\ {}^{}_{23} \\ {}^{}_{23} \\ {}^{}_{23} \\ {}^{}_{23} \\ {}^{}_{23} \\ {}^{}_{23} \\ {}^{}_{23} \\ {}^{}_{23} \\ {}^{}_{23} \\ {}^{}_{23} \\ {}^{}_{23} \\ {}^{}_{23} \\ {}^{}_{23} \\ {}^{}_{23} \\ {}^{}_{23} \\ {}^{}_{23} \\ {}^{}_{23} \\ {}^{}_{23} \\ {}^{}_{23} \\ {}^{}_{23} \\ {}^{}_{23} \\ {}^{}_{23} \\ {}^{}_{23} \\ {}^{}_{23} \\ {}^{}_{23} \\ {}^{}_{23} \\ {}^{}_{23} \\ {}^{}_{23} \\ {}^{}_{23} \\ {}^{}_{23} \\ {}^{}_{23} \\ {}^{}_{23} \\ {}^{}_{23} \\ {}^{}_{23} \\ {}^{}_{23} \\ {}^{}_{23} \\ {}^{}_{23} \\ {}^{}_{23} \\ {}^{}_{23} \\ {}^{}_{23} \\ {}^{}_{23} \\ {}^{}_{23} \\ {}^{}_{23} \\ {}^{}_{23} \\ {}^{}_{23} \\ {}^{}_{23} \\ {}^{}_{23} \\ {}^{}_{23} \\ {}^{}_{23} \\ {}^{}_{23} \\ {}^{}_{23} \\ {}^{}_{23} \\ {}^{}_{23} \\ {}^{}_{23} \\ {}^{}_{23} \\ {}^{}_{23} \\ {}^{}_{23} \\ {}^{}_{23} \\ {}^{}_{23} \\ {}^{}_{23} \\ {}^{}_{23} \\ {}^{}_{23} \\ {}^{}_{23} \\ {}^{}_{23} \\ {}^{}_{23} \\ {}^{}_{23} \\ {}^{}_{23} \\ {}^{}_{23} \\ {}^{}_{23} \\ {}^{}_{23} \\ {}^{}_{23} \\ {}^{}_{23} \\ {}^{}_{23} \\ {}$		: "		309 142	<i>.</i> ,	48 275	37 63	130	69	138							
	Repairs.	Wages and Material.	NE AN		29,231 2 2,249	.306	8,461	$7,143 \\ 6,093$	1.826	$\frac{487}{2.516}$	1,162 2,111	814 138	636	1,673 159	1,542	$\frac{4}{1}$ , $\frac{930}{298}$	349	320 646	1,582	1,722	3,111
	2 2 2	Waste. Ma	NORTH ISLAND MAIN LINE	1b. 20,795 73 3,338 8 5,800 14		: :		1,674			<b>6</b> 7 - 1						481	578			201
38.		Tallow.	M UN					$ \begin{array}{c} 272 \\ 95 \\ 1, \end{array} $		-	23 53	76	33	65 7	-			37 89	103	12	
of Store	Ranning.		AJSI F									•									
Quantity of Stores.	Ban	oil.	NORTH	Qt. 62.283 9,959 14,469	29,723	: -	10,32	3,582 1.525	1.218	568 3.240	432 660	1,619	857	1,765 95		4 oi				1,022	
6		Cont.		Cwt. 761,410 136,057 172,692	503,078 $7,910$	.: 45	115,888	48,956 17.638	13.976	10,063 46.263	6,395 $10.729$	25,325 3,610	13,695	31,205 1.895	39.715	25.291	12,130	13,610 27,957	15,381	12,169	20.104
		Total.		$1,466,759\\249,637\\411,333$	779,861 9,263	4.387	336,354	45,126 33.831	50.683	19.521 82.983	10,497 20,765	47,702 6 601	23,176	51,950 2.794	58,469	51.046	27,730	22,279 54,571	26,188	29,683	00,503 47 410
leage.		Work- train.			5,615	:	12,538		9.755	$16 \\ 2.817$	.107	. 1 270	L, 010	: :	16,131	1,501		22,097	.998	4,084	
Engine-mileage.	Detail.	Shunting and Empty.		$\frac{112,026}{15,072}$	86,965 4,104	ıg. 4.359	318,596	16,556	ing. 18.050	13,495 33.734	2,096 $3.555$	2,763	3,492	5,700 $2,794$	30,086	16.214 45.254	17,431	129	21,549	12,772	ZZ, 907
		Train.		1,354,418 232,254 388,550	687,281 5,159	Not workling.	5,220	28,537 21.085		6,010 46,432	8,401 17,103	44,939	19,684	46,250	12,252	5.782	10,299	53 49 818	3,641	12,827	33,230 41 280
·	beeds oH re	ogarava g soliM g soliM			ଷ୍ପର୍	15	88	2°°2	52 50 50	52 52	8 8	50	38	ଛଛ	18			18 90 8			
.aoai;	gaH to	Number		30 0 20 30 1 20	° 1	: •	24	49 14 6	00	46	0 – 0	1 C7 C	• •	~ ~		9 Q	, <del>4</del> (	~ ~	_		
	Type.			AA	: : Bo:	: : :	: : : :	H	: : :	(simple)	N (compound)	Nc	0A 5	0 <sup>m</sup> :	:: :::		· · ·	T	Δ ··· Δ	WA.	WA (converted)

RETURN No. 24-continued.

31

D.-2.

Rail motor No.1 Rail motor No.2 # Mileage run by engines performing work-train services for Maintenance Branch WJ. Ww. X. Small tank.\* Type. We. Wg. Wg. 3,9994,60012,5923,39075453 274 68,957 : : Days in Steam. : 48-64 47-55 51-67 39-46  $\begin{array}{c}
46.34 \\
70.16 \\
9.92
\end{array}$ 48-84 5-06 53-90 Total. : : : Cost per Engine-mile, in Pence. Wages.  $\begin{array}{c} 14\cdot 39\\ 10\cdot 52\\ 11\cdot 31\\ 15\cdot 10\end{array}$  $\begin{array}{c} 0.92 \\ 0.54 \\ 0.54 \end{array}$ .. 96-6 : : : : Running. Fuel.  $\begin{array}{c} 31.15\\ 24.77\\ 29.49\\ 18.34\end{array}$ 27-55 : : : : : Stores. 0.701.610.79: : : : : : Wages and Material.  $\begin{array}{c} 2.25\\ 111.58\\ 10.04\\ 5.18\end{array}$  $\begin{array}{c} ... \\ 8.94 \\ 15.48 \\ 8.92 \end{array}$ Repairs. 10.54: : : : : 1,373,252142,2331,515,485 **§**12,663 233,25497,846129 $\begin{array}{c} {\bf f} \\ {\bf 2},964 \\ 67,893 \\ 86,387 \\ 6,592 \\ 6,592 \\ 1,824 \end{array}$ 38 1,502,822Total. :  $\begin{array}{c} \mathbf{f} \\ \mathbf{g} \\ \mathbf{$ 49,92514,993 280,119 Wages. NORTH ISLAND MAIN LINE AND BRANCHES-continued. : : : : Running. 134,815 59,017  $f_{1,898}$ 35,363 49,308 3,064 774,670Fuel. të o : ; :  $3,514 \\ 2,245$ Stores.  $\begin{array}{c} {f f} {$ 22,161 : : : : Wages and Material. 38 Repairs.  $\begin{array}{c} t \\ 137 \\ 16,538 \\ 16,780 \\ 16,780 \\ 865 \\ 1,818 \\ 1,818 \\ 1,818 \\ 21,591 \\ 116 \end{array}$ 296,302 : : Waste.  $\begin{array}{c} {\rm lb.} \\ 309 \\ 4,697 \\ 6,102 \\ 639 \end{array}$ 14,6467,117 95,225 ... : : : : Tallow. 2,046920lb. 51 653 785 87 13,082Quantity of Stores. : : : : : Running. Qt. 553 111,757 16,734 1,508  $\frac{43}{30,507}$ 3,660,277 274,143 Oil. : : : : : 640,434262,50725Cwt. 8,345 173,559 236,333 13,623 j B : : : : 14,625342,649401,24440,0876,747,43576,665 $\ddagger$ 207,999334,6803,1216,747,435 6,670,770 Total. : 128,805 76,665 128,805 $\substack{\overset{\cdot\cdot}{4,411}\\625$ 3,44814,224 52,140Work-train. : Engine-mileage. : : : : Shunting and Empty. 1.527.5931,527,593Detail. Not work ing. Not work ing. 5,091,0375,091,037Train. : Ачегаде Зрееd-88° 88888888 : : : 1232369 : Number of Engines. Small tank\* .. Rail motor No. 1 Rail motor No. 2 Totals .. General charges Totals .. : WE WF. WG. WJ. WJ. X Small tank\* Type.

RETURN No. 24—continued.

LOCOMOTIVE RETURNS FOR THE YEAR ENDED 31ST MARCH, 1922-continued

Gang, fuel, and stores supplied by Stores Branch.
 Conclustration of the stores for one L loco. supplied by Public Works Department for eight months.
 Working-and stores " elastications.
 Strendis for same from Maintenanee Branch.
 More...-1 C solid in Maxim.

32

RETURN NO. 24-continued.

LOCOMOTIVE RETURNS FOR THE YEAR ENDED 31ST MARCH, 1922-continued.

		. Ju	Engine	Engine-mileage.		đ	Quantity of Stores.	Stores.				Cost.			Coe	t per En	gine-mil	Cost per Engine-mile, in Pence.	ė		
Type		OH 16	Detail.				Bunning.	1		Repairs.		Banning.			Repeirs.		Running.	.:		.m.əəti	Type.
	Naturber 994799 Å	ogatov A q soli M F	Shunting and Empty.	Work- train.	Total.	Cont.	oil.	Tallow.	Waste.	Wages and Material.	Stores.	Fuel.	Wages.	Total.	Wages and Material.	Stores.	Fuel.	Wages.	Total.	Days in S	
								NE	ILSON S	NELSON SECTION.											
F Fa : : : : : : : : : : : : : : : : : : :	1 18 3 18 25 25	2,482 29,237 35,411	6,412 9,938 2,741	09 	8,894 39,254 38,212	Cwt. 2,076 9,863 17,057	Qt. 344 1,311 1,706	1b. 10 55 62	1b. 136 549 606	145 1,340 526	24 98 119	1,417 2,268	417 1,389 1,242	859 4, 244 4, 155	3-30 3-30	0.65 0.65 0.74	7.37 8.66 14·25	11-25 8-50 7-80	23-18 25-95 26-09	181 527 451	F. Fa. Wf.
Totals General charges	9 :	67,130	19,091	. 139	86,360	28,996	3,361	127	1,291	2,011	241	3,958	3,048	9,258 1,757	5-58	0.67 1	00 11	8·48	25.73 1 4.88	1,159	
				139	86,360 139*					·			1	$\frac{11,015}{21\dagger}$				1	30.61		
Totals		67,130	160'61		86,221		:	:	:	:	:	:		10,994		:	   :			:	
								PIC	PICTON SECTION	ECTION.											
FA	2 18 3 25	13,156 34,981	16,786 11,480	10 8	29,952 46,469	11,305 20,892	793 1,354	61 66	497 576	$\substack{443\\3,183}$	104	1,569 2,836	1,450 2,049	3,532 8,172	3-55 16-44	0-56 1 0-54 1	12-57	11.62 10.58	28-30 42-21	588 611	Fa. Wr.
Totals General charges	. تر : :	48,137	28,266	: 18	76,421	32,197	2,147	127 1	1,073	3,626	174	4,405	3,499 ]	11,704 2,472	11.39	0.55 1	13.83	10-99	36-76 1 7-76	<b>,1</b> 99	
			*****	18	$\frac{76,421}{18*}$								1	14,176 2†	:	:	:	:	44-52 		

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

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14,174

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76,403

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28,266

48,137

: :

Totals ..

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24-continued.	
24-	
No.	
RETURN	
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LOCOMOTIVE RETURNS FOR THE YEAR ENDED 31ST MARCH, 1922--continued.

																1 and	Endi	i elimen	Cost ner Bneine-mile in Pance.			
	Engine-mileage.				Quantity of Ste	Quantity of Sto	antity of Sto	3	)res.		-		Cost	-		•••••		· •			·m	
	Detail.	-	-	Kunning.	Running.	Kunning.	Kunning.				Repairs.		Ranning.			Bepairs.	ά.	Running.			111010	Type.
Mumber Mumber Mumber Mumber Mumber Mumber Mumber Mumber Detail. Blungty. Total. Coal. Oil. H	Train. Shunting Work- and Eupty. train. Coal. Oil.	Shunting Work- and Empty. train. Coal. Oil.	Work- Total. Coal. Oil.	Total. Coal. Oil.	Coal. Oil.	Oil.		r.	Tallow. W	Waste.	Wages and Material.	Stores.	Fuel.	Wages.	Total.	Wages and Material.	Stores.	Fu <b>el.</b> W	Wages.	Total.	at ayaCi	
M	M	м	м	м	м	М	Μ		WESTLAND	ND SEC	SECTION.											
- Cut.	- Cwt.	Curt.	Cwt.	Cwt.	Cwt.		Qt.			lb.	્ય	 अ	પ્સ	્ય	્ય		• · · ·					
$ \begin{array}{cccccccccccccccccccccccccccccccccccc$	$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	16,438 5,964		3,133 673		173 ] 39 ]	1,001 217	1,662 349	252 54	976 355	3,891 750	6,781 1,508	5-85 5-46			13·68 2 11·74 2	-		
$ \begin{bmatrix} 20 & 18,382 & 8.039 & 34,283 & 60,704 & 16,398 \\ 25 & 40,165 & 2,869 & 43,034 & 21,363 \\ \end{bmatrix} $	$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	16,398 21,363		2,492 1.553			792 689	501 1.028	$193 \\ 132$	977 1.271	2,769 1.577	4,440 4.008	1·98 0·73						
23,990         12,026         84         36,100         20,091         1,877           56,511         10,142         17         66,670         33,412         2,380	23,990         12,026         84         36,100         20,091         1,877           56,511         10,142         17         66,670         33,412         2,380	12,026         84         36,100         20,091         1,877           10,142         17         66,670         33,412         2,380	84         36,100         20,091         1,877           17         66,670         33,412         2,380	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	1,877 2.380				1.023	619	150 $195$	1,196 1.988	2,178 2,743	4,143 6.464	4-12 5-54	0-99			27-54 23-27		W.
$ \begin{array}{c ccccccccccccccccccccccccccccccccccc$	$ \begin{array}{c ccccccccccccccccccccccccccccccccccc$	$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	3,191 3,191			6 157 19	1,153 1,153 142	5,299 1,842	8 249 26	$ \begin{array}{c}     63 \\     2,440 \\     254 \end{array} $	105 3,150 351	$^{888}_{2,473}$	82-28 15-17 75-91		7-28 ] 6-99 [0-47 ]	$\begin{array}{c c} 12.13 \\ 9.02 \\ 3.446 \\ 10 \end{array}$		30 820 91	Wb.* Wd. We.
Totals         22         231,553         103,575         46,702         381,830         160,039         15,711           General charges	231,553         103,575         46,702         381,830         160,039	103,575 46,702 381,830 160,039	46,702         381,830         160,039	381,830 160,039 	160,039	<u> </u>	15,711 		895	5,828	13,550 	1,259	9,520 	17,514	$\frac{41,843}{6,418}$	8-52		5.98	11-01 2	26·30 5,	õ,032 	
$\frac{46,702}{7,387}  \frac{381,830}{7,387\dagger}$	. 	. 	. 	. 	381, 830 7, 387†									-*	$\frac{48,261}{876\ddagger}$			<b></b>	60	30-33 · ·		
··· 231,553 103,575 39,315 374.443 ··· ··	231,553 103,575 39,315 374,443	103,575 39,315 374,443	39,315 374,443	374.443				i i	:		:		:	:	47,385		:			:	:	
WE	A	A	A	Μ	M	M	M		ESTPC	STPORT SECTION	CTION.		a.									
$ \begin{array}{ c c c c c c c c c c c c c c c c c c c$	$ \begin{array}{c ccccccccccccccccccccccccccccccccccc$	$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	3;771         34,360         9,529            23,556         9,041            23,556         55,688	34,360         9,529           23,556         9,041           92,166         55,688	9,529 9,041 55,688		1,608 969 4,719		71 84 355	636 493 1,857	$^{496}_{2,611}$	130 85 366	653 620 3,814	2,316 1,349 4,301	$ \begin{array}{c} 3,595\\ 3,928\\ 11,092 \end{array} $	3.46 19.09 6.80	$\begin{array}{c} 0.91 \\ 0.86 \\ 0.95 \end{array}$	4-56 6-31 9-93	16-18 2 13-74 4 11-20 2	25-11 40-00 28-88 1,	563 395 ,178	F. Fa. W <sup>B.</sup>
Totals         9          83,628         62,548         3,906         150,082         74,258         7,296           General charges                                                                                             .	62,548 3,906 150,082 74,258	62,548 3,906 150,082 74,258	3,906 150,082 74,258	150,082 74,258	74,258	<u> </u>	7,296		510 2	2,986	4,981	581	5,087	7,966	$\frac{18,615}{3,690}$	7-96	0-93	8.14	12.74 2	29-77 2, 5-90	2,136	
3,906 150,082 3,906 3,906†	<u> </u>	<u> </u>	<u> </u>	<u> </u>	150,082 3,906†										$\frac{22,305}{539\ddagger}$				œ	35-67		
83,628         62,548          146,176	83,628 62,548 146,176	62, 548 146, 176	146,176	146,176		   							:		21,766	:				:	:	
								1												-		

D.—2.

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‡ Credits for same from Maintenance Branch.

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

\* 1 WB transferred to Whangarei in September.

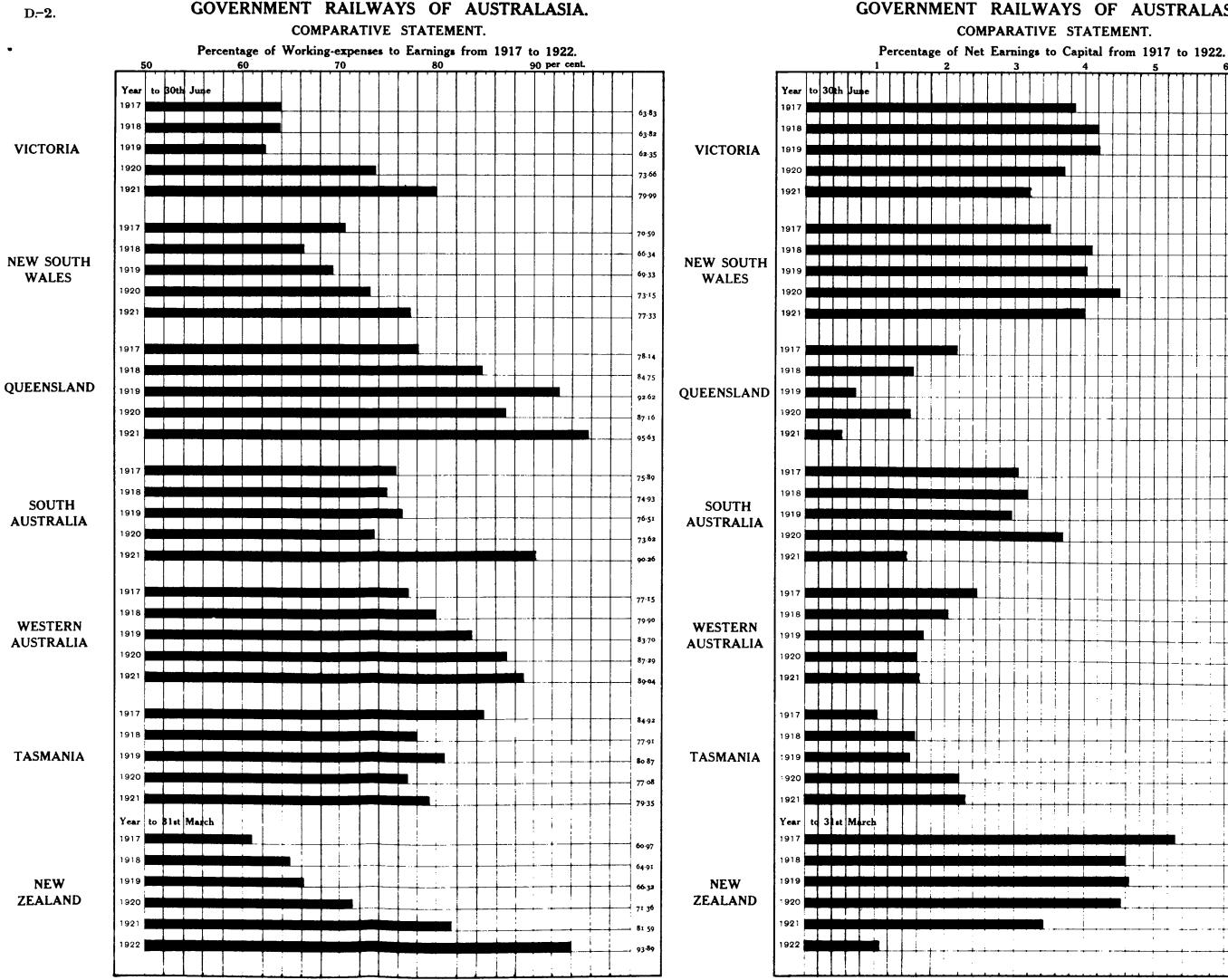
LOCOMGTIVE RETURNS FOR THE YEAR ENDED 31ST MARCH, 1922-continued. **24**–continued. RETURN NO.

Wa(converted). WD. WF. Ww. Credits for same from Maintenance Branch. Type. ддднжолгийн ав ав 46 86 86 Uc. 691 855 1,372 4,647  $\begin{array}{c} 1,304\\ 245\\ 2,282\\ 2,282\\ 2,082\\ 2,210\\ 375\end{array}$ ,418 2,5032,3048,385 623 2,832 1,360  $\begin{array}{c}154\\627\\4,169\\484\end{array}$ 44,055 .. 651 201 281 : Days in Steam.  $\begin{array}{c} 55\,17\\ 55\,17\\ 55\,17\\ 55\,17\\ 55\,17\\ 55\,17\\ 55\,17\\ 55\,17\\ 55\,17\\ 55\,17\\ 55\,17\\ 55\,17\\ 55\,17\\ 55\,17\\ 55\,17\\ 55\,17\\ 55\,17\\ 55\,17\\ 55\,17\\ 55\,17\\ 55\,17\\ 55\,17\\ 55\,17\\ 55\,17\\ 55\,17\\ 55\,17\\ 55\,17\\ 55\,17\\ 55\,17\\ 55\,17\\ 55\,17\\ 55\,17\\ 55\,17\\ 55\,17\\ 55\,17\\ 55\,17\\ 55\,17\\ 55\,17\\ 55\,17\\ 55\,17\\ 55\,17\\ 55\,17\\ 55\,17\\ 55\,17\\ 55\,17\\ 55\,17\\ 55\,17\\ 55\,17\\ 55\,17\\ 55\,17\\ 55\,17\\ 55\,17\\ 55\,17\\ 55\,17\\ 55\,17\\ 55\,17\\ 55\,17\\ 55\,17\\ 55\,17\\ 55\,17\\ 55\,17\\ 55\,17\\ 55\,17\\ 55\,17\\ 55\,17\\ 55\,17\\ 55\,17\\ 55\,17\\ 55\,17\\ 55\,17\\ 55\,17\\ 55\,17\\ 55\,17\\ 55\,17\\ 55\,17\\ 55\,17\\ 55\,17\\ 55\,17\\ 55\,17\\ 55\,17\\ 55\,17\\ 55\,17\\ 55\,17\\ 55\,17\\ 55\,17\\ 55\,17\\ 55\,17\\ 55\,17\\ 55\,17\\ 55\,17\\ 55\,17\\ 55\,17\\ 55\,17\\ 55\,17\\ 55\,17\\ 55\,17\\ 55\,17\\ 55\,17\\ 55\,17\\ 55\,17\\ 55\,17\\ 55\,17\\ 55\,17\\ 55\,17\\ 55\,17\\ 55\,17\\ 55\,17\\ 55\,17\\ 55\,17\\ 55\,17\\ 55\,17\\ 55\,17\\ 55\,17\\ 55\,17\\ 55\,17\\ 55\,17\\ 55\,17\\ 55\,17\\ 55\,17\\ 55\,17\\ 55\,17\\ 55\,17\\ 55\,17\\ 55\,17\\ 55\,17\\ 55\,17\\ 55\,17\\ 55\,17\\ 55\,17\\ 55\,17\\ 55\,17\\ 55\,17\\ 55\,17\\ 55\,17\\ 55\,17\\ 55\,17\\ 55\,17\\ 55\,17\\ 55\,17\\ 55\,17\\ 55\,17\\ 55\,17\,17\\ 55\,17\,17\\ 55\,17\,17$  55\,17 55\,17 55\,17 55\,17 55\,17 55\,17 55\,17 55\,17 55,17 55,17 55\,17 55,17 55,17 55\,17 55,17 55,17 55,17 55,17 55,17 55,17 55,17 55,17 55,17 55,17 55,17 55,17 55,17 55,17 55,17 55,17 55,17 55,17 55,17 55,17 55,17 55,17 55,17 55,17 55,17 55,17 55,17 55,17 55,17 55,17 55,17 55,17 55,17 55,17 55,17 55,17 55,17 55,17 55,17 55,17 55,17 55,17 55,17 55,17 55,17 55,17 55,17 55,17 55,17 55,17 55,17 55,17 55,17 55,17 55,17 55,17 55,17 55,17 55,17 55,17 55,17 55,17 55,17 55,17 55,17 55,17 55,17 55,17 55,17 55,17 55,17 55,17 55,17 55,17 55,17 55,17 55,17 55,17 55,17 55,17 55,17 55,17 55,17 55,17 55,17 55,17 55,17 55,17 55,17 55,17 55,17 55,17 55,17 55,17 55,17 55,17 55,17 55,17 55,17 55,17 55,17 55,17 55,17 55,17 55,17 55,17 55,17 55,17 55,17 55,17 55,17 55,17 55,17 55,17 55,17 55,17 55,17 55,17 55,17 55,17 55,17 55,17 55,17 55,17 55,17 55,17 55,17 55,17 55,17 55,17 55,17 55,17 55,17 55,17 55,17 55,  $\frac{48.73}{6.20}$ 54.93Total. ÷ Cost per Engine-mile, in Pence.  $\begin{array}{c} 8.828\\ 7.938\\ 7.938\\ 7.948\\ 7.948\\ 7.948\\ 7.948\\ 7.948\\ 7.948\\ 7.948\\ 7.948\\ 7.948\\ 7.948\\ 7.948\\ 7.948\\ 7.948\\ 7.948\\ 7.948\\ 7.948\\ 7.948\\ 7.948\\ 7.948\\ 7.948\\ 7.948\\ 7.948\\ 7.948\\ 7.948\\ 7.948\\ 7.948\\ 7.948\\ 7.948\\ 7.948\\ 7.948\\ 7.948\\ 7.948\\ 7.948\\ 7.948\\ 7.948\\ 7.948\\ 7.948\\ 7.948\\ 7.948\\ 7.948\\ 7.948\\ 7.948\\ 7.948\\ 7.948\\ 7.948\\ 7.948\\ 7.948\\ 7.948\\ 7.948\\ 7.948\\ 7.948\\ 7.948\\ 7.948\\ 7.948\\ 7.948\\ 7.948\\ 7.948\\ 7.948\\ 7.948\\ 7.948\\ 7.948\\ 7.948\\ 7.948\\ 7.948\\ 7.948\\ 7.948\\ 7.948\\ 7.948\\ 7.948\\ 7.948\\ 7.948\\ 7.948\\ 7.948\\ 7.948\\ 7.948\\ 7.948\\ 7.948\\ 7.948\\ 7.948\\ 7.948\\ 7.948\\ 7.948\\ 7.948\\ 7.948\\ 7.948\\ 7.948\\ 7.948\\ 7.948\\ 7.948\\ 7.948\\ 7.948\\ 7.948\\ 7.948\\ 7.948\\ 7.948\\ 7.948\\ 7.948\\ 7.948\\ 7.948\\ 7.948\\ 7.948\\ 7.948\\ 7.948\\ 7.948\\ 7.948\\ 7.948\\ 7.948\\ 7.948\\ 7.948\\ 7.948\\ 7.948\\ 7.948\\ 7.948\\ 7.948\\ 7.948\\ 7.948\\ 7.948\\ 7.948\\ 7.948\\ 7.948\\ 7.948\\ 7.948\\ 7.948\\ 7.948\\ 7.948\\ 7.948\\ 7.948\\ 7.948\\ 7.948\\ 7.948\\ 7.948\\ 7.948\\ 7.948\\ 7.948\\ 7.948\\ 7.948\\ 7.948\\ 7.948\\ 7.948\\ 7.948\\ 7.948\\ 7.948\\ 7.948\\ 7.948\\ 7.948\\ 7.948\\ 7.948\\ 7.948\\ 7.948\\ 7.948\\ 7.948\\ 7.948\\ 7.948\\ 7.948\\ 7.948\\ 7.948\\ 7.948\\ 7.948\\ 7.948\\ 7.948\\ 7.948\\ 7.948\\ 7.948\\ 7.948\\ 7.948\\ 7.948\\ 7.948\\ 7.948\\ 7.948\\ 7.948\\ 7.948\\ 7.948\\ 7.948\\ 7.948\\ 7.948\\ 7.948\\ 7.948\\ 7.948\\ 7.948\\ 7.948\\ 7.948\\ 7.948\\ 7.948\\ 7.948\\ 7.948\\ 7.948\\ 7.948\\ 7.948\\ 7.948\\ 7.948\\ 7.948\\ 7.948\\ 7.948\\ 7.948\\ 7.948\\ 7.948\\ 7.948\\ 7.948\\ 7.948\\ 7.948\\ 7.948\\ 7.948\\ 7.948\\ 7.948\\ 7.948\\ 7.948\\ 7.948\\ 7.948\\ 7.948\\ 7.948\\ 7.948\\ 7.948\\ 7.948\\ 7.948\\ 7.948\\ 7.948\\ 7.948\\ 7.948\\ 7.948\\ 7.948\\ 7.948\\ 7.948\\ 7.948\\ 7.948\\ 7.948\\ 7.948\\ 7.948\\ 7.948\\ 7.948\\ 7.948\\ 7.948\\ 7.948\\ 7.948\\ 7.948\\ 7.948\\ 7.948\\ 7.948\\ 7.948\\ 7.948\\ 7.948\\ 7.948\\ 7.948\\ 7.948\\ 7.948\\ 7.948\\ 7.948\\ 7.948\\ 7.948\\ 7.948\\ 7.948\\ 7.948\\ 7.948\\ 7.948\\ 7.948\\ 7.948\\ 7.948\\ 7.948\\ 7.948\\ 7.948\\ 7.948\\ 7.948\\ 7.948\\ 7.948\\ 7.948\\ 7.948\\ 7.948\\ 7.948\\ 7.948\\ 7.948\\ 7.948\\ 7.948\\ 7.948\\ 7.948\\ 7.948\\ 7.948\\ 7.948\\ 7.948\\ 7.948\\ 7.948\\ 7.948\\ 7.948\\ 7.948\\ 7.948\\ 7.948\\ 7.948\\ 7.948\\ 7.948\\ 7.948\\ 7.$ 10.12 Wages. : : Running Fuel.  $\begin{array}{c} 27.52\\ 31.431\\ 32.525\\ 37.29\\ 37.29\\ 37.29\\ 37.29\\ 37.29\\ 37.29\\ 37.29\\ 37.29\\ 37.25\\ 37.25\\ 37.25\\ 37.25\\ 37.25\\ 37.25\\ 37.25\\ 37.25\\ 37.25\\ 37.25\\ 37.25\\ 37.25\\ 37.25\\ 37.25\\ 37.25\\ 37.25\\ 37.25\\ 37.25\\ 37.25\\ 37.25\\ 37.25\\ 37.25\\ 37.25\\ 37.25\\ 37.25\\ 37.25\\ 37.25\\ 37.25\\ 37.25\\ 37.25\\ 37.25\\ 37.25\\ 37.25\\ 37.25\\ 37.25\\ 37.25\\ 37.25\\ 37.25\\ 37.25\\ 37.25\\ 37.25\\ 37.25\\ 37.25\\ 37.25\\ 37.25\\ 37.25\\ 37.25\\ 37.25\\ 37.25\\ 37.25\\ 37.25\\ 37.25\\ 37.25\\ 37.25\\ 37.25\\ 37.25\\ 37.25\\ 37.25\\ 37.25\\ 37.25\\ 37.25\\ 37.25\\ 37.25\\ 37.25\\ 37.25\\ 37.25\\ 37.25\\ 37.25\\ 37.25\\ 37.25\\ 37.25\\ 37.25\\ 37.25\\ 37.25\\ 37.25\\ 37.25\\ 37.25\\ 37.25\\ 37.25\\ 37.25\\ 37.25\\ 37.25\\ 37.25\\ 37.25\\ 37.25\\ 37.25\\ 37.25\\ 37.25\\ 37.25\\ 37.25\\ 37.25\\ 37.25\\ 37.25\\ 37.25\\ 37.25\\ 37.25\\ 37.25\\ 37.25\\ 37.25\\ 37.25\\ 37.25\\ 37.25\\ 37.25\\ 37.25\\ 37.25\\ 37.25\\ 37.25\\ 37.25\\ 37.25\\ 37.25\\ 37.25\\ 37.25\\ 37.25\\ 37.25\\ 37.25\\ 37.25\\ 37.25\\ 37.25\\ 37.25\\ 37.25\\ 37.25\\ 37.25\\ 37.25\\ 37.25\\ 37.25\\ 37.25\\ 37.25\\ 37.25\\ 37.25\\ 37.25\\ 37.25\\ 37.25\\ 37.25\\ 37.25\\ 37.25\\ 37.25\\ 37.25\\ 37.25\\ 37.25\\ 37.25\\ 37.25\\ 37.25\\ 37.25\\ 37.25\\ 37.25\\ 37.25\\ 37.25\\ 37.25\\ 37.25\\ 37.25\\ 37.25\\ 37.25\\ 37.25\\ 37.25\\ 37.25\\ 37.25\\ 37.25\\ 37.25\\ 37.25\\ 37.25\\ 37.25\\ 37.25\\ 37.25\\ 37.25\\ 37.25\\ 37.25\\ 37.25\\ 37.25\\ 37.25\\ 37.25\\ 37.25\\ 37.25\\ 37.25\\ 37.25\\ 37.25\\ 37.25\\ 37.25\\ 37.25\\ 37.25\\ 37.25\\ 37.25\\ 37.25\\ 37.25\\ 37.25\\ 37.25\\ 37.25\\ 37.25\\ 37.25\\ 37.25\\ 37.25\\ 37.25\\ 37.25\\ 37.25\\ 37.25\\ 37.25\\ 37.25\\ 37.25\\ 37.25\\ 37.25\\ 37.25\\ 37.25\\ 37.25\\ 37.25\\ 37.25\\ 37.25\\ 37.25\\ 37.25\\ 37.25\\ 37.25\\ 37.25\\ 37.25\\ 37.25\\ 37.25\\ 37.25\\ 37.25\\ 37.25\\ 37.25\\ 37.25\\ 37.25\\ 37.25\\ 37.25\\ 37.25\\ 37.25\\ 37.25\\ 37.25\\ 37.25\\ 37.25\\ 37.25\\ 37.25\\ 37.25\\ 37.25\\ 37.25\\ 37.25\\ 37.25\\ 37.25\\ 37.25\\ 37.25\\ 37.25\\ 37.25\\ 37.25\\ 37.25\\ 37.25\\ 37.25\\ 37.25\\ 37.25\\ 37.25\\ 37.25\\ 37.25\\ 37.25\\ 37.25\\ 37.25\\ 37.25\\ 37.25\\ 37.25\\ 37.25\\ 37.25\\ 37.25\\ 37.25\\ 37.25\\ 37.25\\ 37.25\\ 37.25\\ 37.25\\ 37.25\\ 37.25\\ 37.25\\ 37.25\\ 37.25\\ 37.25\\ 37.25\\ 37.25\\ 37.25\\ 37.25\\ 37.25\\ 37.25\\ 37.25\\ 37.25\\ 37.25\\ 37.25\\ 37.25\\$ 26.41: : \* Gang, fuel, and stores for 1 D (loco.) suppled by outside firms for four months. † Mileage run by engines performing work-train shrices for Maintenance Branch "working-expenses" classifications. N orr.—1 WD transferred to Westland Section in June ; 1 D transferred to North Island Main Line and Branches in August. Stores. 0.67 $\begin{array}{c} 0.79\\ 0.68\\ 0.68\\ 0.06\\ 0.06\\ 0.05\\ 0.05\\ 0.05\\ 0.05\\ 0.05\\ 0.05\\ 0.05\\ 0.05\\ 0.05\\ 0.05\\ 0.05\\ 0.05\\ 0.05\\ 0.05\\ 0.05\\ 0.05\\ 0.05\\ 0.05\\ 0.05\\ 0.05\\ 0.05\\ 0.05\\ 0.05\\ 0.05\\ 0.05\\ 0.05\\ 0.05\\ 0.05\\ 0.05\\ 0.05\\ 0.05\\ 0.05\\ 0.05\\ 0.05\\ 0.05\\ 0.05\\ 0.05\\ 0.05\\ 0.05\\ 0.05\\ 0.05\\ 0.05\\ 0.05\\ 0.05\\ 0.05\\ 0.05\\ 0.05\\ 0.05\\ 0.05\\ 0.05\\ 0.05\\ 0.05\\ 0.05\\ 0.05\\ 0.05\\ 0.05\\ 0.05\\ 0.05\\ 0.05\\ 0.05\\ 0.05\\ 0.05\\ 0.05\\ 0.05\\ 0.05\\ 0.05\\ 0.05\\ 0.05\\ 0.05\\ 0.05\\ 0.05\\ 0.05\\ 0.05\\ 0.05\\ 0.05\\ 0.05\\ 0.05\\ 0.05\\ 0.05\\ 0.05\\ 0.05\\ 0.05\\ 0.05\\ 0.05\\ 0.05\\ 0.05\\ 0.05\\ 0.05\\ 0.05\\ 0.05\\ 0.05\\ 0.05\\ 0.05\\ 0.05\\ 0.05\\ 0.05\\ 0.05\\ 0.05\\ 0.05\\ 0.05\\ 0.05\\ 0.05\\ 0.05\\ 0.05\\ 0.05\\ 0.05\\ 0.05\\ 0.05\\ 0.05\\ 0.05\\ 0.05\\ 0.05\\ 0.05\\ 0.05\\ 0.05\\ 0.05\\ 0.05\\ 0.05\\ 0.05\\ 0.05\\ 0.05\\ 0.05\\ 0.05\\ 0.05\\ 0.05\\ 0.05\\ 0.05\\ 0.05\\ 0.05\\ 0.05\\ 0.05\\ 0.05\\ 0.05\\ 0.05\\ 0.05\\ 0.05\\ 0.05\\ 0.05\\ 0.05\\ 0.05\\ 0.05\\ 0.05\\ 0.05\\ 0.05\\ 0.05\\ 0.05\\ 0.05\\ 0.05\\ 0.05\\ 0.05\\ 0.05\\ 0.05\\ 0.05\\ 0.05\\ 0.05\\ 0.05\\ 0.05\\ 0.05\\ 0.05\\ 0.05\\ 0.05\\ 0.05\\ 0.05\\ 0.05\\ 0.05\\ 0.05\\ 0.05\\ 0.05\\ 0.05\\ 0.05\\ 0.05\\ 0.05\\ 0.05\\ 0.05\\ 0.05\\ 0.05\\ 0.05\\ 0.05\\ 0.05\\ 0.05\\ 0.05\\ 0.05\\ 0.05\\ 0.05\\ 0.05\\ 0.05\\ 0.05\\ 0.05\\ 0.05\\ 0.05\\ 0.05\\ 0.05\\ 0.05\\ 0.05\\ 0.05\\ 0.05\\ 0.05\\ 0.05\\ 0.05\\ 0.05\\ 0.05\\ 0.05\\ 0.05\\ 0.05\\ 0.05\\ 0.05\\ 0.05\\ 0.05\\ 0.05\\ 0.05\\ 0.05\\ 0.05\\ 0.05\\ 0.05\\ 0.05\\ 0.05\\ 0.05\\ 0.05\\ 0.05\\ 0.05\\ 0.05\\ 0.05\\ 0.05\\ 0.05\\ 0.05\\ 0.05\\ 0.05\\ 0.05\\ 0.05\\ 0.05\\ 0.05\\ 0.05\\ 0.05\\ 0.05\\ 0.05\\ 0.05\\ 0.05\\ 0.05\\ 0.05\\ 0.05\\ 0.05\\ 0.05\\ 0.05\\ 0.05\\ 0.05\\ 0.05\\ 0.05\\ 0.05\\ 0.05\\ 0.05\\ 0.05\\ 0.05\\ 0.05\\ 0.05\\ 0.05\\ 0.05\\ 0.05\\ 0.05\\ 0.05\\ 0.05\\ 0.05\\ 0.05\\ 0.05\\ 0.05\\ 0.05\\ 0.05\\ 0.05\\ 0.05\\ 0.05\\ 0.05\\ 0.05\\ 0.05\\ 0.05\\ 0.05\\ 0.05\\ 0.05\\ 0.05\\ 0.05\\ 0.05\\ 0.05\\ 0.05\\ 0.05\\ 0.05\\ 0.05\\ 0.05\\ 0.05\\ 0.05\\ 0.05\\ 0.05\\ 0.05\\ 0.05\\ 0.05\\ 0.05\\ 0.05\\ 0.05\\ 0.05\\ 0.05\\ 0.05\\ 0.05\\ 0.05\\ 0.05\\ 0.05\\ 0.05\\ 0.05\\ 0.05\\ 0.05\\ 0.05\\ 0.05\\ 0.05\\ 0.05\\ 0.05\\ 0.05\\ 0.05\\ 0.05\\ 0.05\\ 0.05\\ 0.05\\ 0.05\\ 0.05\\ 0.05\\ 0.05\\ 0.05\\ 0.05\\ 0.05\\ 0.05\\ 0.05\\ 0.05\\ 0.05\\ 0.05\\ 0.05\\ 0.05\\ 0.05\\ 0.05\\ 0.05\\ 0.05\\$ 0.78 0.73 : : Wages and Material. Ropairs.  $\begin{array}{c} 18.58\\ 3.91\\ 10.18.58\\ 12.3391\\ 12.3391\\ 12.3391\\ 12.3391\\ 12.3391\\ 12.3391\\ 12.491\\ 11.758\\ 11.758\\ 11.758\\ 11.758\\ 11.758\\ 11.758\\ 11.758\\ 11.758\\ 11.758\\ 12.756\\ 11.758\\ 12.756\\ 12.756\\ 12.758\\ 12.756\\ 12.758\\ 12.758\\ 12.758\\ 12.758\\ 12.758\\ 12.758\\ 12.758\\ 12.758\\ 12.758\\ 12.758\\ 12.758\\ 12.758\\ 12.758\\ 12.758\\ 12.758\\ 12.758\\ 12.758\\ 12.758\\ 12.758\\ 12.758\\ 12.758\\ 12.758\\ 12.758\\ 12.758\\ 12.758\\ 12.758\\ 12.758\\ 12.758\\ 12.758\\ 12.758\\ 12.758\\ 12.758\\ 12.758\\ 12.758\\ 12.758\\ 12.758\\ 12.758\\ 12.758\\ 12.758\\ 12.758\\ 12.758\\ 12.758\\ 12.758\\ 12.758\\ 12.758\\ 12.758\\ 12.758\\ 12.758\\ 12.758\\ 12.758\\ 12.758\\ 12.758\\ 12.758\\ 12.758\\ 12.758\\ 12.758\\ 12.758\\ 12.758\\ 12.758\\ 12.758\\ 12.758\\ 12.758\\ 12.758\\ 12.758\\ 12.758\\ 12.758\\ 12.758\\ 12.758\\ 12.758\\ 12.758\\ 12.758\\ 12.758\\ 12.758\\ 12.758\\ 12.758\\ 12.758\\ 12.758\\ 12.758\\ 12.758\\ 12.758\\ 12.758\\ 12.758\\ 12.758\\ 12.758\\ 12.758\\ 12.758\\ 12.758\\ 12.758\\ 12.758\\ 12.758\\ 12.758\\ 12.758\\ 12.758\\ 12.758\\ 12.758\\ 12.758\\ 12.758\\ 12.758\\ 12.758\\ 12.758\\ 12.758\\ 12.758\\ 12.758\\ 12.758\\ 12.758\\ 12.758\\ 12.758\\ 12.758\\ 12.758\\ 12.758\\ 12.758\\ 12.758\\ 12.758\\ 12.758\\ 12.758\\ 12.758\\ 12.758\\ 12.758\\ 12.758\\ 12.758\\ 12.758\\ 12.758\\ 12.758\\ 12.758\\ 12.758\\ 12.758\\ 12.758\\ 12.758\\ 12.758\\ 12.758\\ 12.758\\ 12.758\\ 12.758\\ 12.758\\ 12.758\\ 12.758\\ 12.758\\ 12.758\\ 12.758\\ 12.758\\ 12.758\\ 12.758\\ 12.758\\ 12.758\\ 12.758\\ 12.758\\ 12.758\\ 12.758\\ 12.758\\ 12.758\\ 12.758\\ 12.758\\ 12.758\\ 12.758\\ 12.758\\ 12.758\\ 12.758\\ 12.758\\ 12.758\\ 12.758\\ 12.758\\ 12.758\\ 12.758\\ 12.758\\ 12.758\\ 12.758\\ 12.758\\ 12.758\\ 12.758\\ 12.758\\ 12.758\\ 12.758\\ 12.758\\ 12.758\\ 12.758\\ 12.758\\ 12.758\\ 12.758\\ 12.758\\ 12.758\\ 12.758\\ 12.758\\ 12.758\\ 12.758\\ 12.758\\ 12.758\\ 12.758\\ 12.758\\ 12.758\\ 12.758\\ 12.758\\ 12.758\\ 12.758\\ 12.758\\ 12.758\\ 12.758\\ 12.758\\ 12.758\\ 12.758\\ 12.758\\ 12.758\\ 12.758\\ 12.758\\ 12.758\\ 12.758\\ 12.758\\ 12.758\\ 12.758\\ 12.758\\ 12.758\\ 12.758\\ 12.758\\ 12.758\\ 12.758\\ 12.758\\ 12.758\\ 12.758\\ 12.758\\ 12.758\\ 12.758\\ 12.758\\ 12.758\\ 12.758\\ 12.758\\ 12.758\\ 12.758\\ 12.758\\ 12.758\\ 12.758\\ 12$ 11.537.63 7.72 10-18 : : 942,44110,152 $\ddagger$  $836,012\\106,429$ 119,50252,57236,41711,02873,22310,861289290 4,069Total. 30. 932,  $\begin{array}{c} 6,284\\ 6,284\\ 9,0657\\ 9,908\\ 9,970\\ 9,903\\ 33,229\\ 6,3711\\ 1,798\\ 6,3711\\ 1,798\\ 6,3711\\ 1,798\\ 8,903\\ 18,234\\ 9,276\\ 6,733\\ 8,461\\ 18,234\\ 8,266\\ 8,461\\ 12,469\\ 8,868\\ 8,461\\ 12,469\\ 8,868\\ 8,461\\ 12,322\\ 2,232\\ 2,232\\ 2,232\\ 2,232\\ 2,232\\ 2,232\\ 2,232\\ 2,232\\ 2,232\\ 2,232\\ 2,232\\ 2,232\\ 2,232\\ 2,232\\ 2,232\\ 2,232\\ 2,232\\ 2,232\\ 2,232\\ 2,232\\ 2,232\\ 2,232\\ 2,232\\ 2,232\\ 2,232\\ 2,232\\ 2,232\\ 2,232\\ 2,232\\ 2,232\\ 2,232\\ 2,232\\ 2,232\\ 2,232\\ 2,232\\ 2,232\\ 2,232\\ 2,232\\ 2,232\\ 2,232\\ 2,232\\ 2,232\\ 2,232\\ 2,232\\ 2,232\\ 2,232\\ 2,232\\ 2,232\\ 2,232\\ 2,232\\ 2,232\\ 2,232\\ 2,232\\ 2,232\\ 2,232\\ 2,232\\ 2,232\\ 2,232\\ 2,232\\ 2,232\\ 2,232\\ 2,232\\ 2,232\\ 2,232\\ 2,232\\ 2,232\\ 2,232\\ 2,232\\ 2,232\\ 2,232\\ 2,232\\ 2,232\\ 2,232\\ 2,232\\ 2,232\\ 2,232\\ 2,232\\ 2,232\\ 2,232\\ 2,232\\ 2,232\\ 2,232\\ 2,232\\ 2,232\\ 2,232\\ 2,232\\ 2,232\\ 2,232\\ 2,232\\ 2,232\\ 2,232\\ 2,232\\ 2,232\\ 2,232\\ 2,232\\ 2,232\\ 2,232\\ 2,232\\ 2,232\\ 2,232\\ 2,232\\ 2,232\\ 2,232\\ 2,232\\ 2,232\\ 2,232\\ 2,232\\ 2,232\\ 2,232\\ 2,232\\ 2,232\\ 2,232\\ 2,232\\ 2,232\\ 2,232\\ 2,232\\ 2,232\\ 2,232\\ 2,232\\ 2,232\\ 2,232\\ 2,232\\ 2,232\\ 2,232\\ 2,232\\ 2,232\\ 2,232\\ 2,232\\ 2,232\\ 2,232\\ 2,232\\ 2,232\\ 2,232\\ 2,232\\ 2,232\\ 2,232\\ 2,232\\ 2,232\\ 2,232\\ 2,232\\ 2,232\\ 2,232\\ 2,232\\ 2,232\\ 2,232\\ 2,232\\ 2,232\\ 2,232\\ 2,232\\ 2,232\\ 2,232\\ 2,232\\ 2,232\\ 2,232\\ 2,232\\ 2,232\\ 2,232\\ 2,232\\ 2,232\\ 2,232\\ 2,232\\ 2,232\\ 2,232\\ 2,232\\ 2,232\\ 2,232\\ 2,232\\ 2,232\\ 2,232\\ 2,232\\ 2,232\\ 2,232\\ 2,232\\ 2,232\\ 2,232\\ 2,232\\ 2,232\\ 2,232\\ 2,232\\ 2,232\\ 2,232\\ 2,232\\ 2,232\\ 2,232\\ 2,232\\ 2,232\\ 2,232\\ 2,232\\ 2,232\\ 2,232\\ 2,232\\ 2,232\\ 2,232\\ 2,232\\ 2,232\\ 2,232\\ 2,232\\ 2,232\\ 2,232\\ 2,232\\ 2,232\\ 2,232\\ 2,232\\ 2,232\\ 2,232\\ 2,232\\ 2,232\\ 2,232\\ 2,232\\ 2,232\\ 2,232\\ 2,232\\ 2,232\\ 2,232\\ 2,232\\ 2,232\\ 2,232\\ 2,232\\ 2,232\\ 2,232\\ 2,232\\ 2,232\\ 2,232\\ 2,232\\ 2,232\\ 2,232\\ 2,232\\ 2,232\\ 2,232\\ 2,232\\ 2,232\\ 2,232\\ 2,232\\ 2,232\\ 2,232\\ 2,232\\ 2,232\\ 2,232\\ 2,232\\ 2,232\\ 2,232\\ 2,232\\ 2,232\\ 2,232\\ 2,232\\ 2,232\\ 2,232\\ 2,232\\ 2,232\\ 2,232\\ 2,232\\ 2,232\\ 2,232\\ 2,232\\ 2,232\\ 2,232\\ 2,232\\ 2,232\\ 2,232\\ 2,232\\ 2,232\\ 2,232\\$ Wages. 173,690: : Bunning SOUTH ISLAND MAIN LINE AND BRANCHES 452,958Fuel. 병 : :  $\begin{array}{c} \mathbf{f} \\ \mathbf{f} \\ \mathbf{f} \\ \mathbf{f} \\ \mathbf{f} \\ \mathbf{f} \\ \mathbf{f} \\ \mathbf{f} \\ \mathbf{f} \\ \mathbf{f} \\ \mathbf{f} \\ \mathbf{f} \\ \mathbf{f} \\ \mathbf{f} \\ \mathbf{f} \\ \mathbf{f} \\ \mathbf{f} \\ \mathbf{f} \\ \mathbf{f} \\ \mathbf{f} \\ \mathbf{f} \\ \mathbf{f} \\ \mathbf{f} \\ \mathbf{f} \\ \mathbf{f} \\ \mathbf{f} \\ \mathbf{f} \\ \mathbf{f} \\ \mathbf{f} \\ \mathbf{f} \\ \mathbf{f} \\ \mathbf{f} \\ \mathbf{f} \\ \mathbf{f} \\ \mathbf{f} \\ \mathbf{f} \\ \mathbf{f} \\ \mathbf{f} \\ \mathbf{f} \\ \mathbf{f} \\ \mathbf{f} \\ \mathbf{f} \\ \mathbf{f} \\ \mathbf{f} \\ \mathbf{f} \\ \mathbf{f} \\ \mathbf{f} \\ \mathbf{f} \\ \mathbf{f} \\ \mathbf{f} \\ \mathbf{f} \\ \mathbf{f} \\ \mathbf{f} \\ \mathbf{f} \\ \mathbf{f} \\ \mathbf{f} \\ \mathbf{f} \\ \mathbf{f} \\ \mathbf{f} \\ \mathbf{f} \\ \mathbf{f} \\ \mathbf{f} \\ \mathbf{f} \\ \mathbf{f} \\ \mathbf{f} \\ \mathbf{f} \\ \mathbf{f} \\ \mathbf{f} \\ \mathbf{f} \\ \mathbf{f} \\ \mathbf{f} \\ \mathbf{f} \\ \mathbf{f} \\ \mathbf{f} \\ \mathbf{f} \\ \mathbf{f} \\ \mathbf{f} \\ \mathbf{f} \\ \mathbf{f} \\ \mathbf{f} \\ \mathbf{f} \\ \mathbf{f} \\ \mathbf{f} \\ \mathbf{f} \\ \mathbf{f} \\ \mathbf{f} \\ \mathbf{f} \\ \mathbf{f} \\ \mathbf{f} \\ \mathbf{f} \\ \mathbf{f} \\ \mathbf{f} \\ \mathbf{f} \\ \mathbf{f} \\ \mathbf{f} \\ \mathbf{f} \\ \mathbf{f} \\ \mathbf{f} \\ \mathbf{f} \\ \mathbf{f} \\ \mathbf{f} \\ \mathbf{f} \\ \mathbf{f} \\ \mathbf{f} \\ \mathbf{f} \\ \mathbf{f} \\ \mathbf{f} \\ \mathbf{f} \\ \mathbf{f} \\ \mathbf{f} \\ \mathbf{f} \\ \mathbf{f} \\ \mathbf{f} \\ \mathbf{f} \\ \mathbf{f} \\ \mathbf{f} \\ \mathbf{f} \\ \mathbf{f} \\ \mathbf{f} \\ \mathbf{f} \\ \mathbf{f} \\ \mathbf{f} \\ \mathbf{f} \\ \mathbf{f} \\ \mathbf{f} \\ \mathbf{f} \\ \mathbf{f} \\ \mathbf{f} \\ \mathbf{f} \\ \mathbf{f} \\ \mathbf{f} \\ \mathbf{f} \\ \mathbf{f} \\ \mathbf{f} \\ \mathbf{f} \\ \mathbf{f} \\ \mathbf{f} \\ \mathbf{f} \\ \mathbf{f} \\ \mathbf{f} \\ \mathbf{f} \\ \mathbf{f} \\ \mathbf{f} \\ \mathbf{f} \\ \mathbf{f} \\ \mathbf{f} \\ \mathbf{f} \\ \mathbf{f} \\ \mathbf{f} \\ \mathbf{f} \\ \mathbf{f} \\ \mathbf{f} \\ \mathbf{f} \\ \mathbf{f} \\ \mathbf{f} \\ \mathbf{f} \\ \mathbf{f} \\ \mathbf{f} \\ \mathbf{f} \\ \mathbf{f} \\ \mathbf{f} \\ \mathbf{f} \\ \mathbf{f} \\ \mathbf{f} \\ \mathbf{f} \\ \mathbf{f} \\ \mathbf{f} \\ \mathbf{f} \\ \mathbf{f} \\ \mathbf{f} \\ \mathbf{f} \\ \mathbf{f} \\ \mathbf{f} \\ \mathbf{f} \\ \mathbf{f} \\ \mathbf{f} \\ \mathbf{f} \\ \mathbf{f} \\ \mathbf{f} \\ \mathbf{f} \\ \mathbf{f} \\ \mathbf{f} \\ \mathbf{f} \\ \mathbf{f} \\ \mathbf{f} \\ \mathbf{f} \\ \mathbf{f} \\ \mathbf{f} \\ \mathbf{f} \\ \mathbf{f} \\ \mathbf{f} \\ \mathbf{f} \\ \mathbf{f} \\ \mathbf{f} \\ \mathbf{f} \\ \mathbf{f} \\ \mathbf{f} \\ \mathbf{f} \\ \mathbf{f} \\ \mathbf{f} \\ \mathbf{f} \\ \mathbf{f} \\ \mathbf{f} \\ \mathbf{f} \\ \mathbf{f} \\ \mathbf{f} \\ \mathbf{f} \\ \mathbf{f} \\ \mathbf{f} \\ \mathbf{f} \\ \mathbf{f} \\ \mathbf{f} \\ \mathbf{f} \\ \mathbf{f} \\ \mathbf{f} \\ \mathbf{f} \\ \mathbf{f} \\ \mathbf{f} \\ \mathbf{f} \\ \mathbf{f} \\ \mathbf{f} \\ \mathbf{f} \\ \mathbf{f} \\ \mathbf{f} \\ \mathbf{f} \\ \mathbf{f} \\ \mathbf{f} \\ \mathbf{f} \\ \mathbf{f} \\ \mathbf{f} \\ \mathbf{f} \\ \mathbf{f} \\ \mathbf{f} \\ \mathbf{f} \\ \mathbf{f} \\ \mathbf{f} \\ \mathbf{f} \\ \mathbf{f} \\ \mathbf{f} \\ \mathbf{f} \\ \mathbf{f} \\ \mathbf{f} \\ \mathbf{f} \\ \mathbf{f} \\ \mathbf{f} \\ \mathbf{f} \\ \mathbf{f} \\ \mathbf{f} \\ \mathbf{f} \\ \mathbf{f} \\ \mathbf{f} \\ \mathbf{f} \\ \mathbf{f} \\ \mathbf{f} \\ \mathbf{f} \\ \mathbf{f} \\ \mathbf{f} \\ \mathbf{f} \\ \mathbf{f} \\ \mathbf{f} \\ \mathbf{f} \\ \mathbf{f} \\ \mathbf{f} \\ \mathbf{f} \\ \mathbf{f} \\ \mathbf{f} \\ \mathbf{f} \\ \mathbf{f} \\ \mathbf{f} \\ \mathbf{f} \\ \mathbf{f} \\ \mathbf{f} \\ \mathbf{f} \\ \mathbf{f} \\ \mathbf{f} \\ \mathbf{f} \\ \mathbf{f} \\ \mathbf{f} \\ \mathbf{f} \\ \mathbf{f} \\ \mathbf{f} \\ \mathbf{f} \\ \mathbf{f} \\ \mathbf{f} \\ \mathbf{f} \\ \mathbf{f} \\ \mathbf{f} \\ \mathbf{f} \\ \mathbf{f} \\ \mathbf{f} \\ \mathbf{f} \\ \mathbf{$ Stores. 11,546: : Wages and Material. 1,4111,93911,6132,321 $\begin{array}{c} 14,097\\ 14,936\\ 8,996\\ 8,996\\ 8,996\\ 8,996\\ 8,996\\ 11,285\\ 11,285\\ 11,285\\ 11,285\\ 11,285\\ 11,785\\ 11,785\\ 11,785\\ 11,785\\ 11,785\\ 11,785\\ 11,785\\ 11,785\\ 11,785\\ 12,3824\\ 12,385\\ 10,189\\ 6,791\\ 6,791\\ 6,791\\ 6,791\\ 10,189\\ 10,189\\ 10,189\\ 10,189\\ 10,189\\ 10,189\\ 10,189\\ 10,189\\ 10,189\\ 10,189\\ 10,189\\ 10,189\\ 10,189\\ 10,180\\ 10,180\\ 10,180\\ 10,180\\ 10,180\\ 10,180\\ 10,180\\ 10,180\\ 10,180\\ 10,180\\ 10,180\\ 10,180\\ 10,180\\ 10,180\\ 10,180\\ 10,180\\ 10,180\\ 10,180\\ 10,180\\ 10,180\\ 10,180\\ 10,180\\ 10,180\\ 10,180\\ 10,180\\ 10,180\\ 10,180\\ 10,180\\ 10,180\\ 10,180\\ 10,180\\ 10,180\\ 10,180\\ 10,180\\ 10,180\\ 10,180\\ 10,180\\ 10,180\\ 10,180\\ 10,180\\ 10,180\\ 10,180\\ 10,180\\ 10,180\\ 10,180\\ 10,180\\ 10,180\\ 10,180\\ 10,180\\ 10,180\\ 10,180\\ 10,180\\ 10,180\\ 10,180\\ 10,180\\ 10,180\\ 10,180\\ 10,180\\ 10,180\\ 10,180\\ 10,180\\ 10,180\\ 10,180\\ 10,180\\ 10,180\\ 10,180\\ 10,180\\ 10,180\\ 10,180\\ 10,180\\ 10,180\\ 10,180\\ 10,180\\ 10,180\\ 10,180\\ 10,180\\ 10,180\\ 10,180\\ 10,180\\ 10,180\\ 10,180\\ 10,180\\ 10,180\\ 10,180\\ 10,180\\ 10,180\\ 10,180\\ 10,180\\ 10,180\\ 10,180\\ 10,180\\ 10,180\\ 10,180\\ 10,180\\ 10,180\\ 10,180\\ 10,180\\ 10,180\\ 10,180\\ 10,180\\ 10,180\\ 10,180\\ 10,180\\ 10,180\\ 10,180\\ 10,180\\ 10,180\\ 10,180\\ 10,180\\ 10,180\\ 10,180\\ 10,180\\ 10,180\\ 10,180\\ 10,180\\ 10,180\\ 10,180\\ 10,180\\ 10,180\\ 10,180\\ 10,180\\ 10,180\\ 10,180\\ 10,180\\ 10,180\\ 10,180\\ 10,180\\ 10,180\\ 10,180\\ 10,180\\ 10,180\\ 10,180\\ 10,180\\ 10,180\\ 10,180\\ 10,180\\ 10,180\\ 10,180\\ 10,180\\ 10,180\\ 10,180\\ 10,180\\ 10,180\\ 10,180\\ 10,180\\ 10,180\\ 10,180\\ 10,180\\ 10,180\\ 10,180\\ 10,180\\ 10,180\\ 10,180\\ 10,180\\ 10,180\\ 10,180\\ 10,180\\ 10,180\\ 10,180\\ 10,180\\ 10,180\\ 10,180\\ 10,180\\ 10,180\\ 10,180\\ 10,180\\ 10,180\\ 10,180\\ 10,180\\ 10,180\\ 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5,221\\ 5,221\\ 5,221\\ 5,221\\ 5,221\\ 5,221\\ 5,221\\ 5,221\\ 5,221\\ 5,221\\ 5,221\\ 5,221\\ 5,221\\ 5,221\\ 5,221\\ 5,221\\ 5,221\\ 5,221\\ 5,221\\ 5,221\\ 5,221\\ 5,221\\ 5,221\\ 5,221\\ 5,221\\ 5,221\\ 5,221\\ 5,221\\ 5,221\\ 5,221\\ 5,221\\ 5,221\\ 5,221\\ 5,221\\ 5,221\\ 5,221\\ 5,221\\ 5,221\\ 5,221\\ 5,221\\ 5,221\\ 5,221\\ 5,221\\ 5,221\\ 5,221\\ 5,221\\ 5,221\\ 5,221\\ 5,221\\ 5,221\\ 5,221\\ 5,221\\ 5,221\\ 5,221\\ 5,221\\ 5,221\\ 5,221\\ 5,221\\ 5,221\\ 5,221\\ 5,221\\ 5,221\\ 5,221\\ 5,221\\ 5,221\\ 5,221\\ 5,221\\ 5,221\\ 5,221\\ 5,221\\ 5,221\\ 5,221\\ 5,221\\ 5,221\\ 5,221\\ 5,221\\ 5,221\\ 5,221\\ 5,221\\ 5,221\\ 5,221\\ 5,221\\ 5,221\\ 5,221\\ 5,221\\ 5,221\\ 5,221\\ 5,221\\ 5,221\\ 5,221\\ 5,221\\ 5,221\\ 5,221\\ 5,221\\ 5,221\\ 5,221\\ 5,221\\ 5,221\\ 5,221\\ 5,221\\ 5,221\\ 5,221\\ 5,221\\ 5,221\\ 5,221\\ 5,221\\ 5,221\\ 5,221\\ 5,221\\ 5,221\\ 5,221\\ 5,221\\ 5,221\\ 5,221\\ 5,221\\ 5,221\\ 5,221\\ 5,221\\ 5,221\\ 5,221\\ 5,221\\ 5,221\\ 5,221\\ 5,221\\ 5,221\\ 5,221\\ 5,221\\ 5,221\\ 5,221\\ 5,222\\ 5,222\\ 5,222\\ 5,222\\ 5,222\\ 5,222\\ 5,222\\ 5,222\\ 5,222\\ 5,222\\ 5,222\\ 5,222\\ 5,222\\ 5,222\\ 5,222\\ 5,222\\ 5,222\\ 5,222\\ 5,222\\ 5,222\\ 5,222\\ 5,222\\ 5,222\\ 5,222\\ 5,222\\ 5,222\\ 5,222\\ 5,222\\ 5,222\\ 5,222\\ 5,222\\ 5,222\\ 5,222\\ 5,222\\ 5,222\\ 5,222\\ 5,222\\ 5,222\\ 5,222\\ 5,222\\ 5,222\\ 5,222\\ 5,222\\ 5,222\\ 5,222\\ 5,222\\ 5,222\\ 5,222\\ 5,222\\ 5,222\\ 5,222\\ 5,222\\ 5,222\\ 5,222\\ 5,222\\ 5,222\\ 5,222\\ 5,222\\ 5,222\\ 5,222\\ 5,222\\ 5,222\\ 5,222\\ 5,222\\ 5,222\\ 5,222\\ 5,222\\ 5,222\\ 5,222\\ 5,222\\ 5,222\\ 5,222\\ 5,222\\ 5,222\\ 5,222\\ 5,222\\ 5,222\\ 5,222\\ 5,222\\ 5,222\\ 5,222\\ 5,222\\ 5,222\\ 5,222\\ 5,222\\ 5,222\\ 5,222\\ 5,222\\ 5,222\\ 5,222\\ 5,222\\ 5,222\\ 5,222\\ 5,2$ Waste. ,888 : : **5**6, Tallow.  $\begin{array}{c} \mathrm{lb}, \\ \mathrm{319}, \mathrm{3219}, \mathrm{32219}, \mathrm{3221$ 8,210Quantity of Stores. : : Runuing.  $\begin{array}{c} Qt.\\ 7,961\\ 11.\, 644\\ 12.\, 654\\ 19.\, 659\\ 19.\, 689\\ 6.\, 735\\ 1.\, 8,735\\ 1.\, 8,735\\ 1.\, 8,735\\ 1.\, 8,735\\ 1.\, 8,735\\ 1.\, 8,735\\ 1.\, 8,735\\ 1.\, 8,735\\ 1.\, 8,735\\ 1.\, 8,735\\ 1.\, 8,905\\ 1.\, 8,905\\ 2.\, 6,616\\ 6.\, 6,616\\ 6.\, 787\\ 2.\, 238\\ 8,060\\ 6.\, 787\\ 2.\, 238\\ 316\\ 3314\\ 3314\\ 3314\\ 3316\\ 3314\\ 3316\\ 3314\\ 3316\\ 3314\\ 3316\\ 3316\\ 3316\\ 3316\\ 3316\\ 3316\\ 3316\\ 3316\\ 3316\\ 3316\\ 3316\\ 3316\\ 3316\\ 3316\\ 3316\\ 3316\\ 3316\\ 3316\\ 3316\\ 3316\\ 3316\\ 3316\\ 3316\\ 3316\\ 3316\\ 3316\\ 3316\\ 3316\\ 3316\\ 3316\\ 3316\\ 3316\\ 3316\\ 3316\\ 3316\\ 3316\\ 3316\\ 3316\\ 3316\\ 3316\\ 3316\\ 3316\\ 3316\\ 3316\\ 3316\\ 3316\\ 3316\\ 3316\\ 3316\\ 3316\\ 3316\\ 3316\\ 3316\\ 3316\\ 3316\\ 3316\\ 3316\\ 3316\\ 3316\\ 3316\\ 3316\\ 3316\\ 3316\\ 3316\\ 3316\\ 3316\\ 3316\\ 3316\\ 3316\\ 3316\\ 3316\\ 3316\\ 3316\\ 3316\\ 3316\\ 3316\\ 3316\\ 3316\\ 3316\\ 3316\\ 3316\\ 3316\\ 3316\\ 3316\\ 3316\\ 3316\\ 3316\\ 3316\\ 3316\\ 3316\\ 3316\\ 3316\\ 3316\\ 3316\\ 3316\\ 3316\\ 3316\\ 3316\\ 3316\\ 3316\\ 3316\\ 3316\\ 3316\\ 3316\\ 3316\\ 3316\\ 3316\\ 3316\\ 3316\\ 3316\\ 3316\\ 3316\\ 3316\\ 3316\\ 3316\\ 3316\\ 3316\\ 3316\\ 3316\\ 3316\\ 3316\\ 3316\\ 3316\\ 3316\\ 3316\\ 3316\\ 3316\\ 3316\\ 3316\\ 3316\\ 3316\\ 3316\\ 3316\\ 3316\\ 3316\\ 3316\\ 3316\\ 3316\\ 3316\\ 3316\\ 3316\\ 3316\\ 3316\\ 3316\\ 3316\\ 3316\\ 3316\\ 3316\\ 3316\\ 3316\\ 3316\\ 3316\\ 3316\\ 3316\\ 3316\\ 3316\\ 3316\\ 3316\\ 3316\\ 3316\\ 3316\\ 3316\\ 3316\\ 3316\\ 3316\\ 3316\\ 3316\\ 3316\\ 3316\\ 3316\\ 3316\\ 3316\\ 3316\\ 3316\\ 3316\\ 3316\\ 3316\\ 3316\\ 3316\\ 3316\\ 3316\\ 3316\\ 3316\\ 3316\\ 3316\\ 3316\\ 3316\\ 3316\\ 3316\\ 3316\\ 3316\\ 3316\\ 3316\\ 3316\\ 3316\\ 3316\\ 3316\\ 3316\\ 3316\\ 3316\\ 3316\\ 3316\\ 3316\\ 3316\\ 3316\\ 3316\\ 3316\\ 3316\\ 3316\\ 3316\\ 3316\\ 3316\\ 3316\\ 3316\\ 3316\\ 3316\\ 3316\\ 3316\\ 3316\\ 3316\\ 3316\\ 3316\\ 3316\\ 3316\\ 3316\\ 3316\\ 3316\\ 3316\\ 3316\\ 3316\\ 3316\\ 3316\\ 3316\\ 3316\\ 3316\\ 3316\\ 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123,133\\ 123,133\\ 123,133\\ 123,133\\ 123,133\\ 123,133\\ 123,133\\ 123,133\\ 123,133\\ 123,133\\ 123,133\\ 123,133\\ 123,133\\ 123,133\\ 123,133\\ 123,133\\ 123,133\\ 123,133\\ 123,133\\ 123,133\\ 123,133\\ 123,133\\ 123,133\\ 123,133\\ 123,133\\ 123,133\\ 123,133\\ 123,133\\ 123,133\\ 123,133\\ 123,133\\ 123,133\\ 123,133\\ 123,133\\ 123,133\\ 123,133\\ 123,133\\ 123,133\\ 123,133\\ 123,133\\ 123,133\\ 123,133\\ 123,133\\ 123,133\\ 123,133\\ 123,133\\ 123,133\\ 123,133\\ 123,133\\ 123,133\\ 123,133\\ 123,133\\ 123,133\\ 123,133\\ 123,133\\ 123,133\\ 123,133\\ 123,133\\ 123,133\\ 123,133\\ 123,133\\ 123,133\\ 123,133\\ 123,133\\ 123,133\\ 123,133\\ 123,133\\ 123,133\\ 123,133\\ 123,133\\ 123,133\\ 123,133\\ 123,133\\ 123,133\\ 123,133\\ 123,133\\ 123,133\\ 123,133\\ 123,133\\ 123,133\\ 123,133\\ 123,133\\ 123,133\\ 123,133\\ 123,133\\ 123,133\\ 123,133\\ 123,133\\ 123,133\\ 123,133\\ 123,133\\ 123,133\\ 123,133\\ 123,133\\ 123,133\\ 123,133\\ 123,133\\ 123,133\\ 123,133\\ 123,133\\ 123,133\\ 123,133\\ 123,133\\ 123,133\\ 123,133\\ 123,133\\ 123,133\\ 123,133\\ 123,133\\ 123,133\\ 123,133\\ 123,133\\ 123,133\\ 123,133\\ 123,133\\ 123,133\\ 123,133\\ 123,133\\ 123,133\\ 123,133\\ 123,133\\ 123,133\\ 123,133\\ 123,133\\ 123,133\\ 123,133\\ 123,133\\ 123,133\\ 123,133\\ 123,133\\ 123,133\\ 123,133\\ 123,133\\ 123,133\\ 123,133\\ 123,133\\ 123,133\\ 123,133\\ 123,133\\ 123,133\\ 123,133\\ 123,133\\ 123,133\\ 123,133\\ 123,133\\ 123,133\\ 123,133\\ 123,133\\ 123,133\\ 123,133\\ 123,133\\ 123,133\\ 123,133\\ 123,133\\ 123,133\\ 123,133\\ 123,133\\ 123,133\\ 123,133\\ 123,133\\ 123,133\\ 123,133\\ 123,133\\ 123,133\\ 123,133\\ 123,133\\$ 195,490Coal : : e,  $\begin{array}{c} 182, 123\\ 25, 929\\ 25, 929\\ 255, 929\\ 255, 929\\ 13, 321\\ 13, 321\\ 13, 321\\ 13, 321\\ 13, 321\\ 11, 333\\ 100, 753\\ 11, 333\\ 100, 753\\ 11, 333\\ 11, 333\\ 11, 333\\ 11, 333\\ 11, 333\\ 11, 333\\ 11, 333\\ 11, 333\\ 11, 333\\ 11, 333\\ 11, 333\\ 11, 333\\ 11, 333\\ 11, 333\\ 11, 333\\ 11, 333\\ 11, 333\\ 11, 333\\ 11, 333\\ 11, 333\\ 11, 333\\ 11, 333\\ 11, 333\\ 11, 333\\ 11, 333\\ 12, 327\\ 12, 327\\ 12, 327\\ 12, 327\\ 12, 327\\ 12, 327\\ 12, 327\\ 12, 327\\ 12, 327\\ 12, 327\\ 12, 327\\ 12, 327\\ 12, 327\\ 12, 327\\ 12, 327\\ 12, 327\\ 12, 327\\ 12, 327\\ 12, 327\\ 12, 327\\ 12, 327\\ 11, 333\\ 12, 327\\ 12, 327\\ 12, 327\\ 12, 327\\ 12, 327\\ 12, 327\\ 12, 327\\ 12, 327\\ 12, 327\\ 12, 327\\ 12, 327\\ 12, 327\\ 12, 327\\ 12, 327\\ 12, 327\\ 12, 327\\ 12, 327\\ 12, 327\\ 12, 327\\ 12, 327\\ 12, 327\\ 12, 327\\ 12, 327\\ 12, 327\\ 12, 327\\ 12, 327\\ 12, 327\\ 12, 327\\ 12, 327\\ 12, 327\\ 12, 327\\ 12, 327\\ 12, 327\\ 12, 327\\ 12, 327\\ 12, 327\\ 12, 327\\ 12, 327\\ 12, 327\\ 12, 327\\ 12, 327\\ 12, 327\\ 12, 327\\ 12, 327\\ 12, 327\\ 12, 327\\ 12, 327\\ 12, 327\\ 12, 327\\ 12, 327\\ 12, 327\\ 12, 327\\ 12, 327\\ 12, 327\\ 12, 327\\ 12, 327\\ 12, 327\\ 12, 327\\ 12, 327\\ 12, 327\\ 12, 327\\ 12, 327\\ 12, 327\\ 12, 327\\ 12, 327\\ 12, 327\\ 12, 327\\ 12, 327\\ 12, 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4,050,627 Total.  $\begin{array}{c} 4,187\\1,559\\1,175\\26,656\end{array}$  $\begin{array}{c} & \ddots \\ & 721 \\ & 159 \\ 1,438 \end{array}$  $\begin{array}{c} & \ddots \\ & 558\\ & 151\\ 18, 519\\ & 64\\ & 64\\ & 28\end{array}$  $\frac{1}{40}$ 1,45915,58172,35266,9485,40472,352Work-train. : Engine-mileage Shunting and Empty.  $\begin{array}{c} 111,244\\ 11,753\\ 1545,154\\ 35,154\\ 9,134\\ 9,134\\ 9,134\\ 5,80\\ 5,680\\ 5,680\\ 5,680\\ 5,680\\ 5,680\\ 5,680\\ 5,288\\ 6,334\\ 8,348\\ 5,288\\ 5,288\\ 6,33\\ 5,288\\ 6,73\\ 5,288\\ 10,352\\ 5,288\\ 10,352\\ 5,288\\ 10,352\\ 5,288\\ 10,352\\ 5,288\\ 10,352\\ 5,288\\ 11,356\\ 11,356\\ 11,356\\ 11,356\\ 11,356\\ 11,356\\ 11,356\\ 11,356\\ 11,356\\ 11,356\\ 11,356\\ 11,356\\ 11,356\\ 11,356\\ 11,356\\ 11,356\\ 11,356\\ 11,356\\ 11,356\\ 11,356\\ 11,356\\ 11,356\\ 11,356\\ 11,356\\ 11,356\\ 11,356\\ 11,356\\ 11,356\\ 11,356\\ 11,356\\ 11,356\\ 11,356\\ 11,356\\ 11,356\\ 11,356\\ 11,356\\ 11,356\\ 11,356\\ 11,356\\ 11,356\\ 11,356\\ 11,356\\ 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724\\ 105, 731\\ 105, 731\\ 105, 731\\ 105, 731\\ 105, 731\\ 105, 731\\ 105, 731\\ 105, 731\\ 105, 731\\ 105, 731\\ 105, 731\\ 105, 731\\ 105, 731\\ 105, 731\\ 105, 731\\ 105, 731\\ 105, 731\\ 105, 731\\ 105, 731\\ 105, 731\\ 105, 731\\ 105, 731\\ 105, 731\\ 105, 731\\ 105, 731\\ 105, 731\\ 105, 731\\ 105, 731\\ 105, 731\\ 105, 731\\ 105, 732\\ 105, 732\\ 105, 732\\ 105, 732\\ 105, 732\\ 105, 732\\ 105, 732\\ 105, 732\\ 105, 732\\ 105, 732\\ 105, 732\\ 105, 732\\ 105, 732\\ 105, 732\\ 105, 732\\ 105, 732\\ 105, 732\\ 105, 732\\ 105, 732\\ 105, 732\\ 105, 732\\ 105, 732\\ 105, 732\\ 105, 732\\ 105, 732\\ 105, 732\\ 105, 732\\ 105, 732\\ 105, 732\\ 105, 732\\ 105, 732\\ 105, 732\\ 105, 732\\ 105, 732\\ 105, 732\\ 105, 732\\ 105, 732\\ 105, 732\\ 105, 732\\ 105, 732\\ 105, 732\\ 105, 732\\ 105, 732\\ 105, 732\\ 105, 732\\ 105, 732\\ 105, 732\\ 105, 732\\ 105, 732\\ 105, 732\\ 105, 732\\ 105, 732\\ 105, 732\\ 105, 732\\ 105, 732\\ 105, 732\\ 105, 732\\ 105, 732\\ 105, 732\\ 105, 732\\ 105, 732\\ 105, 732\\ 105, 732\\ 105, 732\\ 105, 732\\ 105, 732\\ 105, 732\\ 105, 732\\ 105, 732\\ 105, 732\\ 105, 732\\ 105, 732\\ 105, 732\\ 105, 732\\ 105, 732\\ 105, 732\\ 105, 732\\ 105, 732\\ 105, 732\\ 105, 732\\ 105, 732\\ 105, 732\\ 105, 732\\ 105, 732\\ 105, 732\\ 105, 732\\ 105, 732\\ 105, 732\\ 105, 732\\ 105, 732\\ 105, 732\\ 105, 732\\ 105, 732\\ 105, 732\\ 105, 732\\ 105, 732\\ 105, 732\\ 105, 732\\ 105, 732\\ 105, 732\\ 105, 732\\ 105, 732\\ 105, 732\\ 105, 732\\ 105, 732\\ 105, 732\\ 105, 732\\ 105, 732\\ 105, 732\\ 105, 732\\ 105, 732\\ 105, 732\\ 105, 732\\ 105, 732\\ 105, 732\\ 105, 732\\ 105, 732\\ 105, 732\\ 105, 732\\ 105, 732\\ 105, 732\\ 105, 732\\ 105, 732\\ 105, 732\\ 105, 732\\ 105, 732\\ 105, 732\\ 105, 732\\ 105, 732\\ 105, 732\\ 105, 732\\ 105, 732\\ 105, 732\\ 105, 732\\ 105, 732\\ 105, 732\\ 105, 732\\ 105, 732\\ 105, 732\\ 105, 732\\ 105, 732\\ 105, 732\\ 105, 732\\ 105, 732\\ 105, 732\\ 105, 732\\ 105, 732\\$ 2,997,038 $\begin{array}{c} 170,879\\ 24,430\\ 325,345\\ 185,721\\ 184,396\end{array}$ Train. : -beede serece Speed : : : : 10 m 10 m 209: Number of Engines. : : Totals .. General charges : Type. Totals Totals А ... Ав 409 :: ÷ : : : :  $\mathbf{M}$ 

By Authority: W. A. G. SKINNER, Government Printer, Wellington.-1922.

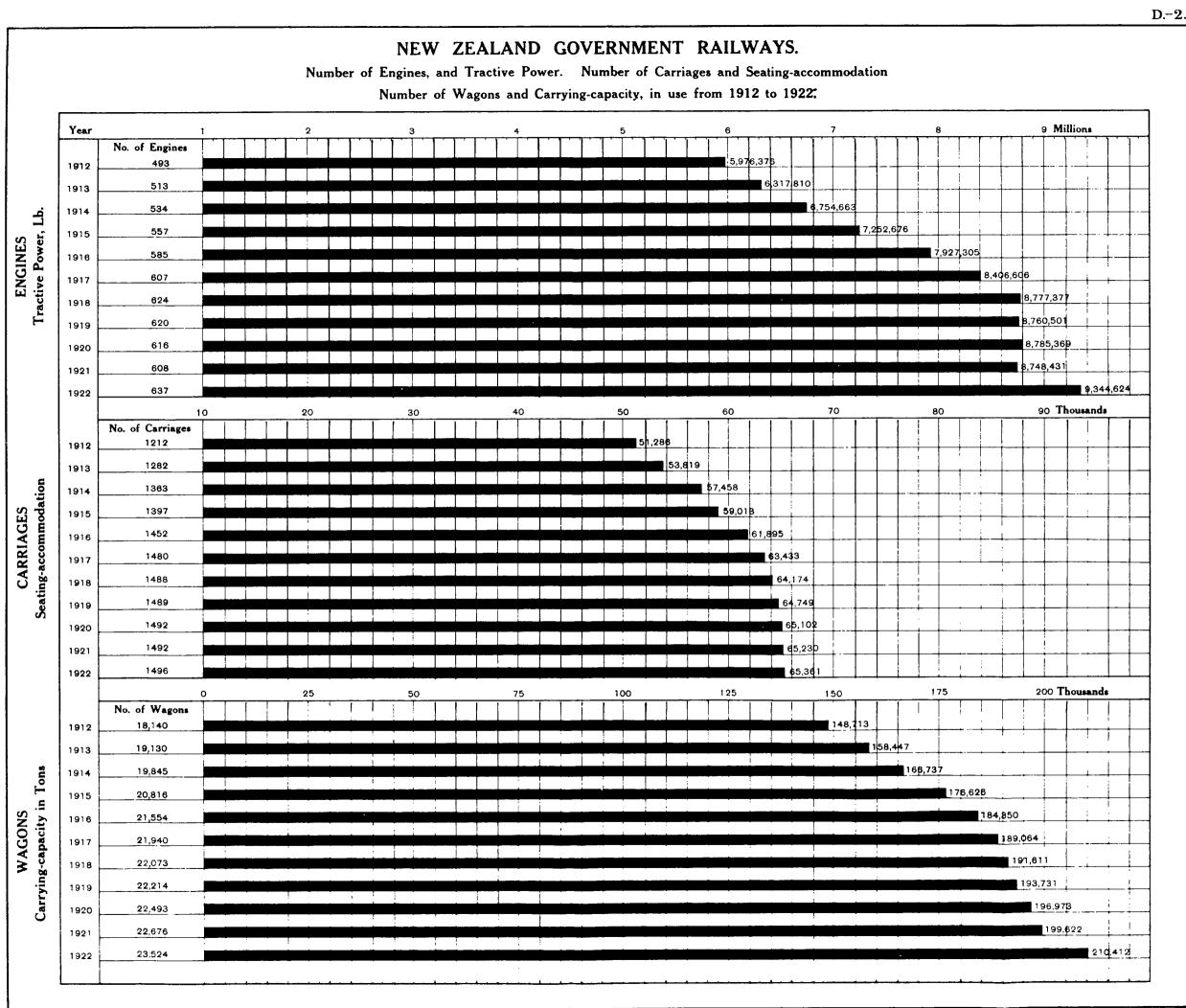
35

D.--2.



# 6 per cent. 5 3.86 4-19 4.21 3.71 3.23 3.50 4-10 4.03 . ! 4.50 4.00 2.17 1.55 0.73 1.51 o-53 3.06 3.18 2.96 3.70 1.46 2.46 2.05 1.70 1.61 <u>i</u> 1.64 I-04 1.58 1-51 2.21 2-30 5-30 4-60 4.65 4.53 3.42 1 07

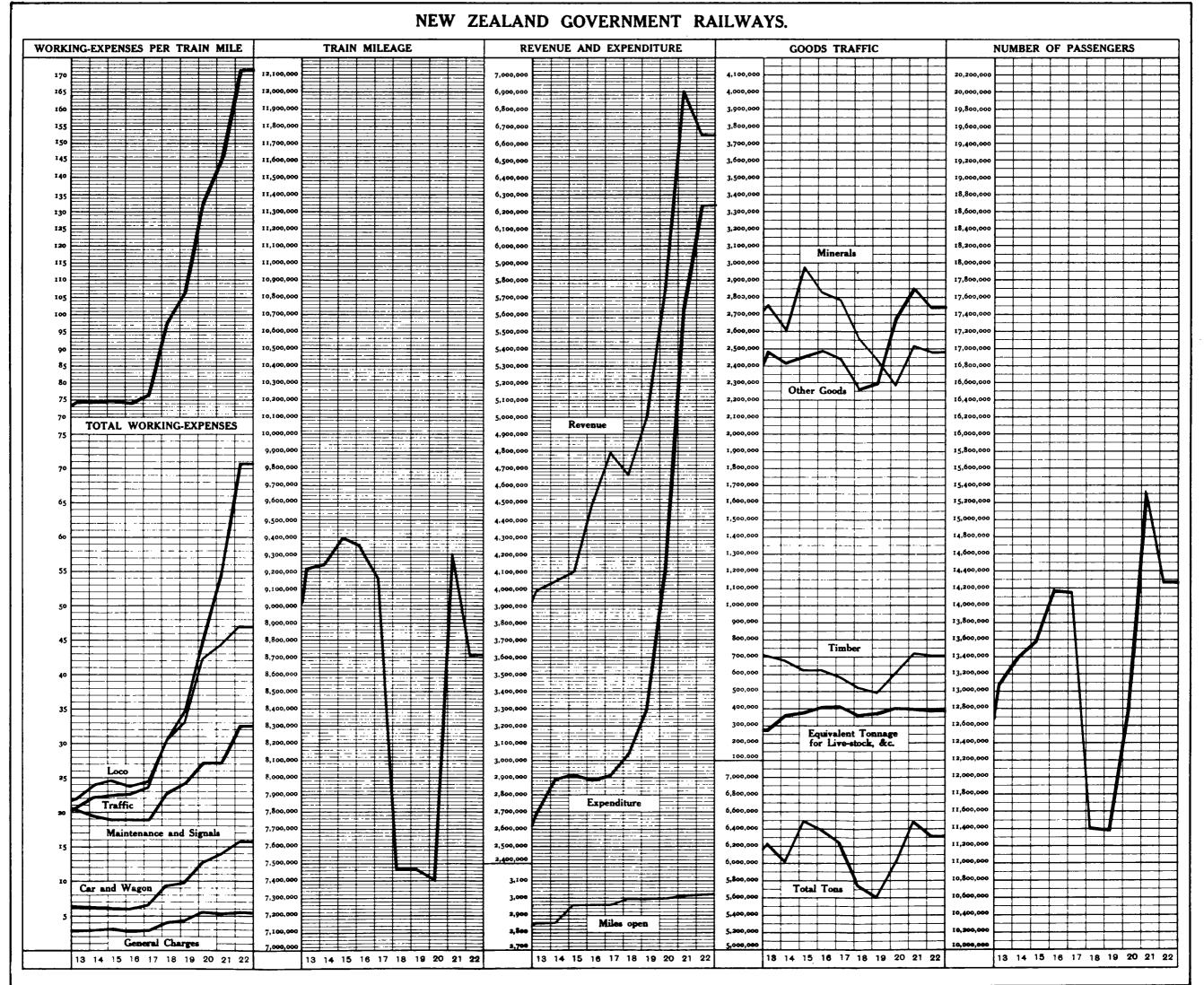
# GOVERNMENT RAILWAYS OF AUSTRALASIA.



Percentage of Increase, 1912-1922 Engines 29.21 per cent. **Tractive Power** 56.36 per cent.

Percentage of Increase, 1912-1922 Carriages 23.43 per cent. Seating-accommodation 27.44 per cent.

Percentage of Increase, 1912-1922 Wagons 29.68 per cent. **Carrying-capacity** 41.49 per cent.





REVENUE.

## EXPENDITURE.

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