

1922.  
NEW ZEALAND.

# 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 £6,643,591, a decrease of £264,940 on the earnings for the previous year, and £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
	£405,864	£1,271,930

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 £37,235,254 to £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 £6,237,727, as against £5,636,601 for the previous year, an increase of £601,126, but was £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 £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 £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 £6,700,000, and the expenditure not less than £6,164,000.

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## 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:—

PARTICULARS.	Year ended 31st March.	
	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 unopened lines ... ..	£41,425,496	£44,689,748
Capital cost of open lines ... ..	£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	£6,237,727
<b>NET PROFIT ON WORKING</b> ... ..	<b>£1,271,930</b>	<b>£405,864</b>
<b>PERCENTAGE OF PROFIT TO CAPITAL INVESTED</b> ... ..	<b>3·42</b>	<b>1·07</b>
<b>PERCENTAGE OF WORKING-EXPENSES TO EARNINGS</b> ... ..	<b>81·59</b>	<b>93·89</b>
Earnings per average mile open ... ..	£2,293	£2,199
Working-expenses per average mile open ... ..	£1,870	£2,063
<b>NET EARNINGS PER AVERAGE MILE OPEN</b> ... ..	<b>£423</b>	<b>£136</b>
Earnings per train-mile ... ..	d. 178·00	d. 182·69
Working-expenses per train-mile ... ..	145·14	171·37
<b>NET EARNINGS PER TRAIN-MILE</b> ... ..	<b>32·86</b>	<b>11·32</b>
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 £39,309,097, as against £37,235,254 for the previous year; an increase of £2,073,843. This amount includes £152,979, construction charges on lines taken over from the Public Works Department; £1,856,380 for new rolling-stock and new works charged against Capital Account under "Additions to open lines," and £141,860 expended under the Railway Improvement Authorization Act, 1914, less £77,376 in connection with the Greymouth Harbour Board Adjustment Account.

The gross revenue for the year amounted to £6,643,591, as against £6,908,531 for the preceding year, a decrease of £264,940.

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	5.35
Suburban trains .. .. .	0.80	1.16
Long-distance mixed trains .. .. .	5.00	7.72

against 5.35 last year.

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.
Timber .. .. .	9,489	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 £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.

The rolling-stock on order at the close of the year comprised fifty-five engines, thirty-six cars, eleven bogie brake vans, thirty bogie 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 £6,643,591, a decrease of £264,940 on the earnings of the previous year, and £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
	<u>£6,643,591</u>	<u>£6,908,531</u>

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 £1,339 the cost of working the Lake Wakatipu traffic, amounted to £6,237,727, an increase of £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.

	Expenditure.		Per Cent. of Revenue.	
	1921-22. £	1920-21. £	1921-22.	1920-21.
Traffic .. .. .	1,703,049	1,712,376	25·66	24·82
Locomotive .. .. .	3,134,164	2,656,812	47·23	38·51
Maintenance, signals, and electrical	1,184,227	1,053,049	17·85	15·26
Management .. .. .	202,948	203,906	3·06	2·95
	<u>6,224,388</u>	<u>5,626,143</u>	<u>93·80</u>	<u>81·54</u>
Lake Wakatipu steamers .. .. .	13,339	10,458	0·09	0·05
	<u>£6,237,727</u>	<u>£5,636,601</u>	<u>93·89</u>	<u>81·59</u>

Of the gross increase (£601,126) the sum of £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, £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 £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, eight 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 take effect from the 1st January, 1922. The position is clearly indicated by the following statement:—

	Year ended 31st 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	189,227	16,115
For departmental holidays and Sundays . . . . .	49,712	69,208	19,496
For night allowance paid to members of Second Division . . . . .	37,693	55,775	18,082
Totals . . . . .	<u>£3,955,082</u>	<u>£4,261,078</u>	<u>£305,996</u>

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

	1914	1922	Increase
	£	£	£
Eight years . . . . .	1,966,868	3,826,369	£1,859,501 = 94·5 per cent.
Five years . . . . .	1,966,868	2,277,142	£310,274 = 15·77 per cent.
Three years . . . . .	2,277,142	3,826,369	£1,549,227 = 68·03 per cent.
Two years . . . . .	2,745,780	3,826,369	£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 £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 tablet-line 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 circumstances 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 railway-crossings 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 disastrous 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 £10,670; on the Kaihu line, by £943; on the South Island Main Lines, by £139,494; on the Nelson Section, by £8,311; on the Picton Section, by £2,050; and the Lake Wakatipu service, by £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 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 conditions compelled a halt to be called. The reductions, which ranged from 10 to 40 per cent., included all the staple products of the Dominion and other articles in everyday use but too numerous to particularize, and affected the major portion of the rail-borne tonnage. In the aggregate these 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 earning-power 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 £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 £24,194,217. The net amount actually earned is £25,862,185, or £1,667,968 in excess of the policy requirement. In addition, reductions made in rates in pursuance of the policy amounted to £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  $3\frac{1}{2}$  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 £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. 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, 1919. When to this is added the increased price of stores and material used, the causes of the 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. Genuinely constructive criticism cannot be objected to, and is, indeed, welcomed as being both stimulating and corrective; 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 interest 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.

## 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. 3½d.

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.

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.

*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.

*Average Late Arrival of Trains, Year ended 31st March, 1922.*

Year ended	Period ended													Average for Year, in Minutes.
	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.	
<i>Express and Mail Trains.</i>														
March 31, 1922	4.54	2.83	3.11	2.10	2.74	2.11	1.89	2.45	2.06	7.73	3.58	2.80	2.89	3.14
March 31, 1921	7.86	5.69	11.36	2.72	1.84	1.98	2.72	10.09	2.39	7.62	4.79	4.41	6.18	5.35
<i>Long-distance Mixed Trains.</i>														
March 31, 1922	8.62	7.49	5.01	4.54	3.43	3.49	3.48	3.74	3.52	4.77	5.90	5.35	5.66	5.00
March 31, 1921	12.43	12.17	8.59	5.30	4.50	4.07	5.29	7.42	5.84	6.85	7.54	9.59	10.85	7.72
<i>Suburban Trains.</i>														
March 31, 1922	1.09	1.31	1.18	1.08	0.71	0.56	0.57	0.67	0.54	0.82	0.67	0.64	0.67	0.80
March 31, 1921	1.75	2.04	1.38	1.18	0.92	0.57	0.91	1.08	1.01	1.09	0.88	0.89	1.49	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 42½ 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:—

Main line, 70 lb. and 100 lb. steel rails relaid with new 100 lb. material	..	..	..	..	..	..	..	..	..	..	..	..	..	..	Miles.
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	..	..	..	..	..	..	..	..	..	..	..	..	..	..	8¾
Branch lines relaid with second-hand material	..	..	..	..	..	..	..	..	..	..	..	..	..	..	¼
Total relaying for the year	..	..	..	..	..	..	..	..	..	..	..	..	..	..	42½

*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*.—Slips 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 Opuā blocked the main line and damaged the engine-shed. Heavy rains caused another slip at Opuā 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 Taumarunui, 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 repairs. A cloudburst on the 12th January caused floods in Patea and Whenuakura Rivers; the 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.

*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 extensions, Auckland, Penrose, Te Kauwhata, Frankton, Rukuhia, Te Kumi, Okahukura, Taihape, Raetihi, Shannon, Thorndon, Trentham, Carterton, Masterton, Woodville, Takapau, Hatuma, Otane, Napier, Middlemarch, Edendale, Kotuku, Te Kuiti, Petone; goods-shed at Taupaki, Horotiu, Lepperton, Sutton, Titiri; 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-shop; Chertsey, veranda; Belfast, 6,000-gallon vat and pump-house with electric pump; Oamaru, new house and addition to engine-shed; Palmerston, provide shelter for housing electric-light plant; Middlemarch, shift turntable from Dunback; Invercargill geared motor-hoist erected in running-shed; Wairio, oil-engine and pump installed, thirty-four new huts built.

*Miscellaneous.*—Additions and improvements amounting to £3,024, and charged to working-expenses, were carried out. The works included: Additions and 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.

<i>Expenditure.</i> —The expenditure for the year was as follows:—	£
Maintenance (charged to working-expenses) .. .. .	1,111,045
New works (charged to capital) .. .. .	210,319
Other Government Departments, public bodies, and private parties .. .. .	35,689
Total expenditure .. .. .	<u>£1,357,053</u>

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.

*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, Tatuani, 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 7½-horse-power D.C. motors have been installed to replace two A.C. motors; Addington, a 1-horse-power 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 facilities	.. .. .	14,430	10	1
Electric light	.. .. .	3,471	7	9
Electric motors, &c.	.. .. .	12,528	3	3
Level-crossing alarms	.. .. .	2,172	7	6
Automatic signalling	.. .. .	33,052	2	10
		<u>£87,738</u>	<u>0</u>	<u>8</u>
Maintenance—		£	s.	d.
Signalling and interlocking	.. .. .	28,886	3	6
Signals at level crossings	.. .. .	1,470	9	11
Telegraph and telephones	.. .. .	11,543	11	4
Lines, &c., maintained by Post and Telegraph Department	.. .. .	1,558	5	6
Electric block and tablet working	.. .. .	15,941	1	2
Electric light	.. .. .	10,099	17	3
Electric power	.. .. .	859	7	6
Electric motors, cranes, fire-alarms, &c.	.. .. .	2,424	0	7
		<u>£72,782</u>	<u>16</u>	<u>9</u>

## 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 old locomotives have been rebuilt. During the year 641 locomotives passed through the workshops, the details of work done being as follows:—

Particulars.	Number and Type.					Total.
	Four-cylinder Balanced-Compound Tender Engines.	Tender Engines.	Tank Engines.	Fell Engines.	Single Fairlies.	
Number passed through shops	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	2	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 Fire-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.	Number and Type of Carriages.			Total.
	Bogie.	Six-wheel.	Four-wheel.	
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 Repairs.	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.	Converted.	Thoroughly overhauled.	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

At the close of the year there were under construction in the railway workshops 268 wagons, consisting of 30 bogie 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 :—

Description.	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 :—

Description.	Number passed through Shops.	Thoroughly over-hauled.	Heavy Repairs.	Light Repairs.	Painted.	Paint touched up.	Boiler-repairs.				
							Heavy Repair.	Light Repair	New Tubes (Sets).	Piece and Second-hand Tubes (Sets).	Boilers patched.
Hand-cranes ..	25	..	7	18	4	13	..	..	..	..	..
Steam-cranes ..	33	3	7	23	2	12	2	1	1	..	1
Stationary engines ..	23	1	..	4	1	..	8	15	2	5	8
Pile-drivers and hoisting-engines	6	..	2	1	..	..	2	4	..	1	2

*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 rolling-stock 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 :—

Year.	Train-mileage.	Engine-mileage.	Cost, in Pence, per Train-mile.		
			Locomotive Branch.	Car and Wagon Branch.	Total.
1921-22 .. ..	8,717,265	11,829,523	70-69	15-60	86-29
1920-21 .. ..	9,303,392	12,434,892	55-14	13-72	68-86

## STORES.

Mr. E. J. Guinness, 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 against £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

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

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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.  
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7. Expenditure under Vote " Additions to Open Lines " charged to Capital Account.  
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8A. Classified Signal and Electrical Expenditure.  
9. Statement of Season Tickets issued.  
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12. Revenue of Stations.  
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17. Renewals of Rails.  
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21. Weights of Rails in various Lines.  
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# RETURN NO. 1.

## GENERAL REVENUE ACCOUNT FOR THE YEAR ENDED 31ST MARCH, 1922.

	£	s.	d.		£	s.	d.
Dr.							
To Cash in hand, freights, &c., outstanding at stations, 1st April, 1921 ..	168,149	2	4	Cr.	7,126	334	7 0
Revenue from passenger, parcels, and goods traffic, as per Return No. 5 ..	6,643,590	14	1	By Gross payment to Public Account ..	434,690	4	3
				Less collections for refund ..			
				Cash in hand, freights, &c., outstanding at stations, 31st March, 1922 ..	*6,691,644	2	9
					120,095	13	8
<u>£6,811,739</u>	<u>16</u>	<u>5</u>		<u>£6,811,739</u>	<u>16</u>	<u>5</u>	

To Net payment to Public Account ..	6,691,644	2	9	By Working expenses, as per Return No. 4 ..	6,237,726	10	2
Less cash in hand, freights, &c., outstanding at stations, 1st April, 1921, as above ..	168,149	2	4	Balance—Net earnings, available for interest ..	405,864	3	11
				* Receipts as per Treasury accounts	£6,693,235	17	8
				Balance, Refund Account, 31st March, 1921, as below ..	51,752	4	5
				Balance, Refund Account, 31st March, 1922, as below ..	6,734,989	2	1
					43,343	19	4
<u>£6,523,495</u>	<u>0</u>	<u>5</u>		<u>£6,691,614</u>	<u>2</u>	<u>9</u>	
				<u>£6,643,590</u>	<u>14</u>	<u>1</u>	
Cash in hand, freights, &c., outstanding at stations, 31st March, 1922, as above	120,495	13	8				
				<u>£6,643,590</u>	<u>14</u>	<u>1</u>	

## COLLECTIONS FOR REFUND TO HARBOUR BOARDS, SHIPPING COMPANIES, CARRIERS, ETC., FOR THE YEAR ENDED 31ST MARCH, 1922.

	£	s.	d.		£	s.	d.
Dr.							
To Balance brought forward, 1st April, 1921 ..	51,752	4	5	By Treasury payments ..	443,098	9	4
Collections for refund ..	434,690	4	3	Balance, 31st March, 1922, carried forward ..	43,343	19	4
				<u>£486,442</u>	<u>8</u>	<u>8</u>	

L. HAMANN, Acting Chief Accountant.

RETURN NO. 2.

GENERAL EXPENDITURE ACCOUNT FOR THE YEAR ENDED 31ST MARCH, 1922.

Da.	£	s.	d.	Cr.	£	s.	d.
To Balance brought forward,—				By Liabilities outstanding at 31st March, 1921, brought forward	..	408,362	10 1
Accounts due to the Department work done, &c.	..	..	62,307 19 3				
Stock of stores at 1st April, 1921	..	..	1,553,722 6 7	Classified expenditure, as per Return No. 4	..	6,237,726	10 2
Payments,—				Recoveries to credit of Vote 6,*—			
Per Treasury Vote 6*	..	..	7,162,323 10 10	Other Government Departments, and personal accounts for stores, work done, &c.	..	659,785	2 4
				Miscellaneous recoveries	..	29,304	18 4
						689,090	0 8
Liabilities outstanding at 31st March, 1922, carried forward,—				Balance,—			
Wages and supplies for March paid from Treasury in April	..	..	182,045 7 9	Accounts due to the Department outstanding at 31st March, 1922, for stores, work done, &c.	..	80,312	1 11
* Payments per Treasury	..	..	£7,162,323 10 10	Stock of stores at 31st March, 1922	..	1,545,508	1 7
Recoveries	..	..	689,090 0 8			£8,960,999	4 5
Net charge to Vote	..	..	£6,473,233 10 2				

L. HAMANN, Acting Chief Accountant.

RETURN No. 3.  
CLASSIFIED EXPENDITURE FOR THE YEAR ENDED 31st MARCH, 1922.

Section.	Maintenance of Way and Works.						Signal and Electrical.	Locomotive Power.					Carriages.	Wagons.	Traffic.	Head Office.	Departmental Offices.	Lake Wakatipu Steamers.	Totals.		
	Permanent-way.	Structures.	Buildings.	Miscellaneous.	General Charges.	Total.		Working Locomotives.	Fuel and Water.	Oil, Tallow, &c.	Renewals and Repairs.	General Charges.								Total.	
WAGES AND SERVICES.																					
Whangarei .. .. .	£ 14,909 0 2	£ 4,652 7 1	£ 1,484 17 3	£ .. .. .	£ .. .. .	£ 21,046 4 6	£ 518 14 3	£ 7,461 13 3	£ 522 5 0	£ .. .. .	£ 2,985 8 11	£ .. .. .	£ 10,969 7 2	£ 537 13 7	£ 2,468 8 4	£ 13,388 2 6	£ 531 4 4	£ 2,243 5 4	£ .. .. .	£ 51,703 0 0	
Kaihu .. .. .	2,363 15 9	461 14 8	326 0 8	.. .. .	.. .. .	3,151 11 1	.. .. .	846 8 5	193 15 4	.. .. .	521 6 3	.. .. .	1,561 10 0	105 4 6	263 12 5	2,257 18 9	74 7 9	51 17 6	.. .. .	7,466 2 0	
Gisborne .. .. .	8,661 19 1	530 17 5	505 15 3	18 1 4	.. .. .	9,716 13 1	106 17 9	3,735 15 5	212 0 10	.. .. .	2,523 16 5	.. .. .	6,471 12 8	526 14 10	964 16 3	7,319 3 0	336 2 1	234 17 5	.. .. .	25,676 17 1	
North Island Main Lines and Branches	259,442 4 5	57,340 7 8	42,740 19 8	1,131 15 5	.. .. .	360,655 7 2	26,516 18 6	342,387 6 11	33,660 5 9	.. .. .	176,680 8 3	.. .. .	552,728 0 11	65,462 2 10	104,181 17 9	777,697 4 10	29,669 18 9	80,913 0 4	.. .. .	1,997,824 11 1	
South Island Main Lines and Branches	235,008 1 10	46,114 3 5	46,964 2 2	802 2 9	.. .. .	328,888 10 2	13,946 2 3	222,920 2 3	20,305 10 8	.. .. .	122,003 0 5	.. .. .	365,228 13 4	36,247 19 9	73,946 17 0	596,028 11 1	16,995 5 10	50,755 10 2	.. .. .	1,482,037 9 7	
Westland .. .. .	30,894 7 1	6,792 13 8	3,653 10 5	14 0 5	.. .. .	41,354 11 7	771 13 3	21,389 14 2	972 11 8	.. .. .	8,552 4 11	.. .. .	30,914 10 9	2,289 19 3	6,422 18 8	43,274 8 6	1,443 14 11	6,190 9 9	.. .. .	132,662 6 8	
Westport .. .. .	7,635 9 2	1,551 2 1	858 8 2	.. .. .	.. .. .	10,044 19 5	422 8 6	9,889 0 6	489 8 3	.. .. .	3,609 7 9	.. .. .	13,987 16 6	1,049 1 5	7,959 6 4	21,599 8 11	879 0 2	4,664 1 6	.. .. .	60,606 2 9	
Nelson .. .. .	7,179 4 4	2,226 10 4	710 2 2	4 13 5	.. .. .	10,120 10 3	135 1 10	3,943 4 4	265 19 1	.. .. .	1,550 1 2	.. .. .	5,759 4 7	747 18 3	711 16 1	8,826 19 11	213 19 10	149 14 1	.. .. .	26,665 4 10	
Pictou .. .. .	9,049 4 4	2,075 19 10	565 9 0	56 16 7	.. .. .	11,747 9 9	119 9 6	4,826 17 10	194 1 6	.. .. .	2,352 19 5	.. .. .	7,373 18 9	626 17 2	1,423 10 1	11,241 2 5	329 7 1	230 16 2	.. .. .	33,092 10 11	
Lake Wakatipu steamers	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .	8,634 13 7
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 6	
STORES.																					
Whangarei .. .. .	10,749 4 0	2,408 11 11	994 1 4	4 17 0	.. .. .	14,156 14 3	236 15 10	.. .. .	5,813 5 2	578 4 3	2,271 18 9	.. .. .	8,663 8 2	423 16 10	1,108 1 9	1,114 1 10	52 8 6	20 10 7	.. .. .	25,775 17 9	
Kaihu .. .. .	956 5 11	474 9 3	243 19 4	.. .. .	.. .. .	1,674 14 6	.. .. .	.. .. .	937 17 11	11 6 11	161 7 6	.. .. .	1,110 12 4	22 17 9	195 17 1	187 18 5	7 9 3	2 17 6	.. .. .	3,202 6 10	
Gisborne .. .. .	331 13 0	37 10 4	363 4 0	34 12 11	.. .. .	767 0 3	25 1 1	.. .. .	6,302 18 8	84 5 10	1,155 11 1	.. .. .	7,542 15 7	1,367 6 1	1,015 6 9	593 3 0	34 5 4	13 3 6	.. .. .	11,358 1 7	
North Island Main Lines and Branches	81,803 1 8	17,754 16 4	24,100 1 10	432 12 4	.. .. .	124,090 12 2	12,581 4 11	.. .. .	806,230 13 10	21,445 0 6	75,281 1 1	.. .. .	902,956 15 5	43,402 1 9	63,290 13 0	63,292 0 8	2,986 9 4	1,153 9 4	.. .. .	1,213,753 6 7	
South Island Main Lines and Branches	74,120 19 5	9,833 9 8	26,342 5 7	328 17 5	.. .. .	110,625 12 1	8,002 17 5	.. .. .	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 1	
Westland .. .. .	5,134 1 7	2,657 14 7	1,737 3 2	3 16 0	.. .. .	9,532 15 4	184 14 8	.. .. .	9,437 7 0	1,198 10 4	3,735 9 2	.. .. .	14,371 6 6	1,489 16 7	3,880 11 2	3,818 5 0	143 18 6	56 13 5	.. .. .	33,478 1 2	
Westport .. .. .	4,193 4 5	592 9 0	427 17 10	.. .. .	.. .. .	5,213 11 3	46 2 2	.. .. .	5,206 1 4	580 6 9	1,362 15 11	.. .. .	7,149 4 0	262 17 5	3,772 0 3	1,864 10 9	86 13 11	34 8 1	.. .. .	18,429 7 10	
Nelson .. .. .	1,162 4 2	740 11 3	420 13 11	1 1 10	.. .. .	2,324 11 2	27 1 5	.. .. .	4,091 18 9	162 8 7	900 4 5	.. .. .	5,154 11 9	533 14 10	528 18 0	463 15 6	21 7 2	8 6 2	.. .. .	9,062 6 0	
Pictou .. .. .	811 3 10	415 16 5	481 13 8	11 14 7	.. .. .	1,720 8 6	106 14 10	.. .. .	4,507 7 10	193 18 2	1,721 10 4	.. .. .	6,422 16 4	377 13 10	1,046 2 5	612 8 0	32 14 7	12 17 7	.. .. .	10,331 16 1	
Lake Wakatipu steamers	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .	4,370 7 0
Total .. .. .	179,261 18 0	34,915 8 9	55,111 0 8	817 12 1	.. .. .	270,105 19 6	21,210 12 4	.. .. .	1,311,204 14 11	35,050 6 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 11	
MISCELLANEOUS.																					
Whangarei .. .. .	93 16 0	98 16 9	18 15 10	.. .. .	75 7 7	286 16 2	98 16 8	.. .. .	7 19 0	.. .. .	985 3 10	34 19 9	1,028 2 7	173 3 10	733 14 10	1,070 10 8	.. .. .	.. .. .	.. .. .	3,391 4 9	
Kaihu .. .. .	1 13 9	.. .. .	3 5 3	.. .. .	40 2 3	45 1 3	0 4 0	.. .. .	0 1 6	.. .. .	62 15 8	6 3 6	69 0 8	8 12 7	10 0 4	49 12 6	.. .. .	.. .. .	.. .. .	182 11 4	
Gisborne .. .. .	101 12 9	85 11 11	97 0 2	1 19 9	15 1 11	301 6 6	17 10 2	.. .. .	3 1 3	.. .. .	494 6 11	38 8 7	535 16 9	Cr. 20 10 5	109 2 0	556 3 3	.. .. .	.. .. .	.. .. .	1,499 8 3	
North Island Main Lines and Branches	3,419 13 8	7,306 18 6	7,770 14 2	114 2 9	4,891 19 5	23,503 8 6	5,840 3 11	.. .. .	275 3 10	.. .. .	42,509 14 1	4,351 18 3	47,136 16 2	13,372 14 10	25,891 8 3	46,393 15 8	.. .. .	.. .. .	.. .. .	162,138 7 4	
South Island Main Lines and Branches	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 6	
Westland .. .. .	538 10 10	138 19 2	32 13 1	2 16 1	159 0 5	871 19 7	154 10 7	.. .. .	1 6 9	.. .. .	1,882 6 0	215 13 5	2,099 6 2	Cr. 224 16 11	1,200 17 1	5,167 12 9	.. .. .	.. .. .	.. .. .	9,269 9 3	
Westport .. .. .	153 11 7	290 8 6	160 10 1	.. .. .	56 11 2	661 1 4	85 12 4	.. .. .	0 8 0	.. .. .	538 12 0	89 16 0	623 16 0	Cr. 337 18 0	2,081 1 3	3,427 2 9	.. .. .	.. .. .	.. .. .	6,545 15 8	
Nelson .. .. .	16 9 5	56 19 8	.. .. .	.. .. .	11 9 3	84 18 4	18 14 0	.. .. .	0 4 8	.. .. .	70 18 0	9 9 7	80 12 3	18 12 6	14 4 6	561 2 10	.. .. .	.. .. .	.. .. .	778 4 5	
Pictou .. .. .	109 18 4	375 7 4	131 2 5	2 8 3	18 18 2	637 14 6	22 17 1	.. .. .	.. .. .	.. .. .	360 1 10	17 0 5	377 2 3	28 16 2	135 9 5	774 18 10	.. .. .	.. .. .	.. .. .	1,976 18 3	
Lake Wakatipu steamers	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .	334 2 0
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 9	
Grand total .. .. .	761,097 10 11	171,122 0 10	169,533 0 1	3,024 4 7	7,106 11 11	1,111,883 8 4	72,342 15 0	617,400 3 1	1,368,543 5 8	35,050 6 2	539,148 8 4	7,240 0 10	2,567,382 4 1	192,318 14 8	374,463 2 1	1,703,049 2 0	55,547 12 10	147,400 8 7	13,339 2 7	6,237,726 10 2	



RETURN NO. 5.

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

Section.	Length Open for Traffic.	Passengers.					Live-stock.					Goods.				Gross Total Tonnage.		
		First Class.		Second Class.			Total.	Season Tickets.	Cattle.	Sheep.	Pigs.	Total.	Equivalent Tonnage.	Timber.	Minerals.		Other Goods.	Total.
		Single.	Return.	Single.	Return.	Number.												
<b>1921-22.</b>																		
Whangarei ..	80	25,074	8,000	87,544	88,882	209,500	2,472	1,929	38,433	793	41,155	2,154	40,581	73,808	44,291	158,680	160,834	
Kaihu ..	20	1,635	1,852	14,180	18,296	35,963	15	38	66	27	131	16	9,088	2,778	3,068	14,934	14,930	
Gisborne ..	49	8,959	3,942	46,725	38,026	97,652	399	1,123	139,117	153	140,393	5,911	16,234	15,299	28,901	60,434	66,345	
North Island Main Lines and Branches ..	1,133	464,454	769,014	2,266,313	4,964,676	8,464,457	317,128	196,142	3,466,323	134,258	3,796,723	203,460	349,517	886,135	1,110,663	2,346,315	2,549,775	
South Island Main Lines and Branches ..	1,429	265,255	576,142	1,034,398	2,934,144	4,809,939	134,770	74,363	3,621,456	33,410	3,729,229	168,728	166,504	694,973	1,415,974	2,277,451	2,446,179	
Westland ..	157	20,577	22,396	99,673	210,870	333,516	14,275	4,287	41,115	90	45,492	2,947	115,104	291,617	37,445	444,166	447,113	
Westport ..	36	429	1,372	29,763	61,412	92,976	2,009	3,111	3,111	12	3,332	188	4,638	497,182	13,534	515,354	515,542	
Nelson ..	61	3,917	2,962	38,146	38,050	83,075	1,414	502	18,536	5	19,043	894	5,200	9,435	26,276	40,911	41,805	
Pictou ..	56	12,615	5,778	38,668	44,646	96,707	375	1,139	127,597	15	128,751	5,449	742	8,677	57,839	67,258	72,707	
Lake Wakatipu steamers ..	..	3,209	6,270	4,878	4,298	18,655	8	172	10,997	1	11,170	492	604	1,144	3,861	5,609	6,101	
Totals ..	3,021	806,124	1,397,728	3,655,288	8,403,300	14,262,440	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	
<b>1920-21.</b>																		
Whangarei ..	80	26,771	8,392	87,325	100,784	223,272	2,370	4,232	16,933	616	21,781	2,103	46,044	85,095	41,311	172,450	174,553	
Kaihu ..	20	1,405	2,554	14,267	21,240	39,466	46	48	120	34	202	12	8,239	1,117	2,997	12,353	12,365	
Gisborne ..	49	11,332	5,128	51,551	44,700	112,711	171	2,177	142,591	22	144,790	6,417	18,433	14,594	31,495	64,522	70,939	
North Island Main Lines and Branches ..	1,133	502,192	806,656	2,335,082	5,181,002	8,824,932	305,872	263,910	3,242,334	91,838	3,598,052	214,801	337,748	848,951	1,175,279	2,361,978	2,576,779	
South Island Main Lines and Branches ..	1,417	299,841	671,280	1,138,026	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	
Westland ..	157	20,318	22,324	101,746	231,534	375,922	13,027	4,906	37,579	40	42,525	3,082	119,378	310,182	36,337	465,897	468,979	
Westport ..	36	373	1,106	28,367	64,354	94,200	1,298	135	1,937	1	2,073	110	2,056	460,982	11,510	474,548	474,658	
Nelson ..	61	5,903	4,409	50,613	61,916	122,832	1,571	974	21,562	43	22,519	1,157	5,602	10,518	24,451	40,571	41,728	
Pictou ..	56	14,337	9,326	38,047	64,048	125,758	543	1,192	115,784	31	117,007	4,973	1,026	7,577	52,980	61,583	66,556	
Lake Wakatipu steamers ..	..	4,262	7,258	5,908	6,760	24,188	8	413	12,634	1	13,048	614	426	3,861	3,326	4,533	5,147	
Totals ..	3,009	886,734	1,538,424	3,550,932	9,039,550	15,315,640	464,691	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	

RETURN NO. 5—continued.  
COMPARATIVE STATEMENT OF PASSENGER AND GOODS TRAFFIC FOR THE YEAR ENDED 31ST MARCH, 1922—continued.

Section.	Revenue.										Mileage.														
	Ordinary Passengers.		Season Tickets.		Parcels, Luggage, and Mails.		Total Coaching.		Goods.		Miscellaneous.		Rents and Commission.		Total Goods.		Grand Total Revenue.		Train.		Shunting, &c.		Total.		
	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	Number.	Number.	Number.	Number.	
1921-22.																									
Whangarei ..	19,984	15 6	1,379	17 1	3,173	7 5	24,538	0 0	42,685	4 5	1,200	5 7	1,776	9 1	45,661	19 1	70,199	19 1	70,199	19 1	114,597	37,374	151,971	37,374	151,971
Kaihu ..	2,921	9 0	124	14 2	769	8 9	3,815	11 11	5,102	8 3	787	12 7	202	5 3	6,092	6 1	9,907	18 0	9,907	18 0	15,006	6,555	21,561	6,555	21,561
Gisborne ..	11,680	3 5	316	12 9	2,266	15 7	14,263	11 9	27,808	15 1	890	10 9	1,298	1 6	29,997	7 4	44,260	19 1	44,260	19 1	69,139	17,653	86,792	17,653	86,792
North Island Main Lines and Branches	1,411,518	19 9	137,291	10 3	198,198	2 2	1,747,008	12 2	2,034,285	13 11	49,632	7 10	66,103	11 7	2,150,021	13 4	3,897,030	5 6	3,897,030	5 6	5,091,037	1,579,733	6,670,770	1,579,733	6,670,770
South Island Main Lines and Branches	697,366	8 0	59,422	3 11	121,405	3 10	878,193	15 9	1,272,225	0 8	49,706	13 5	37,897	14 11	1,359,829	9 0	2,238,023	4 9	2,238,023	4 9	2,997,038	1,053,589	4,050,627	1,053,589	4,050,627
Westland ..	40,570	18 1	4,357	15 10	7,318	4 3	52,246	19 2	119,966	4 6	12,054	8 4	4,882	11 4	136,903	4 2	189,150	3 4	189,150	3 4	231,553	142,890	374,443	142,890	374,443
Westport ..	7,525	3 0	1,056	14 5	1,251	12 10	9,833	10 3	98,320	11 8	6,381	0 0	917	16 5	105,619	8 1	115,452	18 4	115,452	18 4	83,628	62,548	146,176	62,548	146,176
Nelson ..	8,770	12 3	1,040	8 0	1,752	8 9	11,563	9 0	15,368	8 7	3,363	8 7	899	6 4	16,631	3 6	28,194	12 6	28,194	12 6	67,130	19,091	86,221	19,091	86,221
Pictou ..	8,717	15 2	419	11 5	2,316	0 2	11,453	6 9	27,666	7 4	3,106	5 1	1,125	8 0	31,898	0 5	43,351	7 2	43,351	7 2	48,137	28,266	76,403	28,266	76,403
Lake Wakatipu steamers	3,577	2 8	184	5 0	1,030	6 6	4,791	14 2	3,165	12 0	Cr. 16	6 9	78	6 11	3,227	12 2	8,019	6 4	8,019	6 4	..	..	..	..	..
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	6,643,590	14 1	8,717,265	2,947,699	11,664,964	2,947,699	11,664,964
1920-21.																									
Whangarei ..	20,176	16 10	1,208	5 7	2,795	16 11	24,180	19 4	42,437	10 0	1,041	1 0	1,592	4 10	45,070	15 10	69,251	15 2	69,251	15 2	117,179	35,123	152,302	35,123	152,302
Kaihu ..	2,998	18 1	211	19 11	656	17 11	3,867	15 11	4,286	4 5	744	15 2	234	4 7	5,265	4 2	9,133	0 1	9,133	0 1	15,007	6,183	21,190	6,183	21,190
Gisborne ..	13,766	0 3	267	17 0	1,955	11 6	15,989	8 9	29,410	7 9	658	7 6	1,249	12 4	31,315	7 7	47,304	16 4	47,304	16 4	79,757	15,985	86,742	15,985	86,742
North Island Main Lines and Branches	1,546,525	10 0	132,032	12 3	194,502	6 2	1,873,060	8 5	2,031,786	15 2	48,491	3 3	55,957	17 4	2,136,235	15 9	4,009,296	4 2	4,009,296	4 2	5,344,221	1,584,523	6,928,744	1,584,523	6,928,744
South Island Main Lines and Branches	800,141	15 1	58,605	1 3	122,427	0 0	981,173	16 4	1,309,906	15 1	56,266	7 3	35,875	14 4	1,402,048	16 8	2,383,222	13 0	2,383,222	13 0	3,303,647	1,133,941	4,437,588	1,133,941	4,437,588
Westland ..	40,567	17 6	3,818	17 8	7,272	8 7	51,659	3 9	131,749	1 10	9,625	1 1	3,467	2 0	144,841	4 11	196,500	8 8	196,500	8 8	239,521	138,687	378,208	138,687	378,208
Westport ..	7,007	3 11	782	19 9	1,208	5 2	8,998	8 10	85,092	10 9	6,603	12 7	813	4 8	92,509	8 0	101,507	16 10	101,507	16 10	81,675	63,591	145,266	63,591	145,266
Nelson ..	12,432	19 11	1,085	2 3	1,805	19 8	15,324	1 10	14,430	2 11	9,913	14 7	1,260	6 10	25,604	4 0	40,928	6 2	40,928	6 2	78,153	19,527	97,680	19,527	97,680
Pictou ..	10,821	2 7	484	14 10	2,101	12 1	13,407	9 6	24,820	14 7	3,157	15 7	1,011	5 2	28,989	15 4	42,397	4 10	42,397	4 10	53,232	26,613	79,845	26,613	79,845
Lake Wakatipu steamers	4,923	18 11	219	11 8	1,027	15 3	6,171	5 10	2,744	16 2	3 10	0 0	69	11 4	2,817	17 6	8,989	3 4	8,989	3 4	..	..	..	..	..
Totals ..	2,459,362	3 1	198,717	2 2	335,753	12 3	2,993,832	18 6	3,676,664	18 8	136,505	8 0	101,528	3 5	3,914,698	10 1	6,908,531	8 7	6,908,531	8 7	9,303,392	3,024,173	12,327,565	3,024,173	12,327,565



## 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.

Section of Railway.	Cost of Construction.		Net Revenue.	Rate of Interest earned.
	Opened Lines.	Unopened Lines.		
	£	£	£	£ s. d.
Whangarei .. .. .	877,244	..	- 10,670	..
Kaihu .. .. .	100,265	480,032	..	..
Tauranga .. .. .	..	74,650	- 943	..
Gisborne .. .. .	..	791,244	..	..
North Island Main Lines and Branches ..	688,378	420,322	5,726	0 16 8
South Island Main Lines and Branches ..	17,725,193	1,781,110	523,314	3 0 8
Westland .. .. .	15,377,595	131,101	- 139,494	..
Westport .. .. .	2,206,551	1,141,852	13,740	0 12 7
Nelson .. .. .	606,005	95,862	29,872	4 18 8
Picton .. .. .	444,781	62,027	- 8,311	..
Lake Wakatipu steamer service	684,686	19,283	- 2,050	..
<i>In suspense—</i>	43,708	..	- 5,320	..
Surveys, North Island .. .. .	..	38,443	..	..
Miscellaneous, North Island .. .. .	..	5,169	..	..
Surveys, South Island .. .. .	..	5,763	..	..
Miscellaneous, South Island .. .. .	..	5,168	..	..
P.W.D. stock of permanent-way .. .. .	..	261,306	..	..
W.R.D. stock of A.O.L. and R.I.A. stores	554,691	..	..	..
Balance of cost of raising loan of £1,000,000 for Railways Authorization Improvement Act 1914 Account	..	67,319	..	..
	£39,309,097	£5,380,651	£405,864	£1 1 4
Total cost of opened and unopened lines at 31st March, 1922	£44,689,748	..	..	£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 time 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.*

L. HAMANN, Acting Chief Accountant.

## RETURN No. 7.

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

	Amount.	Total.
	£ s. d.	£ s. d.
Material on hand, 31st March, 1921 .. .. .	137,263 7 1	
Expenditure charged to Vote 45 by Treasury .. .. .	1,856,379 16 9	
	1,993,643 3 10	
Less material on hand at 31st March, 1922 .. .. .	542,770 1 2	1,450,873 2 8
Expenditure on works, &c.—		
Way and Works Branch .. .. .	329,740 17 4	
Locomotive Branch .. .. .	1,121,132 5 4	1,450,873 2 8

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

Railway.	Work, &c.	Amount.	Total.
		£ s. d.	£ s. d.
Whangarei .. .. .	Sidings, loading-banks, stockyards, crossings, &c. ..	374 18 10	
	Additions to station buildings, extension of station-yards, and other facilities	127 11 2	
	Additional dwellings .. .. .	1,409 3 7	
	Fencing of railway-line .. .. .	821 11 4	2,733 4 11
Kaihu .. .. .	Sidings, loading-banks, stockyards, crossings, &c. ..	39 11 11	
	Additional works, water-services, &c., for Locomotive Branch	66 1 5	105 13 4
North Island Main Lines and Branches	Sidings, loading-banks, stockyards, crossings, &c. ..	23,921 4 2	
	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	
	Additions to workshops .. .. .	38,133 0 4	
	Engine-depots .. .. .	547 5 3	
	Signals and interlocking .. .. .	1,000 5 1	
	Tablet-installation .. .. .	955 6 3	
Telegraph and telephone facilities .. .. .	285 9 9	223,867 17 7	
South Island Main Lines and Branches	Sidings, loading-banks, stockyards, crossings, &c. ..	1,671 0 0	
	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	
	Bridge-work and subways .. .. .	145 18 10	
	Cranes, weighbridges, turntables, &c. .. .. .	86 4 0	
	Additions to workshops .. .. .	589 1 5	
	Signals and interlocking .. .. .	526 19 0	
	Tablet-installation .. .. .	328 0 11	
Telegraph and telephone facilities .. .. .	13,098 12 4	50,000 14 6	
Westland .. .. .	Sidings, loading-banks, stockyards, crossings, &c. ..	1,191 13 3	
	Additions to station buildings, extension of station-yards, and other facilities	46,690 7 10	
	Additional works, water-services, &c., for Locomotive Branch	54 8 3	
	Purchase of land .. .. .	2,500 0 0	
Westport .. .. .	Fencing of railway-line .. .. .	1,907 5 9	52,343 15 1
	Sidings, loading-banks, stockyards, crossings, &c. ..	174 12 0	
	Additions to station buildings, extension of station-yards and other facilities	514 19 11	689 11 11
			£329,740 17 4

## RETURN NO. 7—continued.

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

Description of Stock ordered.	Order.	Number	Number	Number	Expenditure	
		Incomplete on 31st Mar., 1921.	Complete on 31st March, 1922.	Incomplete on 31st March, 1922.	in Year ended 31st March, 1922.	
Carriages, Class A, 1915-16 programme ..	B-10	3	3	..	£	s. d.
Wagons, bogie, 1915-16 programme ..	D-10	4	4	..	1,649	18 0
Wagons, four-wheel, 1915-16 programme ..	E-10	25	25	..	1,227	14 8
Carriages, classes A and AA, 1916-17 programme ..	I-10	30	..	30	Cr. 2,093	2 10
Brake-vans, Class F, 1916-17 programme ..	J-10	12	5	7	4,984	17 2
Wagons, bogie, 1916-17 programme ..	K-10	59	29	30	5,824	4 6
Wagons, four-wheel, 1916-17 programme ..	L-10	329	100	229	73,805	19 1
Fitting Westland rolling-stock with Westinghouse brake	S-10	..	..	..	537	5 1
Carriages, Class AA, 1917-18 programme ..	V-10	2	2	..	800	6 6
Locomotives, Class Ab, third lot ..	X-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))	A-11	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 ..	E-11	1	1	..	949	17 5
Wagons, bogie, 1920-21 programme ..	F-11	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 four obsolete cars to be written off	H-11	..	..	..	929	7 1
Difference in value of wagons rebuilt or converted	I-11	..	..	..	3,806	4 9
Equipment for Royal train ..	J-11	..	..	..	Cr. 51	5 0
Additional first-class seats for cars ..	N-11	..	..	..	2,911	17 9
Locomotives, Class Ab (British Contract)	P-11	45	27	18	288,864	10 1
Wagons, four-wheel (British contract) ..	Q-11	2,500	613	1,887	627,869	2 9
Tarpaulins, 1920-21 programme ..	R-11	1,000	1,000	..	16,040	15 7
Brake-vans, Class F, 1921-22 programme ..	S-11	5	2	3	3,505	6 4
Wagons, four-wheel, 1921-22 programme ..	T-11	24	24	..	10,166	17 6
Steam-heating locomotives and cars ..	U-11	..	..	..	1,571	4 7
Additional superheater elements ..	V-11	..	..	..	981	9 10
Difference in value of brake-vans built to replace stock written off	W-11	..	..	..	1,197	18 7
Electric headlights for AA locomotives ..	X-11	..	..	..	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	..	..
„ carriages ..	..	35	5	30	..	..
„ brake-vans ..	..	18	8	10	..	..
„ wagons, bogie ..	..	83	53	30	..	..
„ wagons, four-wheel ..	..	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.

	£	s.	d.	£	s.	d.
Material on hand at 31st March, 1921 ..	13,525	3	6			
Expenditure charged by Treasury ..	132,240	10	3			
Proportionate cost of raising loan ..	9,619	18	5			
	155,385	12	2			
Less material on hand at 31st March, 1922 ..	11,920	16	4			
				£143,464	15	10
New station and station-yards, goods-sheds, and terminal facilities at Auckland, Wellington, and Addington ..				8,387	10	9
Grade easements—Penrose—Mercer, Palmerston North—Marton ..				55,873	1	9
New line—Auckland—Westfield ..				260	12	1
Signalling, interlocking, and safety appliances ..				78,943	11	3
				£143,464	15	10

L. HAMANN, Acting Chief Accountant.

RETURN NO. 8.  
STATEMENT SHOWING CLASSIFICATION OF EXPENDITURE ON MAINTENANCE OF WAY AND WORKS FOR THE YEAR ENDED 31ST MARCH, 1922.

Classification of Work.	SECTIONS.										Totals.	
	Whangarei.	Kaibuu.	Gisborne.	North Island Main Lines and Branches.	South Island Main Lines and Branches.	Westland.	Westport.	Nelson.	Picton.			
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	
Track surfacing	9,737 0 0	2,029 9 8	6,857 11 1	201,462 6 11	196,855 4 5	24,596 6 0	5,873 17 0	5,626 7 1	7,885 18 5	460,924 0 7		
Track renewals	12,511 17 8	1,091 2 10	391 0 1	102,385 3 2	82,928 12 8	7,251 13 5	4,808 2 11	1,333 3 6	993 15 9	213,694 12 0		
Ballasting	2,970 11 0	130 12 8	1 11 6	24,178 9 10	14,738 12 3	916 18 5	1,200 16 7	75 9 11	92 1 1	44,305 3 3		
Banks, cuttings, ditches, tunnels	532 11 6	70 10 3	1,845 2 2	16,638 19 10	16,863 12 4	3,802 1 8	99 8 8	1,322 17 5	998 11 3	42,173 15 1		
Bridges, culverts, drains	5,668 11 2	365 17 4	307 4 3	47,669 10 1	28,301 15 3	2,614 3 4	639 9 0	1,080 3 1	824 8 1	87,471 1 7		
Fences, gates, cattlestops, hedges	857 9 7	79 19 7	199 0 0	17,142 11 4	16,817 18 9	3,417 11 10	204 17 7	1,034 6 10	726 14 7	40,718 10 11		
Roads, approaches, &c.	139 6 3	44 14 11	21 14 5	5,818 19 1	3,417 11 10	554 6 4	282 3 8	88 15 8	66 7 3	10,433 19 5		
Water services, cranes, appliances	426 1 1	17 0 7	126 1 0	11,640 4 10	11,949 13 6	2,694 3 5	272 19 9	820 15 8	349 11 5	28,296 11 3		
Wharves	68 7 8	428 11 6	..	130 17 2	1,568 7 10	71 1 8	1,034 9 7	..	900 2 3	4,201 17 8		
Buildings	2,497 14 5	573 5 3	965 19 5	73,773 6 5	81,705 1 5	5,423 6 8	1,446 16 1	1,130 16 1	1,178 5 1	168,694 10 10		
Buildings (architectural)	..	..	..	838 9 3	1,188 15 11	20 12 6	..	..	..	838 9 3		
Miscellaneous	4 17 0	..	54 14 0	1,678 10 6	1,838 1 9	159 0 5	..	..	..	3,024 4 7		
General charges	75 7 7	40 2 3	15 1 11	4,891 19 5	1,838 1 9	..	56 11 2	11 9 3	18 18 2	7,106 11 11		
Totals	35,489 14 11	4,871 6 10	10,784 19 10	508,249 7 10	455,173 7 11	51,759 6 6	15,919 12 0	12,529 19 9	14,105 12 9	1,111,883 8 4		
Rate per average mile opened	443 12 5	243 11 5	220 2 0	448 11 10	321 7 0	329 13 7	442 4 2	205 8 2	251 17 10	368 9 0		

RETURN NO. 8A.  
STATEMENT SHOWING CLASSIFICATION OF SIGNAL AND ELECTRICAL EXPENDITURE, YEAR ENDED 31ST MARCH, 1922.

Classification of Work.	SECTIONS.										Totals.	
	Whangarei.	Kaibuu.	Gisborne.	North Island Main Lines and Branches.	South Island Main Lines and Branches.	Westland.	Westport.	Nelson.	Picton.			
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	
Signals and interlocking	301 4 8	..	28 14 2	18,106 12 6	8,651 1 11	599 13 3	159 10 2	51 7 5	4 10 0	27,902 14 1		
Signals at level crossings	26 18 11	..	..	1,068 7 5	5,440 3 4	..	..	..	..	1,535 9 8		
Telegraphs and telephones	270 2 0	..	119 17 8	7,755 16 7	5,079 18 2	262 13 3	216 12 1	128 18 6	86 8 7	13,920 6 10		
Block working	143 7 2	..	..	10,547 17 1	4,832 7 9	242 4 4	175 16 11	..	..	15,941 13 3		
Electric lighting	111 1 2	..	..	5,656 14 11	4,195 12 0	0 16 8	..	..	157 5 7	10,121 10 4		
Electric power	..	..	..	66 5 9	793 1 9	..	..	..	..	859 7 6		
Buildings	..	..	..	648 13 7	87 1 5	..	..	..	..	735 15 0		
Miscellaneous	..	..	..	156 13 7	174 19 1	..	..	..	..	331 12 8		
General charges	1 12 10	0 4 0	0 17 2	931 5 11	51 2 4	5 11 0	2 3 10	0 11 4	0 17 3	994 5 8		
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 0		
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 5		

## RETURN No. 9.

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

Description of Tickets.					Number.	Amount.		
						£	s.	d.
Travellers' annual, all lines	...	...	...	...	17	1,556	5	0
Travellers' annual, North Island	...	...	...	...	89	6,049	15	0
Travellers' annual, South Island	...	...	...	...	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.

## RETURN No. 10.

COMPARATIVE STATEMENT OF THE NUMBER OF EMPLOYEES FOR YEARS 1920-21 AND 1921-22.

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 ..	5	1	3	401	123	26	4	4	3	144	192	21	927
Traffic ..	47	6	19	2,551	2,019	134	73	53	28	..	..	..	4,930
Maintenance ..	73	14	40	1,780	1,325	214	35	43	52	..	..	..	3,576
Locomotive ..	47	5	22	2,543	1,902	151	105	23	21	..	..	..	4,819
Totals ..	172	26	84	7,275	5,969	525	217	123	104	144	192	21	14,252
1921-22.													
General ..	5	1	3	432	125	28	5	4	3	152	190	26	974
Traffic ..	47	6	21	2,683	2,095	156	75	27	28	..	..	..	5,138
Maintenance ..	77	13	38	1,932	1,413	259	39	39	45	..	..	..	3,855
Locomotive ..	51	5	24	3,007	2,284	169	107	23	25	..	..	..	5,695
Totals ..	180	25	86	8,054	5,917	612	226	93	101	152	190	26	15,662

RETURN No. 11.

RETURN SHOWING NUMBER OF PASSENGER TICKETS ISSUED AT CHEAP EXCURSION RATES FOR YEAR ENDED 31st MARCH, 1922.

Sections.	SCHOOLS, FACTORIES, AND FRIENDLY SOCIETIES.				HOLIDAY EXCURSIONS.				GROSS TOTAL—SCHOOL AND HOLIDAY EXCURSIONS.			
	Schools, Factories, and Friendly Societies. Children not exceeding 15 Years of Age.	Schools only. Senior Scholars over 15 but not exceeding 23 Years of Age and Teachers.	Schools, Factories, and Friendly Societies. Adults.	Total.	Revenue. £ s. d.	First Class. No.	Second Class. No.	Total. No.	Revenue. £ s. d.	Number of Tickets.	Revenue. £ s. d.	Total. No.
Whangarei	No. 493	No. 493	No. 493	No. 986	70 13 0	218	647	865	406 18 10	No. 865	406 18 10	No. 865
Kaihu	5,263	840	2,483	8,586	580 10 6	5,847	669	669	66 19 6	1,655	137 12 6	1,655
Auckland	1,551	233	424	2,208	48 19 11	1,372	81,344	87,191	50,243 6 8	95,777	50,243 6 8	95,777
Ohakune	1,120	51	698	1,869	114 7 4	1,800	9,064	10,436	10,016 19 4	12,644	10,065 19 3	12,644
Gisborne	10,824	2,749	6,180	19,753	2,073 7 11	6,312	37,064	43,376	23 12 9	2,483	346 0 1	2,483
Wanganui	12,962	3,568	11,781	28,311	2,185 10 6	44,183	50,460	94,643	26,782 16 10	63,129	28,856 4 9	63,129
Wellington	1,402	83	641	2,493	6 18 4	587	2,178	2,765	51,745 5 3	122,954	53,930 15 9	122,954
Pictou	285	13	181	479	16 19 11	39	2,090	2,129	399 5 7	2,848	406 3 11	2,848
Nelson	3,535	302	3,812	7,649	625 7 8	1,122	15,518	16,640	115 14 7	2,794	250 8 6	2,794
Westland	22,021	3,136	24,223	49,380	4,797 13 4	19,960	60,684	80,644	4,572 10 7	24,289	5,197 18 3	24,289
Christchurch	9,125	797	13,307	23,229	2,049 18 10	25,886	54,159	80,045	41,678 1 7	130,024	46,475 14 11	130,024
Dunedin	7,956	1,613	7,629	17,198	2,250 0 7	3,699	24,188	27,887	37,827 17 5	103,274	39,877 16 3	103,274
Invercargill	76,537	13,835	71,852	162,224	14,955 1 5	109,414	338,791	448,205	18,139 5 6	45,085	20,389 0 1	45,085
Totals	63,598	5,949	38,467	108,014	7,246 5 9	50,511	239,164	289,675	242,464 18 6	610,429	257,419 19 11	610,429
Total, year ending—	44,610	5,993	33,925	84,528	5,616 2 8	58,464	318,724	372,188	50,232 12 11	397,689	57,478 18 8	397,689
31st March, 1896	39,963	5,398	35,064	80,425	5,569 18 1	66,012	383,569	449,581	63,439 0 0	456,716	69,055 2 8	456,716
31st March, 1898	45,748	6,192	39,955	91,895	6,215 11 8	70,531	411,747	482,278	80,822 8 1	530,006	86,392 6 2	530,006
31st March, 1900	37,839	5,616	31,164	74,619	4,752 3 10	81,528	501,176	582,704	84,794 15 6	574,173	91,010 7 2	574,173
31st March, 1901	38,864	5,602	34,550	79,016	5,234 16 8	87,544	541,624	629,168	96,154 7 5	657,323	100,906 11 3	657,323
31st March, 1902	42,506	5,736	37,708	85,950	5,466 16 9	95,628	588,813	684,441	102,932 10 9	708,184	108,167 7 5	708,184
31st March, 1903	41,540	6,048	41,555	89,143	6,050 11 3	84,448	517,566	602,014	136,813 0 1	770,391	142,279 16 10	770,391
31st March, 1904	50,364	6,975	54,344	111,883	7,424 19 7	100,417	594,967	695,384	103,279 8 6	691,157	109,329 19 9	691,157
31st March, 1905	52,742	7,359	53,558	113,659	7,490 16 0	100,968	592,485	693,453	125,624 4 0	807,067	133,049 3 7	807,067
31st March, 1906	55,478	7,715	57,027	120,220	7,882 16 1	110,823	626,852	737,675	140,939 16 3	857,895	148,822 12 4	857,895
31st March, 1907	48,044	7,837	39,783	95,664	6,514 18 4	125,280	731,132	856,412	194,185 2 9	952,076	200,700 1 1	952,076
31st March, 1908	51,031	8,163	53,886	113,080	7,604 10 4	113,617	618,518	732,135	141,519 16 11	845,215	149,124 7 3	845,215
31st March, 1909	55,199	9,266	52,579	117,044	7,641 5 10	122,312	667,867	790,179	166,471 6 3	907,223	174,112 12 1	907,223
31st March, 1910	53,917	7,811	53,677	115,405	7,964 15 7	128,277	735,561	863,838	211,133 6 10	979,243	219,098 2 5	979,243
31st March, 1911	66,381	10,799	66,695	143,875	9,488 14 7	107,208	576,251	683,459	155,444 10 11	827,334	164,933 5 6	827,334
31st March, 1912	62,289	8,924	63,612	134,825	9,702 15 3	135,590	704,883	840,473	206,472 13 1	975,298	216,175 8 4	975,298
31st March, 1913	63,040	9,723	61,134	133,897	9,509 8 7	159,730	804,965	964,695	271,611 17 7	1,098,592	281,121 6 2	1,098,592
31st March, 1914	111,029	18,246	59,712	188,987	13,235 8 4	131,416	683,851	815,267	210,109 0 9	1,004,254	223,344 9 1	1,004,254
31st March, 1915	47,846	7,974	48,197	104,017	7,919 1 9	144,260	782,355	926,615	259,547 10 6	1,030,632	267,466 12 3	1,030,632
31st March, 1916	43,038	8,198	36,091	87,327	6,072 18 9	136,401	763,690	900,091	269,097 16 0	987,418	275,170 14 9	987,418
31st March, 1917	38,477	8,788	32,901	80,166	6,169 17 6	168,098	735,468	903,566	313,006 7 3	983,732	319,166 4 10	983,732
31st March, 1918	591	124	743	1,458	131 6 7	20,148	110,482	130,630	62,968 15 11	132,088	63,100 2 6	132,088
31st March, 1919*	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil
31st March, 1920	38,357	3,968	42,461	84,786	7,173 12 2	76,713	260,159	336,872	161,401 18 3	421,658	168,575 10 5	421,658
31st March, 1921	94,175	12,346	70,794	177,315	14,966 19 8	146,404	524,246	670,650	371,525 9 4	847,965	386,492 9 0	847,965
31st March, 1922	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	610,429

\* The issue of school, factory, friendly-society, and holiday excursion tickets was suspended in connection with staff-saving time-table on 23rd April, 1919.

RETURN No. 12.

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

OUTWARD.

INWARD.

Main data table with columns for Stations, Number of Tickets (First-class, Second-class, Total), and various goods categories (Cattle, Sheep, Pigs, Timber, Minerals, etc.) for both Outward and Inward directions.

RETURN NO. 12—continued. STATEMENT OF REVENUE FOR EACH STATION FOR THE YEAR ENDED 31ST MARCH, 1922—continued.

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



RETURN No. 12—continued.

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

OUTWARD.

INWARD.

Table with 25 columns for stations and various revenue categories. Columns include: Stations, First-class Single, First-class Return, Second-class Single, Second-class Return, Total, Number of Season Tickets, Cattle and Calves, Sheep, Pigs, Timber, Hundreds of Superficial Feet, Minerals, Other 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.

RETURN No. 12—continued.

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

OUTWARD.

INWARD.

Main data table with columns for Stations, Number of Tickets (First-class, Second-class, Total), Cattle and Calves, Sheep, Pigs, Timber, Minerals, Other Goods, Ordinary Passengers, Season Tickets, Parcels, Luggage, Goods, Miscellaneous, Rents and Commission, Total Value Forwarded, and various other metrics. Includes sub-sections for South Island Main Lines and Branches, Westland Section, Westport Section, Nelson Section, Pictou Section, and Lake Wakatipu Steamers.

RETURN NO. 13.

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

Description.	Class.	Whangarei.	Kaiti.	North Island Main Line and Branches.	Gisborne.	South Island Main Line and Branches.	Westland.	Westport.	Nelson.	Pictou.	Total.
<b>CARRIAGES.</b>											
Sleepers, bogie, 50 ft.	AA			10							10
First-class, bogie, 50 ft.	AA			35							35
Ladies' (composite), bogie, 50 ft.	AA			6							6
Second-class bogie, 50 ft.	AA			37							37
Royal saloon, bogie, 50 ft.	AA			2							2
Postal, bogie, 50 ft.	AA			1							1
Royal saloon, bogie, 44 ft.	A					1					1
Gallery-cars, bogie, 44 ft.	A					5					5
Saloon, bogie, 44 ft.	A					1					1
" " 41 ft.	A			5		4					9
" " 39½ ft.	A			7		7					14
" " 37½ ft.	A			2							2
" " 35 ft.	A			1			2				3
Ladies' (composite), bogie, 47½ ft.	A					4					4
Motor-train, bogie, 60 ft.	A			4		1					5
First-class, bogie, 50 ft.	A			34							34
" " 47½ ft.	A			42		61	1			2	106
" " 44 ft.	A			2		2					4
" " 43 ft.	A			11							11
" " 30 ft.	B					1					1
Composite, bogie, 60 ft.	A			8							8
" " 50 ft.	A			52		1					53
" " 47½ ft.	A			104	2	93	9	1	4	2	215
" " 46 ft.	A					7					7
" " 44 ft.	A	11		59	3	84	8	2	1	3	171
" " 43 ft.	A			7							7
" " 42½ ft.	A			13		30					43
" " 39½ ft.	A			2		4		1	2	1	10
" " 30 ft.	B			16		20					36
" " 6-wheel	C	2	2		3	5	2				14
Second-class, bogie, 52 ft.	A			1							1
" " 50 ft.	A			88		1					89
" " 47½ ft.	A			96		106	3	3			208
" " 46 ft.	A					4					4
" " 44 ft.	A	2		86		101	8	3	3	3	206
" " 43 ft.	A			18							18
" " 42½ ft.	A			1		14					15
" " 39½ ft.	A			10			3				13
" " 35 ft.	A			3							3
" " 30 ft.	B			6		17				1	24
" " 6-wheel	C	5	2		5	12	4		4		32
" " 4-wheel	D	5				1					6
Postal, bogie, 50 ft.	A			7		2					9
" " 44 ft.	A			3		4					7
" " 39½ ft.	A			2							2
" " 30 ft.	B					1					1
" " composite, 44 ft.	A			1							1
Rail-motor, 58 ft.				1							1
" " 42½ ft.				1							1
Totals..		25	4	784	13	594	40	10	14	12	1,496
<b>BRAKE-VANS.</b>											
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
" " Fell	F			7			4				11
Totals..		11	2	223	4	172	20	7	6	5	450
<b>WAGONS.</b>											
Horse-boxes	G	2		138	1	110	6		1	4	262
Cattle	H	22		301	4	211	24	4	5	4	575
Sheep	J	20		925	40	787	17		10	29	1,828
Covered goods	K	8	1	288	2	370	24	5	6	3	707
Sleeping-vans	K			25		40	3	1	1		70
High sides	L	89	4	5,300	47	4,618	208	17	103	174	10,560
" " "	LA			964		1,692					2,656
Wharf	LB						45				45
Low sides	M	22	12	426	40	825	66	24	14	21	1,450
" " steel	MA	20		128	12						160
Work-train	MB			110		15	20				145
Timber	N	112	40	74		163	36	32	8		465
Iron hopper	O			39							39
" " for ballast	OB			10							10
Platform coal	P	169		29							198
Movable hopper	Q						495	673			1,168
Frozen meat	W	24		208		75			15		322
Cool, insulated	X	6		173		29	3				211
" " ventilated	XA	1	1	115		95				7	219
" " "	XB	1		96		56					153
Work-train hopper	Y					12					12
" " "	YB			211		132	20				363
High side, bogie	R		2	222		76	9				309
" " "	RB			70		21					91
" " "	RD			64							64
" " "	RN			40							40
Carried forward		496	60	9,956	146	9,327	976	756	163	242	22,122

RETURN No. 13—continued.

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

Table with columns: Description, Class, Whangarei, Kaiku, North Island Main Line and Branches, Gisborne, South Island Main Line and Branches, Westland, Westport, Nelson, Pictou, Total. Rows include WAGONS—continued (Sheep, Cattle, Platform, Gas-storeholders, Horse-boxes, Frozen meat, Covered goods) and TARPAULINS.

RETURN No. 14.

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

Table with columns: Class, Type, Cylinder (Dia-meter, Stroke), Coupled Wheels (No, Dia-meter), Truck Wheels (No, Dia-meter), Whangarei, Kaiku, North Island Main Line and Branches, Gisborne, South Island Main Line and Branches, Westland, Westport, Nelson, Pictou, Total. Rows list various locomotive classes (A, AA, AB, B, BA, BB, BC, D, F, FA, H, J, K, LA, M, N, NA, NC, O, OA, OB, OC, P, Q, R, S, T, U, UA, UB, UC, UD, V, W, WA, WAB, WB, WD, WE, WF, WG, WH, WJ, WW, X) and their specifications.

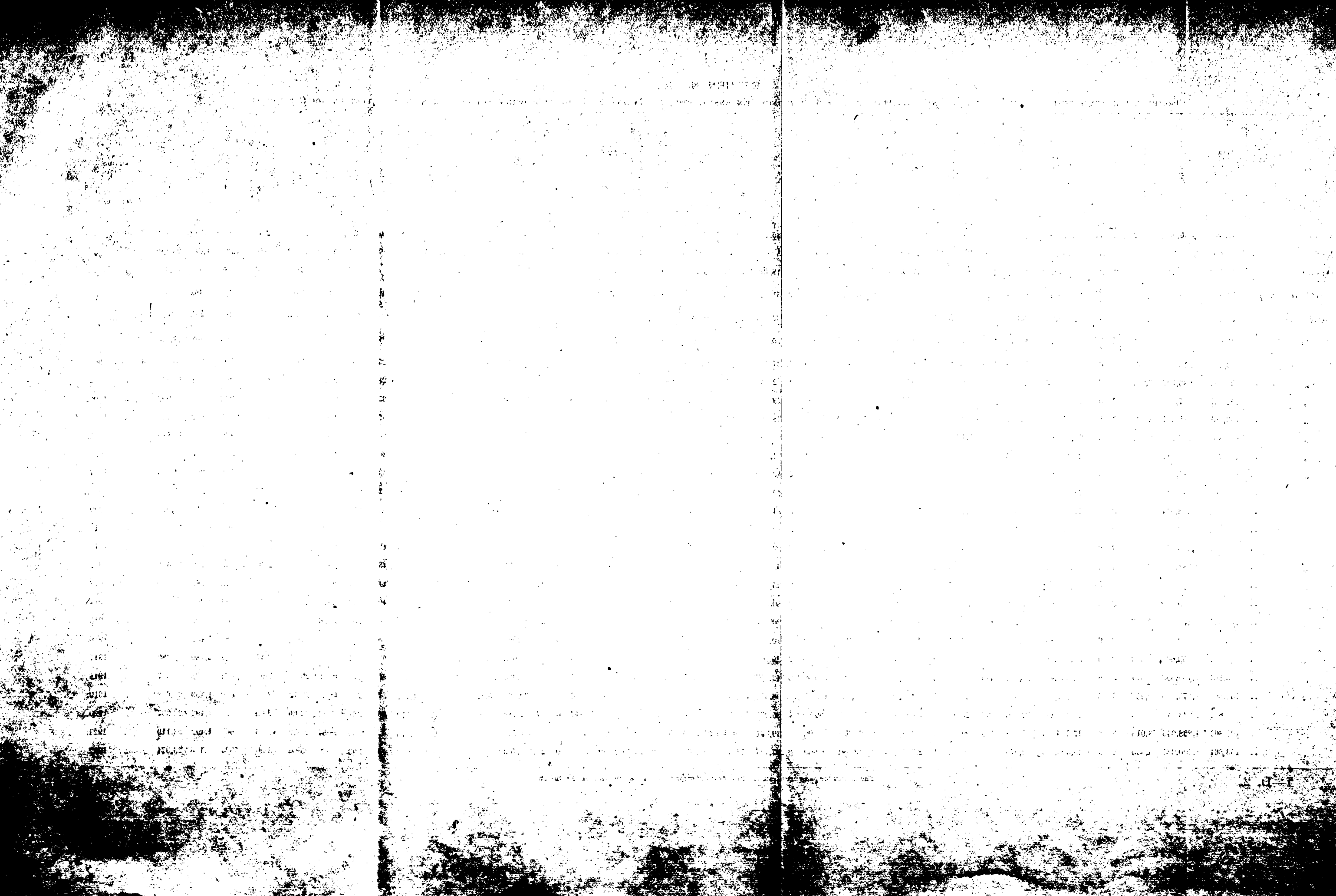
RETURN NO. 15.

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

Table with columns: Area in Square Miles, Population, Average Miles open, Gauge, Total Cost, Cost per Mile, Population per Mile of Railway, Cost per Head of Population, Train-miles run, Gross Earnings, Earnings per Train-mile, Working-expenses, Working-expenses per Train-mile, Profit on Working, Net Earnings per Train-mile, Percentage of Net Earnings to Capital, Percentage of Working-expenses to Earnings, Earnings per Head of Population, Passengers carried, Tonnage of Goods, Earnings per Average Mile open, Working-expenses per Average Mile open, Net Earnings per Average Mile, Maintenance per Mile of Railway, Expenses (Locomotive, Car, and Wagon per Train-mile; Traffic per Cent. of Revenue; General Charges (including Compensation, &c.) per Cent. of Revenue), Number of Locomotives, Number of Passenger-carriages, Number of Wagons and Brake-vans, Year ending.

7—D. 2.

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



RETURN NO. 16.

RETURN SHOWING MILEAGE, CAPITAL COST, TRAFFIC, REVENUE, AND EXPENDITURE OF NEW ZEALAND GOVERNMENT RAILWAYS FROM 1ST APRIL, 1914, TO 31ST MARCH, 1922.

Year.	Miles.	Capital Cost.	Train-mileage.		Passengers.		Season Tickets.		Coaching.		Cattle.	Sheep.	Pigs.
			Number.	Revenue.	Number.	Revenue.	Number.	Revenue.	Number.	Revenue.			
1914-1915	2,955	34,133,825	9,383,420	1,329,233	13,565,772	302,912	153,150	237,521	314,219	6,923,306	163,155		
1915-1916	2,970	34,857,882	9,356,522	1,566,380	14,201,506	330,622	156,322	236,705	371,529	7,204,826	182,443		
1916-1917	2,970	35,378,664	9,146,331	1,717,847	14,173,115	355,832	155,201	243,832	402,769	7,106,174	163,370		
1917-1918	2,993	36,001,432	7,468,646	1,663,922	11,408,156	322,487	138,675	254,110	362,134	6,356,361	145,729		
1918-1919	2,993	36,167,681	7,477,588	1,793,381	11,374,521	351,124	150,901	258,524	346,544	6,568,032	123,728		
1919-1920	3,006	36,390,115	7,408,608	2,138,391	12,760,814	400,621	165,596	290,453	357,976	7,209,246	107,310		
1920-1921	3,018	37,235,254	9,303,392	2,459,362	15,315,640	464,691	198,717	335,754	376,745	7,010,598	118,624		
1921-1922	3,030	39,309,097	8,717,265	2,212,633	14,262,440	472,865	205,594	339,482	279,904	7,466,751	168,764		

Year.	Timber.	Minerals.	Other Goods.		Total.	Goods Revenue.		Miscellaneous Revenue.	Rents and Commission.		Total Revenue.	Revenue per Train-mile.
			Tons.	Tons.		£	£		£	£		
1914-1915	621,963	2,988,028	2,466,836	6,076,827	2,249,399	69,646	76,508	4,105,457	104.75			
1915-1916	625,866	2,831,959	2,504,439	5,962,264	2,423,493	81,391	84,065	4,548,356	116.50			
1916-1917	579,428	2,787,523	2,459,314	5,826,265	2,498,862	98,473	86,595	4,800,810	125.75			
1917-1918	523,784	2,572,576	2,276,776	5,373,136	2,468,241	78,761	86,991	4,687,700	150.50			
1918-1919	487,739	2,444,007	2,306,721	5,238,457	2,608,336	78,828	92,662	4,988,632	160.00			
1919-1920	611,171	2,300,760	2,685,301	5,597,232	2,956,237	105,072	96,738	5,752,487	186.00			
1920-1921	717,701	2,515,464	2,852,195	6,085,360	3,676,665	136,505	101,528	6,908,531	178.00			
1921-1922	708,212	2,481,048	2,741,852	5,931,112	3,646,594	124,106	115,182	6,643,591	182.69			

EXPENDITURE.

Year.	Expenditure per Train-mile.	Expenditure per Cent. of Revenue.	Maintenance of Way and Signals.			Locomotive Power.			Carriages and Wagons.		
			Amount.	Per Cent. of Revenue.	Per Mile of Railway.	Amount.	Per Cent. of Revenue.	Per Train-mile.	Amount.	Per Cent. of Revenue.	Per Train-mile.
1914-1915	74.54	71.14	738,550	17.99	254.02	18.89	954,868	23.26	228,145	5.56	5.84
1915-1916	74.50	64.00	740,349	16.30	241.00	18.99	934,737	20.58	225,968	4.98	5.79
1916-1917	76.63	60.97	720,840	15.04	243.52	18.92	937,780	19.56	238,868	4.98	6.27
1917-1918	97.54	64.91	710,655	15.18	239.54	22.84	962,222	20.56	283,248	6.05	9.10
1918-1919	108.97	66.32	752,558	15.10	252.28	24.16	1,075,489	21.59	306,308	6.15	9.83
1919-1920	132.72	71.36	837,910	14.59	280.54	27.14	1,397,993	24.34	387,498	6.74	12.55
1920-1921	145.14	81.59	1,065,049	15.26	349.97	27.17	2,124,877	30.80	531,935	7.71	13.72
1921-1922	171.37	93.89	1,184,226	17.85	392.42	32.60	2,567,363	38.69	566,732	8.54	15.61

Year.	Traffic.			Head and Departmental Offices.			Lake Wakatipu Steamers.			Total Expenditure.
	Amount.	Per Cent. of Revenue.	Per Train-mile.	Amount.	Per Cent. of Revenue.	Per Train-mile.	Amount.	Per Cent. of Revenue.		
1914-1915	870,392	21.30	22.26	132,415	2.98	3.13	6,085	88.83	2,920,455	
1915-1916	889,991	19.60	22.83	113,461	2.50	2.91	6,377	88.04	2,910,883	
1916-1917	904,318	18.87	23.73	118,456	2.47	3.10	6,602	91.89	2,926,864	
1917-1918	954,142	20.38	30.66	124,976	4.02	4.32	7,664	112.53	3,042,907	
1918-1919	1,032,609	20.73	33.14	134,626	2.70	4.32	6,985	104.53	3,303,575	
1919-1920	1,301,985	22.66	42.17	171,767	2.99	5.37	7,964	101.09	4,105,067	
1920-1921	1,712,375	24.82	44.17	203,906	2.95	5.26	10,458	116.34	5,636,601	
1921-1922	1,703,049	25.66	46.89	202,948	3.06	5.59	13,339	166.34	6,237,727	

## RETURN No. 17.

STATEMENT OF RAILS RELAID DURING THE YEAR ENDED 31ST MARCH, 1922.

Weight.	Whangarei-Kawakawa.	Kaihu.	Gisborne.	North Island Main Line and Branches.	South Island Main Line and Branches.	Westland.	Westport.	Nelson.	Picton.	Total.
RAILS RELAID :—										
53 lb. steel..	..	..	..	31	..	..	..	..	..	31
55 " ..	..	..	..	..	2,374	113	..	..	..	2,487
70 " ..	480	..	..	4,963	1,895	985	254	6	..	8,103
100 " ..	..	..	..	..	147	..	..	..	..	147
Totals ..	480	..	..	4,994	4,416	1,098	254	6	..	10,768

## RETURN No. 18.

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

Description.	Whangarei-Kawakawa.	Kaihu.	North Island Main Line and Branches.	Gisborne.	South Island Main Line and Branches.	Westland.	Westport.	Nelson.	Picton.	Total.
SLEEPERS RELAID :—										
Grey-gum ..	..	..	..	..	352	..	..	..	..	352
Ironbark ..	..	..	620	..	..	..	..	..	..	620
Jarrah ..	6,043	..	65,418	..	25,136	974	360	48	986	98,965
Matai and Rimu ..	..	..	12	..	..	..	..	..	..	12
Totara ..	..	26	2,922	..	5	..	..	..	..	2,953
Birch ..	..	..	404	..	..	..	..	..	..	404
Silver-pine ..	..	..	489	..	..	11,436	2,333	686	489	15,433
Puriri ..	49	198	563	..	..	..	..	..	..	810
Hardwood ..	..	..	1,014	..	25,171	..	..	..	..	26,185
Totals ..	6,092	224	71,442	..	50,664	12,410	2,693	734	1,475	145,734
SLEEPERS REMOVED :—										
Kauri ..	..	..	..	..	15	..	..	..	..	15
Maire ..	..	..	489	..	..	..	..	..	..	489
Ironbark ..	..	..	617	..	74	..	..	..	..	691
Jarrah ..	162	..	9,569	..	3,986	..	102	15	..	13,834
Matai and Rimu ..	..	..	1,391	..	3,077	..	..	3	..	4,471
Totara ..	4,333	16	49,231	15	6,152	..	..	..	..	59,747
Birch ..	..	..	1,403	..	2,158	598	28	71	40	4,298
Silver-pine ..	45	..	2,443	147	20,958	9,076	2,519	639	1,435	37,262
Powellized ..	..	..	2,065	..	374	..	..	..	..	2,439
Puriri ..	1,150	25	3,302	..	285	..	..	..	..	4,762
Hardwood ..	..	..	..	..	354	..	..	..	..	354
Creosoted ..	14	183	661	..	7,416	..	..	..	..	8,274
Grey-gum ..	..	..	..	..	2,551	..	..	..	..	2,551
Totals ..	5,704	224	71,171	162	47,400	9,674	2,649	728	1,475	139,187

## RETURN No. 19.

RETURN OF NUMBER OF STATIONS AND PRIVATE SIDINGS ON EACH SECTION FOR THE YEAR ENDED 31ST MARCH, 1922.

Sections.	Length.	Number of Stations and Stopping-places in the Time-tables.	Number of Private Sidings.		
			At Stations.	Out of Stations.	Total.
Whangarei ..	M. ch. 79 49	31	9	3	12
Kaihu ..	19 41	11	..	..	..
Gisborne ..	49 10	17	7	3	10
North Island Main Line and Branches ..	1,141 42	400	153	39	192
South Island Main Line and Branches ..	1,430 41	520	184	24	208
Westland ..	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 ..	3,029 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 31st March, 1921.	Additional Lengths opened during Year.		Reduced Mileage equivalent to Maintenance for whole Period.	Length closed during Year.		Net Addition to Mileage open for Traffic.	Net Addition to Mileage under Maintenance.	Total Mileage open for Traffic on 31st March, 1922.	Equivalent Total Mileage maintained during Financial Year ended 31st March, 1922.
		Line opened.	Date of Opening.		Length opened.	Line.				
Whangarei-Kawakawa ..	M. ch. 79 49	..	..	M. ch. ..	..	M. ch. ..	M. ch. ..	M. ch. ..	M. ch. 79 49	M. ch. 79 49
Kaihu ..	..	..	..	..	..	..	..	..	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 Branches	1,415 60	..	11th July, 1921 ..	12 27	..	12 27	12 27	12 27	1,428 7	1,424 54
Ditto, Private Line—Nightsaps Branch ..	2 34	..	..	..	..	..	..	..	2 34	2 34
Westland ..	157 26	..	..	..	..	..	..	..	157 26	157 26
Westport ..	35 78	..	..	..	..	..	..	..	35 78	35 78
Nelson ..	60 20	..	..	..	..	..	..	..	60 20	60 20
Pictou ..	56 12	..	..	..	..	..	..	..	56 12	56 12
Totals ..	3,017 52	..	..	12 27	..	12 27	12 27	12 27	3,029 79	3,026 46

RETURN NO. 21.  
STATEMENT SHOWING WEIGHTS OF RAILS IN VARIOUS LINES ON 31ST MARCH, 1922.

Line.	40 lb. Iron.	40 lb. Steel.	45 lb. Steel.	52 lb. Iron.	52 lb. Steel.	53 lb. Steel.	55 lb. Steel.	56 lb. Iron.	56 lb. Steel.	65 lb. Steel.	70 lb. Iron.	70 lb. Steel.	100 lb. Steel.	Total.
	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.
Whangarei-Kawakawa Section—														
Onerahi-Opua ..	..	..	..	..	..	21 31	28 70	0 50	4 46	..	..	2 35	..	57 72
Kaikōhe Branch ..	..	..	..	..	..	..	16 36	..	..	..	..	..	..	16 36
Kiōroa-Portland ..	..	..	..	..	..	..	5 21	..	..	..	..	..	..	5 21
Kāhū Section—														
Dargaville-Tarawhāhi ..	..	..	..	..	..	17 15	2 26	..	..	..	..	..	..	19 41
North Island Main Lines and Branches—														
Auckland-Wellington..	..	..	..	..	..	0 6	..	..	21 77	21 7	..	382 55	..	425 65
Newmarket-Huarau ..	..	..	..	..	..	0 44	26 18	..	21 61	..	..	41 77	..	90 40
Penrose-Onchunga ..	..	..	..	..	..	2 23	..	..	..	..	..	0 26	..	2 59
Waikū Branch ..	..	..	..	..	..	..	5 0	..	..	..	..	..	..	5 0
Huntly-Awaroa Railway ..	..	..	..	..	..	..	7 43	..	..	..	..	..	..	7 43
Frankton-Thames ..	..	..	..	..	..	10 1	..	..	18 32	..	..	34 42	..	62 75
Paeroa-Waihi ..	..	..	..	..	..	6 75	2 36	..	12 21	..	..	0 3	..	12 24
Cambridge Branch ..	..	..	..	..	..	45 46	..	..	2 42	..	..	0 8	..	12 1
Morrinsville-Rotorua ..	..	..	..	..	..	6 37	2 1	..	0 9	..	..	28 5	..	68 60
Raeāihi Branch ..	..	..	..	..	..	2 30	..	..	38 68	..	..	95 65	..	8 28
Marton - New Plymouth ..	..	..	..	..	..	3 77	..	..	0 3	..	..	..	..	137 3
Waikāra Branch ..	0 14	0 48	..	..	..	15 45	26 30	..	0 30	..	..	..	..	4 62
Stratford-Kohuratahi ..	..	..	..	..	..	..	..	..	6 2	..	..	..	..	42 25
Mount Egnont Branch ..	..	..	..	..	..	..	..	..	1 79	..	..	1 21	..	6 2
Aramoho-Wanganui ..	..	..	..	..	..	11 13	..	..	5 23	..	..	..	..	3 20
Foxton Branch ..	..	..	..	2 77	..	2 37	..	..	30 71	..	..	80 44	..	19 33
Palmerston-Spit ..	..	..	..	..	..	18 53	0 1	..	12 17	..	..	88 52	..	113 72
Wellington-Woodville ..	..	..	..	3 7	..	1 9	..	..	0 1	..	..	..	..	114 43
Greytown Branch ..	..	..	..	..	..	..	..	..	..	..	..	..	..	3 7
Te Aro Branch ..	..	..	..	..	..	..	..	..	17 62	..	..	..	..	1 10
Gisborne Section—														
Gisborne-Motuhora ..	0 20	..	..	..	..	..	31 8	..	..	..	..	..	..	49 10
South Island Main Lines and Branches—														
Lyttelton-Bluff ..	..	0 8	..	0 3	..	0 49	..	..	0 67	..	..	389 3	1 31	392 1
Addington-Waiatu ..	..	11 46	..	..	..	28 32	12 77	..	..	..	..	39 23	..	80 52
Oxford Branch ..	..	..	..	..	..	18 35	0 2	..	3 36	..	..	0 6	..	33 45
Eyreton Branch ..	..	..	..	..	..	20 14	0 7	..	..	..	..	..	..	20 21
Waipara-Parnassus ..	..	..	..	..	..	12 52	..	..	31 29	..	..	..	..	44 1
Southbridge Branch ..	..	..	..	..	..	23 19	1 0	..	1 20	..	..	..	..	25 39
Little River Branch ..	..	..	..	..	..	0 47	7 5	..	4 24	..	..	..	..	22 48
Springfield Branch ..	..	5 65	..	..	..	..	4 60	..	26 1	..	..	41 45	..	72 26
White Cliffs Branch ..	..	..	..	..	..	11 46	..	..	..	..	..	..	..	11 46
Rakala Forks Branch ..	..	..	..	..	22 20	..	..	..	..	..	..	..	..	22 20
Mount Somers Branch ..	..	..	..	..	..	..	..	..	..	..	..	..	..	27 36
Albury Branch ..	3 33	24 3	..	..	..	22 44	4 78	..	7 66	..	..	..	..	36 13
Waimate Branch ..	0 65	..	..	2 2	..	2 44	..	..	..	..	..	..	..	4 46
Waimate Gorge Branch ..	..	..	..	7 45	..	0 56	..	..	..	..	..	..	..	8 21
Duntroon Branch ..	1 16	..	..	3 21	..	28 52	0 43	..	3 69	..	..	..	..	37 41
Carried forward ..	5 68	42 20	4 67	16 73	24 22	323 20	197 54	0 50	273 76	21 7	..	1,216 30	1 31	2,128 38

RETURN NO. 21—continued.  
STATEMENT SHOWING WEIGHTS OF RAILS IN VARIOUS LINES ON 31ST MARCH, 1922—continued.

Line.	40 lb. Iron.	40 lb. Steel.	45 lb. Steel.	52 lb. Iron.	52 lb. Steel.	53 lb. Steel.	55 lb. Steel.	56 lb. Iron.	56 lb. Steel.	65 lb. Steel.	70 lb. Iron.	70 lb. Steel.	100 lb. Steel.	Total.
Brought forward	M. ch. 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.	0 23	..	..	..	..	0 40	..	..	..	..	..	..	..	0 63
Oamaru Breakwater Branch	..	..	..	..	..	11 44	..	..	3 45	..	..	..	..	15 9
Ngapara Branch	..	..	..	..	..	0 16	10 36	..	1 39	..	..	..	..	11 75
Livingstone Branch	..	6 76	..	0 53	..	..	..	..	1 0	..	..	..	..	8 65
Waihemo Branch	..	..	..	..	..	0 16	..	..	..	..	..	..	..	1 26
Port Chalmers Branch	..	..	..	..	..	1 49	0 19	..	0 48	..	..	..	..	2 38
Waikouaiti Branch	0 1	..	..	..	..	1 57	..	..	..	..	..	..	..	1 57
Fernhill Branch	..	..	..	..	..	65 73	15 27	..	65 58	..	..	..	..	146 78
Obago Central Railway	..	..	..	..	..	6 26	0 73	..	1 53	..	..	..	..	9 0
Outram Branch	0 1	..	..	..	..	1 40	18 20	..	15 8	..	..	..	..	34 68
Lawrence Branch	..	..	..	..	..	19 14	20 5	..	3 54	..	..	..	..	42 78
Catlin's River Branch	..	..	..	..	..	10 40	9 3	..	6 58	..	..	..	..	26 21
Tapuanui Branch	..	..	..	..	..	..	12 56	..	..	..	..	..	..	12 57
Waikaka Branch	..	..	..	..	..	9 1	..	..	..	..	..	..	..	9 35
Wyndham Branch	..	..	..	..	..	1 52	25 8	..	7 5	..	..	..	..	33 65
Seaward Bush Branch	..	..	..	..	..	44 56	..	..	23 57	..	7 55	..	..	86 78
Invercargill-Kingston	..	..	..	..	..	17 76	8 6	..	10 21	..	..	..	..	48 23
Makarawa-Tustapere	..	..	..	..	..	..	..	..	..	..	..	..	..	24 58
Thornbury-Nightcaps	..	0 17	..	..	..	..	..	..	..	..	..	..	..	12 66
Forest Hill Branch	10 57	..	..	..	..	0 24	2 8	..	0 1	..	..	..	..	10 41
Mararoa Branch	..	10 16	..	2 62	..	3 56	..	..	0 10	..	..	..	..	36 37
Waimea Plains Railway	..	..	..	..	..	1 77	11 69	..	..	..	..	..	..	13 67
Riversdale-Switzerland	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Westland Section—	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Greytnouth-Otira	..	..	..	..	..	12 56	..	..	11 28	..	..	..	..	50 48
Greytnouth-Ross	..	..	..	..	..	18 26	..	..	17 43	..	..	..	..	38 29
Stillwater-Inangahua	..	..	..	..	..	31 1	13 51	..	6 64	..	..	..	..	56 73
Blackball-Ngahere	..	..	..	..	..	..	1 0	..	2 31	..	..	..	..	3 31
Greytnouth-Rewanui	..	..	..	..	..	0 15	..	..	4 46	..	..	..	..	8 5
Westport-Mokihinui	..	..	..	0 16	..	7 54	..	..	1 18	..	..	..	..	30 17
Westport-Te Kupa	0 2	0 1	..	0 38	..	24 69	5 61	..	16 73	..	..	..	..	5 61
Nelson-Glenhope	..	..	..	..	..	17 13	22 48	..	16 29	..	..	..	..	60 20
Pictou-Wharanui	..	..	..	..	..	..	..	..	..	..	..	..	..	56 12
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

## RETURN NO. 22.

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

Year.	Approximate Length opened each Year.			Sleepers.	
	North Island.	Middle Island.	Total.	Laid during Construction. (2,100 per mile.)	Removed during Maintenance.*
	M. ch.	M. ch.	M. ch.		
1867 .. ..	..	45 70	45 70	96,338	..
1870-71 .. ..	..	18 58	18 58	39,323	..
1871-72 .. ..	..	11 68	11 68	24,885	..
1872-73 .. ..	..	27 62	27 62	58,327	..
1873-74 .. ..	10 55	11 21	21 76	46,095	..
1874-75 .. ..	61 19	126 78	188 17	395,246	..
1875-76 .. ..	69 23	248 4	317 27	666,409	..
1876-77 .. ..	64 24	152 39	216 63	455,254	..
1877-78 .. ..	103 76	94 58	198 54	417,217	..
1878-79 .. ..	27 19	56 46	83 65	176,006	..
1879-80† .. ..	26 33	40 73	67 26	141,382	..
1880-81 .. ..	68 39	32 71	101 30	212,888	74,261
1881-82 .. ..	22 67	40 16	63 3	132,379	73,947
1882-83 .. ..	2 2	40 19	42 21	88,751	106,763
1883-84 .. ..	22 19	22 50	44 69	94,211	125,632
1884-85 .. ..	56 0	24 0	80 0	168,000	148,325
1885-86 .. ..	43 26	47 52	90 78	191,048	137,993
1886-87 .. ..	58 72	11 39	70 31	147,814	139,040
1887-88 .. ..	11 47	17 32	28 79	60,874	122,027
1888-89 .. ..	18 31	..	18 31	42,814	108,690
1889-90 .. ..	11 57	20 68	32 45	68,381	129,634
1890-91 .. ..	28 21	5 68	34 9	71,636	133,954
1891-92 .. ..	..	27 27	27 27	57,408	139,912
1892-93 .. ..	17 26	..	17 26	36,382	132,569
1893-94 .. ..	28 38	33 58	62 16	130,620	155,827
1894-95 .. ..	16 62	27 24	44 6	92,558	170,681
1895-96 .. ..	14 73	3 48	18 41	38,876	188,291
1896-97 .. ..	3 64	1 11	4 75	10,370	210,588
1897-98 .. ..	27 46	10 2	37 48	78,960	243,479
1898-99 .. ..	22 46	11 13	33 59	70,848	282,326
1899-1900 .. ..	..	19 26	19 26	40,582	302,354
1900-1901 .. ..	4 30	103 38	107 68	226,485	345,433
1901-1902 .. ..	11 20	12 32	23 52	49,665	369,339
1902-1903 .. ..	28 40	27 43	56 3	117,679	330,029
1903-1904 .. ..	33 12	4 44	37 56	79,170	309,296
1904-1905 .. ..	17 61	27 75	45 56	95,970	302,252
1905-1906 .. ..	23 5	8 52	31 57	66,596	309,183
1906-1907 .. ..	..	50 7	50 7	105,184	283,293
1907-1908 .. ..	10 38	4 61	15 19	31,999	331,678
1908-1909 .. ..	186 21	23 21	209 42	440,003	279,190
1909-1910 .. ..	3 60	31 43	35 23	74,104	236,390
1910-1911 .. ..	14 64	29 76	44 60	93,975	282,682
1911-1912 .. ..	23 30	23 1	46 31	97,414	273,586
1912-1913 .. ..	25 37	26 77	52 34	110,092	235,378
1913-1914 .. ..	..	3 6	3 6	6,458	261,748
1914-1915 .. ..	40 22	51 3	91 25	191,756	227,674
1915-1916 .. ..	7 43	7 73	15 36	32,445	157,970
1916-1917 .. ..	..	..	..	..	86,595
1917-1918 .. ..	22 70	..	22 70	48,038	88,540
1918-1919 .. ..	..	..	..	..	70,743
1919-1920 .. ..	..	12 75	12 75	27,169	78,663
1920-1921 .. ..	11 54	0 7	11 61	24,701	100,280
1921-1922 .. ..	..	12 27	12 27	25,909	139,187
Totals .. ..	..	..	..	6,296,694	8,225,422

\*Complete information not recorded until 1880-81.

† Nine months only.



**RETURN NO. 24.**  
**LOCOMOTIVE RETURNS FOR THE YEAR ENDED 31ST MARCH, 1922.**

Type.	Number of Engines.		Average Speed—Miles per Hour.			Engine-mileage.				Quantity of Stores.				Cost.				Cost per Engine-mile, in Pence.				Days in Steam.	Type.
	Train.	Shunting and Empty.	Work-train.	Total.			Running.		Repairs.	Running.			Repairs.	Running.			Total.	Running.			Total.		
				Coal.	Oil.	Tallow.	Waste.	Wages and Material.		Stores.	Fuel.	Wages.		Stores.	Fuel.	Wages.							
																		Qt.	lb.	lb.			
..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	
FA..	3	17	19,378	7,637	10,048	37,063	15,981	1,340	99	650	742	128	1,050	1,470	1,470	3,390	4-80	0-83	6-80	9-52	21-95	512	FA.
WB..	7	17	95,219	28,271	814	124,304	79,125	300	1,764	4,461	463	5,206	4,965	4,965	15,095	8-61	0-90	10-05	9-59	29-15	1,340	WB.	
Totals	10	..	114,597	35,908	10,862	161,367	95,106	..	389	2,414	5,203	591	6,256	6,435	18,485	7-74	0-88	9-30	9-57	27-49	1,852	..	
General charges	..	..	..	..	..	..	..	..	..	..	..	..	..	..	3,498	..	..	..	..	5-20	..	..	
Totals	..	..	114,597	35,908	1,466	151,971	..	..	..	..	..	..	..	..	21,983	..	..	..	..	32-69	..	..	
	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1,322†	..	..	..	..	..	..	..	..
	..	..	..	..	..	..	..	..	..	..	..	..	..	..	20,661	..	..	..	..	..	..	..	..

**WHANGAREI SECTION.**

Type.		Number of Engines.		Average Speed—Miles per Hour.			Engine-mileage.				Quantity of Stores.				Cost.				Cost per Engine-mile, in Pence.				Days in Steam.	Type.
Train.	Shunting and Empty.	Work-train.	Total.			Running.		Repairs.	Running.			Repairs.	Running.			Total.	Running.			Total.				
			Coal.	Oil.	Tallow.	Waste.	Wages and Material.		Stores.	Fuel.	Wages.		Stores.	Fuel.	Wages.									
																	Qt.	lb.	lb.		£	£		
..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	
F ..	2	15	15,006	3,275	3,280	21,561	5,090	394	23	206	667	35	1,041	809	2,552	7-42	0-39	11-59	9-01	28-41	316	F.		
General charges	..	..	..	..	..	..	..	..	..	..	..	..	..	..	189	..	..	..	..	2-10	..	..		
Totals	..	..	15,006	3,275	3,280	21,561	..	..	..	..	..	..	..	..	2,741	..	..	..	..	30-51	..	..		

**KAIHU SECTION.**

Type.		Number of Engines.		Average Speed—Miles per Hour.			Engine-mileage.				Quantity of Stores.				Cost.				Cost per Engine-mile, in Pence.				Days in Steam.	Type.
Train.	Shunting and Empty.	Work-train.	Total.			Running.		Repairs.	Running.			Repairs.	Running.			Total.	Running.			Total.				
			Coal.	Oil.	Tallow.	Waste.	Wages and Material.		Stores.	Fuel.	Wages.		Stores.	Fuel.	Wages.									
																	Qt.	lb.	lb.		£	£		
..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	
FA..	1	15	1,076	751	..	1,827	692	102	9	37	136	8	113	88	345	17-87	1-05	14-84	11-56	45-32	30	FA.		
WA	6	15	68,063	16,902	100	85,065	38,097	3,948	134	774	3,869	287	6,696	3,260	14,112	10-92	0-81	18-89	9-20	39-82	761	WA.		
Totals	7	..	69,139	17,653	100	86,892	38,789	4,050	143	811	4,005	295	6,809	3,348	14,457	11-06	0-82	18-81	9-24	39-93	791	..		
General charges	..	..	..	..	..	..	..	..	..	..	..	..	..	..	786	..	..	..	..	2-17	..	..		
Totals	..	..	69,139	17,653	..	86,792	..	..	..	..	..	..	..	..	15,243	..	..	..	..	42-10	..	..		
	..	..	..	..	..	..	..	..	..	..	..	..	..	..	14†	..	..	..	..	..	..	..		
	..	..	..	..	..	..	..	..	..	..	..	..	..	..	15,229	..	..	..	..	..	..	..		

**GISBORNE SECTION.**

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

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

RETURN NO. 24—continued.

Type.	Number of Engines.	Average Speed—Miles per Hour.	Engine-mileage.			Quantity of Stores.				Cost.				Cost per Engine-mile, in Pence.				Days in Steam.	Type.		
			Detail.			Running.				Running.				Running.							
			Train.	Shunting and Empty.	Work-train.	Coal.	Oil.	Tallow.	Waste.	Repairs.	Stores.	Fuel.	Wages.	Total.	Repairs.	Stores.	Fuel.			Wages.	Total.
A	50	1,354.418	112,026	315	1,466,759	761,410	62,283	2,504	20,795	73,961	5,000	162,376	50,493	291,830	12-10	0-82	26-57	8-26	47-75	11,120	A.
AA	10	232,254	15,072	2,311	249,637	136,057	9,959	486	3,338	8,464	812	30,592	8,693	48,561	8-14	0-78	29-41	8-36	46-69	1,808	AA.
AB	30	388,550	22,754	29	411,333	172,692	14,469	785	5,800	14,232	1,203	38,905	11,562	65,902	8-30	0-70	22-70	6-75	38-45	3,020	AB.
BB	30	687,281	86,965	5,615	779,861	503,078	29,723	1,670	9,823	29,231	2,384	108,527	30,859	171,001	9-00	0-73	33-40	9-49	52-62	7,529	BB.
BC	1	5,159	4,104	..	9,263	7,910	465	33	266	2,249	45	1,751	584	4,629	58-27	1-17	45-37	15-13	119-94	172	BC.
C	15	Not working.	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	C.
D*	2	28	4,359	..	4,387	..	13	..	..	306	1	10	27	344	16-74	0-06	0-55	1-47	18-82	266	D.*
E	24	5,220	318,596	12,538	336,354	115,888	10,321	573	4,334	8,461	842	19,306	19,694	48,303	6-04	0-60	13-78	14-05	34-47	5,124	E.
FA	4	263	79,305	3,632	83,200	30,822	2,575	113	1,008	7,711	223	4,769	4,473	10,176	2-05	0-64	13-76	12-90	29-35	912	FA.
H	6	28,537	16,556	33	45,126	48,956	3,582	272	1,674	7,143	309	11,101	4,885	23,438	37-99	1-64	59-04	25-98	124-65	1,329	H.
J	14	21,085	12,738	8	33,831	17,638	1,525	95	744	6,093	142	3,441	1,785	11,461	43-23	1-00	24-41	12-66	81-30	484	J.
K	2	Not working.	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	K.
L†	9	22,878	18,050	9,755	50,683	13,976	1,218	82	513	1,826	107	3,142	2,156	7,231	8-64	0-51	14-88	10-21	34-24	815	L.†
M	4	6,010	13,495	16	19,521	10,063	568	27	249	487	48	2,248	1,071	3,854	5-99	0-59	27-63	13-17	47-38	279	M.
N (simple)	9	46,432	33,734	2,817	82,983	46,263	3,240	232	1,420	2,516	275	9,791	3,998	16,580	7-28	0-79	28-32	11-56	47-95	1,168	N (simple).
N (compound)	1	8,401	2,096	..	10,497	6,395	432	21	201	1,162	37	1,412	429	3,040	26-57	0-85	32-28	9-81	69-51	123	N (compound).
NA	2	17,103	3,555	107	20,765	10,729	660	29	273	2,111	63	2,403	791	5,368	24-40	0-73	27-77	9-14	62-04	205	NA.
NC	2	44,939	2,763	..	47,702	25,325	1,619	76	584	814	130	5,726	1,708	8,378	4-10	0-65	28-81	8-59	42-15	387	NC.
O	6	3,533	1,698	1,370	6,601	3,610	269	12	121	138	23	854	319	1,334	5-02	0-83	31-05	11-60	48-50	95	O.
OA	1	19,684	3,492	..	23,176	13,695	857	33	316	636	69	3,080	888	4,673	6-58	0-71	31-90	9-20	48-39	239	OA.
OB	2	46,250	5,700	..	51,950	31,203	1,765	65	591	1,673	138	7,072	1,894	10,777	7-73	0-64	32-67	8-75	49-79	491	OB.
OC	1	2,794	2,794	..	2,794	1,895	95	7	38	159	10	466	182	817	13-66	0-86	40-03	15-63	70-18	36	OC.
P	4	12,252	30,086	16,131	58,469	39,715	1,817	125	803	1,542	154	4,651	3,180	9,527	6-33	0-63	19-09	13-06	39-11	764	P.
Q	6	111,971	16,214	1,501	129,686	84,919	4,815	218	1,586	4,930	389	16,174	5,034	26,347	9-13	0-72	29-93	9-35	49-13	1,271	Q.
R	10	5,782	45,254	10	51,046	25,291	2,005	154	1,166	1,298	177	5,745	3,458	10,678	6-10	0-83	27-02	16-26	50-21	1,076	R.
S	4	10,299	17,431	..	27,730	12,130	783	62	481	349	74	2,740	1,502	4,665	3-02	0-64	23-71	13-00	40-37	379	S.
T	2	53	129	22,097	22,279	13,610	685	32	267	320	54	2,411	937	3,722	3-45	0-58	25-98	10-09	40-10	452	T.
UD	2	49,818	4,753	..	54,571	27,957	1,936	89	578	646	152	6,318	1,773	8,889	2-84	0-67	27-78	7-80	39-09	252	UD.
V	3	3,641	21,549	998	26,188	15,381	1,041	103	439	1,532	88	3,688	1,700	7,058	14-50	0-80	33-80	15-58	64-68	382	V.
WA	3	12,827	12,772	4,084	29,683	12,169	1,222	71	406	1,722	87	2,808	1,320	5,937	13-92	0-70	22-71	10-67	48-00	291	WA.
WA (converted)	3	33,236	22,567	..	55,803	25,754	1,770	107	718	780	147	4,698	2,465	8,090	3-36	0-63	20-20	10-60	34-79	693	WA (converted).
WAB	2	41,280	5,765	374	47,419	24,505	1,927	101	707	3,111	168	5,466	1,887	10,632	15-75	0-85	27-66	9-55	53-81	436	WAB.
WD	11	65,617	75,760	22,356	163,733	86,368	5,963	363	2,476	14,766	505	19,528	8,084	42,883	21-65	0-74	28-62	11-85	62-86	1,976	WD.

NORTH ISLAND MAIN LINE AND BRANCHES.

RETURN NO. 24—continued.

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

Type.	Number of Engines.	Average Speed—Miles per Hour.	Engine-mileage.			Quantity of Stores.				Cost.				Cost per Engine-mile, in Pence.				Days in Steam.	Type.				
			Detail.		Total.	Running.				Repairs.	Running.			Repairs.	Running.								
			Train.	Shunting and Empty.		Work-train.	Coal.	Oil.	Tallow.		Waste.	lb.	lb.		£.	£.	£.			£.	Stores.	Fuel.	Wages.
						Running.				Running.				Running.									
						Running.				Running.				Running.									
						Running.				Running.				Running.									
						Running.				Running.				Running.									
WE	1	15	3,411	11,214	..	14,625	8,345	553	51	309	137	52	1,898	877	2,964	2-25	0-85	31-15	14-39	48-64	274	WE.	
WF	17	25	250,280	88,921	3,448	342,649	173,559	11,757	653	4,697	16,538	971	35,363	15,021	67,893	11-58	0-68	24-77	10-52	47-55	3,999	WF.	
WG	20	25	253,092	133,928	14,224	401,244	236,333	16,734	785	6,102	16,780	1,383	49,308	18,316	86,387	10-04	0-83	29-49	11-31	51-67	4,600	WG.	
WH	2	20	382	39,705	..	40,087	13,623	1,508	87	639	865	140	3,064	2,523	6,592	5-18	0-84	18-34	15-10	39-46	453	WH.	
WJ	1	20	Not working.	..	..	..	..	..	..	..	1,818	..	..	6	1,824	..	..	..	..	..	..	WJ.	
WW	48	25	991,222	212,366	4,411	1,207,999	640,434	43,682	2,046	14,646	45,000	3,514	134,815	49,925	233,254	8-94	0-70	26-78	9-92	46-34	12,592	WW.	
X	18	20	307,789	26,266	625	334,680	262,507	30,507	920	7,117	21,591	2,245	59,017	14,993	97,846	15-48	1-61	42-32	10-75	70-16	3,390	WV.	
Small tank*	1	6	60	3,061	..	3,121	25	..	..	..	116	..	6	129	..	8-92	..	0-46	0-54	9-92	75	Small tank*	
Rail motor No. 1	1	20	Not working.	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	Rail motor No. 1	
Rail motor No. 2	1	20	Not working.	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	Rail motor No. 2	
Totals	369	..	5,091,037	1,527,593	128,805	6,747,435	3,660,277	274,143	13,082	95,225	296,302	22,161	774,670	280,119	1,373,252	10-54	0-79	27-55	9-96	48-84	68,957		
General charges	..	..	..	..	..	..	..	..	..	..	..	..	..	..	142,233	..	..	..	..	5-06	..		
Totals	..	..	5,091,037	1,527,593	52,140	6,670,770	..	..	..	..	..	..	..	..	1,515,485	..	..	..	..	53-90	..		
Totals	..	..	..	..	..	..	..	..	..	..	..	..	..	..	\$12,663	..	..	..	..	..	..		
Totals	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1,502,822	..	..	..	..	..	..		

NORTH ISLAND MAIN LINE AND BRANCHES—continued.

\* Gang, fuel, and stores supplied by Stores Branch. † Mileage run by engines performing work-train services for Maintenance Branch.  
 ‡ working-expenses' classifications. § Credits for same from Maintenance Branch.  
 NOTE.—1 C sold in March.



RETURN NO. 24—continued.  
LOCOMOTIVE RETURNS FOR THE YEAR ENDED 31ST MARCH, 1922—continued.

Type.	Number of Engines.	Average Speed— Miles per Hour.	Engine-mileage.				Quantity of Stores.				Cost.				Cost per Engine-mile, in Pence.				Days in Steam.	Type.			
			Detail.		Total.	Running.		Coal.	Oil.	Tallow.	Waste.	Repairs.	Running.		Total.	Repairs.	Running.				Total.		
			Trains.	Shunting and Empty.		Work-train.	Stores.						Fuel.	Wages.			Stores.	Fuel.				Wages.	Wages and Material.
F ..	1	18	2,482	6,412	..	8,894	Cwt.	344	10	136	lb.	145	24	273	417	859	3-91	0-65	7-37	11-25	23-18	181	F.
FA ..	3	18	29,237	9,938	79	39,254	9,863	1,311	55	549	549	1,340	98	1,417	1,389	4,244	8-19	0-60	8-66	8-50	25-95	527	FA.
WF ..	2	25	35,411	2,741	60	38,212	17,067	1,706	62	606	606	526	119	2,268	1,242	4,155	3-30	0-74	14-25	7-80	26-09	451	WF.
Totals ..	6	..	67,130	19,091	139	86,360	28,996	3,361	127	1,291	241	2,011	241	3,958	3,048	9,258	5-58	0-67	11-00	8-48	25-73	1,159	
General charges	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1,757	..	..	..	..	4-88	..	
Totals ..	..	..	67,130	19,091	..	86,221	..	..	..	..	..	..	..	..	..	11,015	..	..	..	..	30-61	..	
	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	21†	..	..	..	..	..	..	
	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	10,994	..	..	..	..	..	..	

NELSON SECTION.

Type.	Number of Engines.	Average Speed— Miles per Hour.	Engine-mileage.				Quantity of Stores.				Cost.				Cost per Engine-mile, in Pence.				Days in Steam.	Type.			
			Detail.		Total.	Running.		Coal.	Oil.	Tallow.	Waste.	Repairs.	Running.		Total.	Repairs.	Running.				Total.		
			Trains.	Shunting and Empty.		Work-train.	Stores.						Fuel.	Wages.			Stores.	Fuel.				Wages.	Wages and Material.
FA ..	2	18	13,156	16,786	10	29,952	11,305	793	61	497	443	70	1,569	1,450	3,532	3-55	0-56	12-57	11-62	28-30	588	FA.	
WF ..	3	25	34,981	11,480	8	46,469	20,892	1,354	66	576	3,183	104	2,886	2,049	8,172	16-44	0-54	14-65	10-58	42-21	611	WF.	
Totals ..	5	..	48,137	28,266	18	76,421	32,197	2,147	127	1,073	3,626	174	4,405	3,499	11,704	11-39	0-55	13-83	10-99	36-76	1,199		
General charges	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	2,472	..	..	..	..	7-76	..	
Totals ..	..	..	48,137	28,266	..	76,403	..	..	..	..	..	..	..	..	..	14,176	..	..	..	..	44-52	..	
	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	2†	..	..	..	..	..	..	
	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	14,174	..	..	..	..	..	..	

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

† Credits for same from Maintenance Branch.

RETURN NO. 24—continued.

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

Type.	Number of Engines.		Average Speed—Miles per Hour.				Engine-mileage.			Quantity of Stores.				Cost.				Cost per Engine-mile, in Pence.				Days in Steam.				
	Type.	Number of Engines.	Detail.		Total.	Running.			Repairs.	Running.			Repairs.	Running.			Total.									
			Train.	Shunting and Empty.		Work-train.	Coal.	Oil.		Tallow.	Waste.	Wages and Material.		Stores.	Fuel.	Wages.		Wages and Material.	Stores.	Fuel.	Wages.					
																							Wages and Material.	Stores.	Fuel.	Wages.
Wages and Material.	Stores.	Fuel.	Wages.	Wages and Material.	Stores.	Fuel.	Wages.	Wages and Material.	Stores.	Fuel.	Wages.	Wages and Material.	Stores.	Fuel.	Wages.											
WESTLAND SECTION.																										
F ..	5	20	5,031	52,991	10,242	68,264	16,438	3,133	173	1,001	£	1,662	£	252	£	976	£	3,891	£	6,781	0.88	3.43	13.68	23.84	1,119	F.
FA ..	1	20	9,835	3,848	1,649	15,332	5,964	673	39	349	54	349	54	355	750	355	750	750	1,508	5.46	5.56	11.74	23.60	220	FA.	
LA ..	4	20	18,382	8,039	34,283	16,398	2,492	145	792	501	193	977	193	977	2,769	977	2,769	4,440	1.98	3.86	10.95	17.55	915	LA.		
N ..	2	25	40,165	2,869	..	43,034	21,363	1,553	100	689	132	1,028	132	1,271	1,577	1,271	1,577	4,008	5.73	7.09	8.79	22.35	513	N.		
W ..	2	15	23,990	12,026	84	36,100	20,091	1,877	110	764	150	1,196	150	1,196	2,178	1,196	2,178	4,143	4.12	7.95	14.48	27.54	578	W.		
WA ..	3	20	56,511	10,142	17	66,970	33,412	2,380	146	1,023	8	1,538	195	1,988	2,743	1,988	2,743	6,464	5.54	7.16	9.87	23.27	746	WA.		
WB*	..	20	1,631	446	..	2,077	1,040	103	6	47	712	105	888	8	63	105	888	82.28	0.92	7.28	12.13	102.61	30	WB.*		
WD ..	4	20	72,026	11,414	385	83,825	41,127	3,191	157	1,153	249	5,299	249	2,440	3,150	2,440	3,150	11,138	15.17	6.99	9.02	31.89	820	WD.		
WE ..	1	15	3,982	1,800	42	5,824	4,206	309	19	142	1,842	351	2,473	26	254	351	2,473	75.91	1.07	10.47	14.46	101.91	91	WE.		
Totals ..	22	..	231,553	103,575	46,702	381,830	160,039	15,711	895	5,828	1,259	13,550	1,259	9,520	17,514	9,520	17,514	41,843	8.52	5.98	11.01	26.30	5,032	..	..	
General charges	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Totals ..	..	..	231,553	103,575	39,315	374,443	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
WESTPORT SECTION.																										
F ..	2	15	74	30,515	3,771	34,360	9,529	1,608	71	636	130	496	130	653	2,316	653	2,316	3,595	3.46	4.56	16.18	25.11	563	F.		
FA ..	2	15	15,269	8,287	..	23,556	9,041	969	84	493	85	1,874	85	620	1,349	620	1,349	3,928	19.09	6.31	13.74	40.00	395	FA.		
WB ..	5	20	68,285	23,746	135	92,166	55,688	4,719	355	1,857	366	2,611	366	3,814	4,301	3,814	4,301	11,092	6.80	9.93	11.20	28.88	1,178	WB.		
Totals ..	9	..	83,628	62,548	3,906	150,082	74,258	7,296	510	2,986	581	4,981	581	5,087	7,966	5,087	7,966	18,615	7.96	8.14	12.74	29.77	2,136	..	..	
General charges	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Totals ..	..	..	83,628	62,548	..	146,176	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..

\* 1 WB transferred to Whangarei in September.

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

‡ Credits for same from Maintenance Branch.

RETURN NO. 24—continued.  
LOCOMOTIVE RETURNS FOR THE YEAR ENDED 31ST MARCH, 1922—continued.

Type.	Number of Engines.		Average Speed—Miles per Hour.			Engine-mileage.			Quantity of Stores.			Cost.			Cost per Engine-mile, in Pence.			Days in Steam.	Type.	
	Detail.	Shunting and Empty.	Train.	Running.		Waste.	Repairs.	Running.		Total.	Repairs.	Running.		Total.	Repairs.	Running.				Total.
				Coal.	Oil.			Tallow.	Stores.			Fuel.	Wages.			Stores.	Fuel.			
A ..	7	30	170,879	11,244	182,123	96,888	7,961	319	2,550	14,097	£	£	£	18-58	0-79	27-52	8-28	55-17	1,304 A.	
AB 409	..	1	24,430	1,459	25,929	15,106	943	30	377	422	73	3,383	857	3-91	0-68	31-31	7-93	43-83	245 AB 409.	
AB ..	18	30	325,345	17,773	343,118	155,956	11,654	587	4,166	14,957	896	34,942	9,060	10-46	0-63	24-44	6-33	41-86	2,282 AB.	
B ..	8	20	185,721	27,169	212,947	145,625	9,689	400	2,878	8,996	745	30,612	8,970	10-13	0-84	34-50	10-11	55-58	2,082 B.	
BA ..	10	20	184,396	35,154	219,550	158,735	10,641	450	3,184	11,285	828	34,110	9,993	12-33	0-91	37-29	10-82	61-35	2,210 BA.	
D* ..	1	18	..	9,134	13,321	2,852	270	36	169	79	24	269	290	1-42	0-43	4-85	5-22	11-92	375 D*	
E ..	37	20	62,300	480,064	543,923	225,434	18,735	1,184	7,508	22,020	1,377	36,939	33,489	9-71	0-61	16-29	14-78	41-39	8,385 E.	
FA ..	3	20	21,619	19,388	42,182	16,315	1,383	101	683	2,501	121	3,592	2,214	14-23	0-69	20-44	12-60	47-96	623 FA.	
J ..	14	25	131,491	58,222	216,369	104,280	6,766	553	3,850	10,589	585	21,414	10,371	11-75	0-65	23-75	11-50	47-65	2,832 J.	
K ..	6	25	37,539	8,348	45,887	19,227	1,304	208	804	1,785	111	3,990	1,798	9-84	0-58	20-87	9-40	40-19	651 K.	
L ..	1	20	..	5,680	11,333	4,539	316	19	199	1,134	31	1,027	724	24-01	0-66	21-75	15-33	61-75	201 L.	
P ..	6	18	83,364	16,831	100,753	55,538	2,892	322	1,723	4,861	240	9,126	4,702	18-929	0-57	21-74	11-20	45-09	1,281 P.	
Q ..	7	30	177,649	13,663	191,463	118,604	7,649	322	2,027	11,732	569	23,976	6,363	42,690	14-76	0-71	30-07	7-97	53-51	
R ..	7	20	10,307	63,488	92,314	35,998	2,621	171	1,587	2,345	219	7,991	5,384	15,939	16-46	0-82	32-69	13-26	63-23	
T ..	4	18	35,821	5,266	41,151	26,280	1,658	93	832	2,824	140	5,605	2,273	10,842	13-52	0-58	25-87	7-80	1,855 T.	
U ..	9	30	195,774	11,525	207,327	100,462	6,616	367	2,703	11,683	506	22,351	6,733	41,273	13-57	0-66	30-75	8-52	50-55	
UA ..	6	30	136,916	6,873	143,789	86,142	4,901	379	2,144	8,130	380	16,811	4,969	30,290	13-57	0-63	28-06	8-29	50-55	
UB ..	22	30	472,994	39,732	513,447	299,467	18,073	809	6,369	34,064	1,413	65,791	18,234	119,502	15-92	0-66	30-75	8-52	55-85	
UC ..	10	30	224,508	28,408	253,075	144,981	8,060	395	3,327	10,189	653	32,454	9,276	52,572	9-66	0-62	30-78	8-79	49-85	
V ..	10	25	204,616	22,186	228,240	123,444	6,787	654	3,180	6,791	530	20,635	8,461	36,417	7-14	0-56	21-69	8-90	2,304 V.	
WA (converted)	1	20	..	12,785	12,801	7,696	398	22	221	1,411	38	1,762	858	4,069	26-46	0-71	33-03	16-09	76-29	
WD ..	3	20	40,807	18,678	60,944	29,090	2,409	127	795	1,939	198	6,205	2,686	11,028	7-63	0-78	24-44	10-58	43-43	
WF ..	16	25	222,162	123,145	360,888	194,731	13,314	583	5,026	11,613	1,993	43,048	17,469	73,223	7-72	0-73	28-63	11-62	48-70	
WW ..	2	25	42,731	11,970	54,701	28,150	2,216	79	586	2,321	173	6,045	2,322	10,861	10-18	0-76	26-52	10-19	47-65	
Totals ..	209	..	2,997,038	1,048,185	4,117,575	2,195,490	147,256	8,210	56,888	197,818	11,546	452,958	173,690	836,012	11-53	0-67	26-41	10-12	44-055	
General charges	..	..	..	..	..	..	..	..	..	..	..	..	..	106,429	..	..	..	6-20	..	
Totals ..	..	..	..	..	72,852	4,117,575	..	..	..	..	..	..	..	942,441	..	..	..	54-93	..	
Totals ..	..	..	..	..	66,948†	..	..	..	..	..	..	..	..	10,152†	..	..	..	..	..	
Totals ..	..	..	..	..	5,404	4,050,627	..	..	..	..	..	..	..	932,289	..	..	..	..	..	

SOUTH ISLAND MAIN LINE AND BRANCHES.

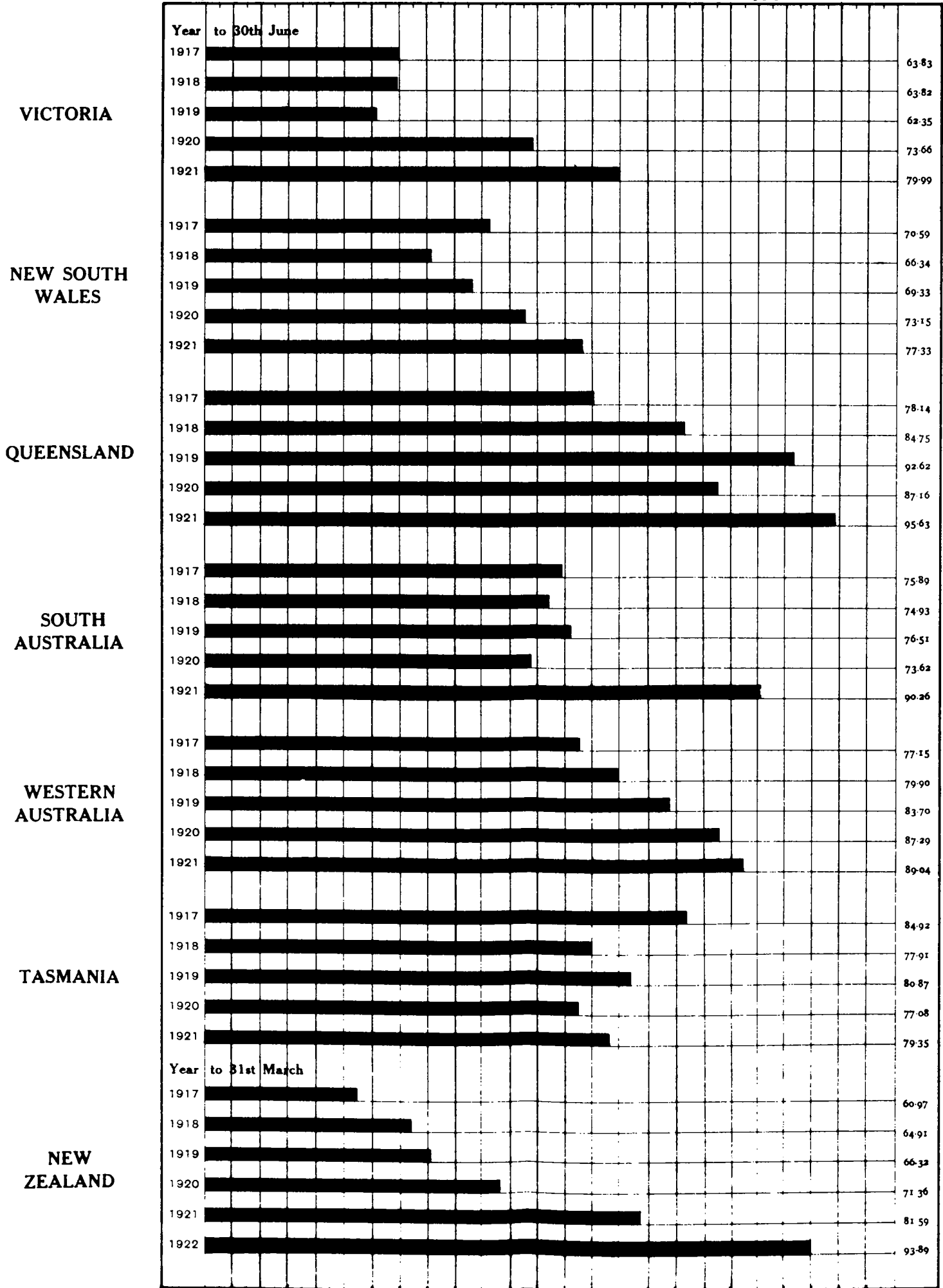
\* Gang fuel, and stores for 1 D (loco.) supplied by outside firms for four months.  
 † Mileage run by engines performing work-train services for Maintenance Branch "working-expenses" classifications.  
 ‡ Credits for same from Maintenance Branch.  
 N OTR.—1 Wd transferred to Westland Section in June; 1 D transferred to North Island Main Line and Branches in August.



**GOVERNMENT RAILWAYS OF AUSTRALASIA.**  
**COMPARATIVE STATEMENT.**

Percentage of Working-expenses to Earnings from 1917 to 1922.

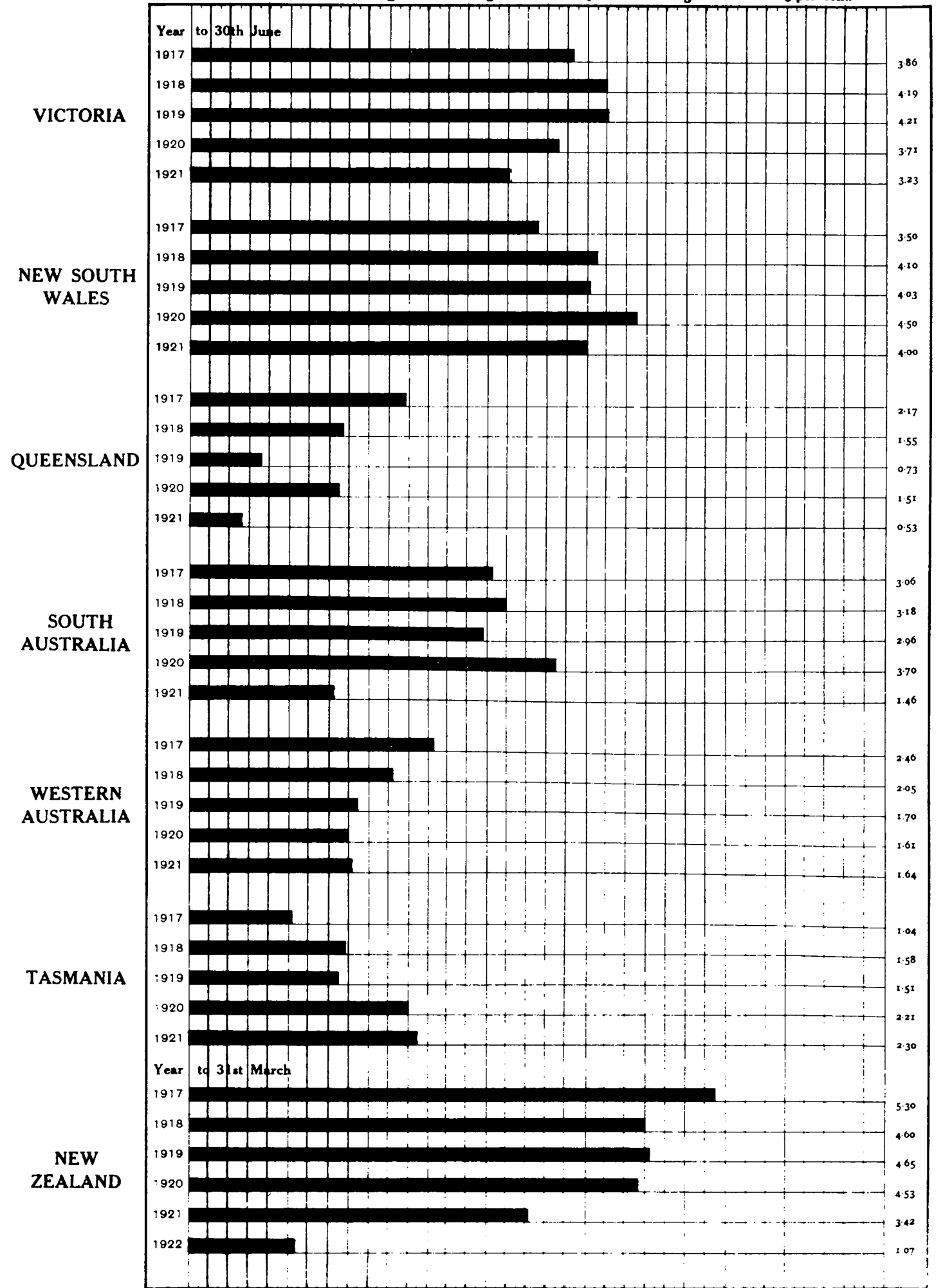
50 60 70 80 90 per cent.



**GOVERNMENT RAILWAYS OF AUSTRALASIA.**  
**COMPARATIVE STATEMENT.**

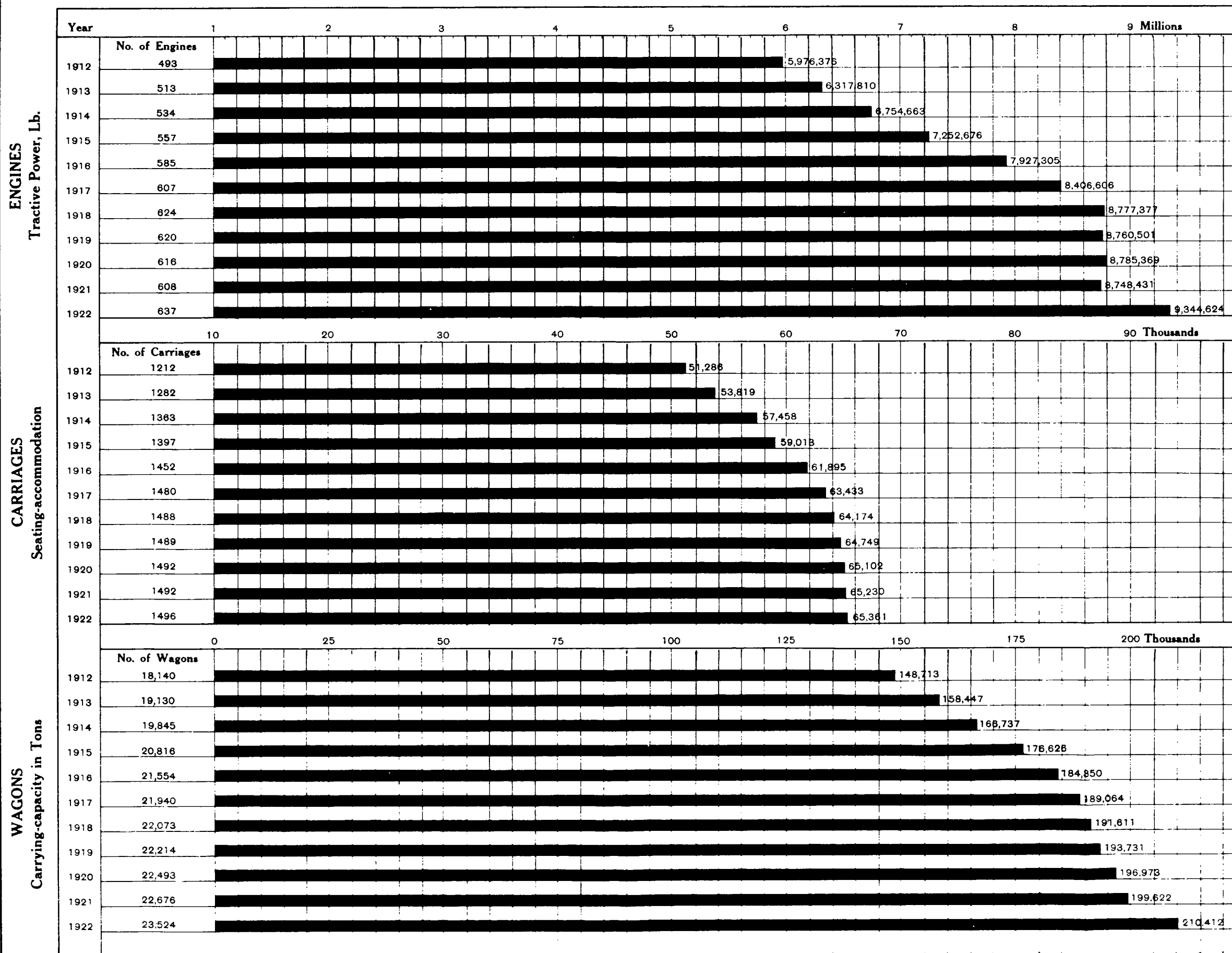
Percentage of Net Earnings to Capital from 1917 to 1922.

1 2 3 4 5 6 per cent.



## NEW ZEALAND GOVERNMENT RAILWAYS.

Number of Engines, and Tractive Power. Number of Carriages and Seating-accommodation  
Number of Wagons and Carrying-capacity, in use from 1912 to 1922.



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.

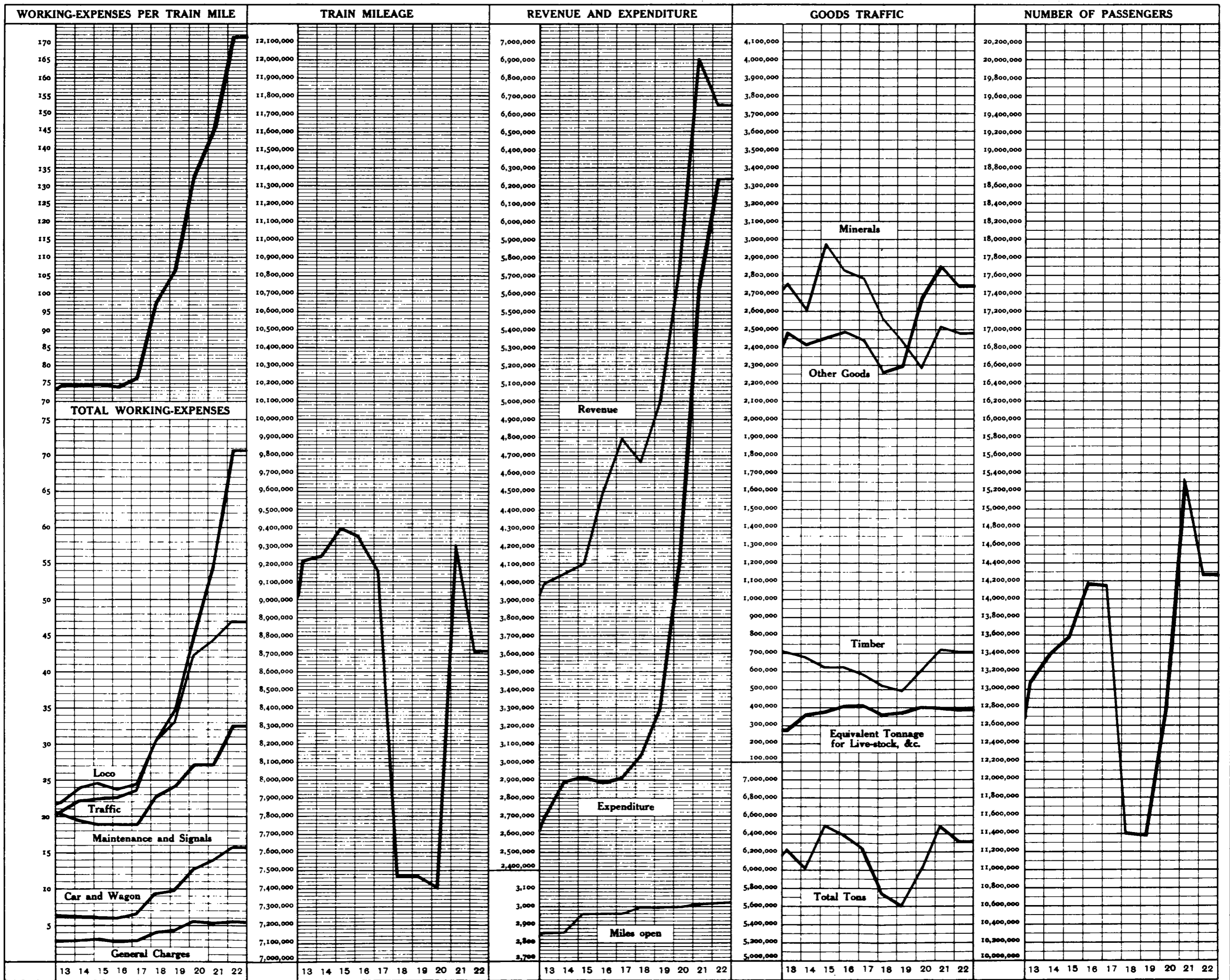
Seating-accommodation  
27-44 per cent.

Percentage of Increase,  
1912-1922

Wagons  
29-68 per cent.

Carrying-capacity  
41-49 per cent.

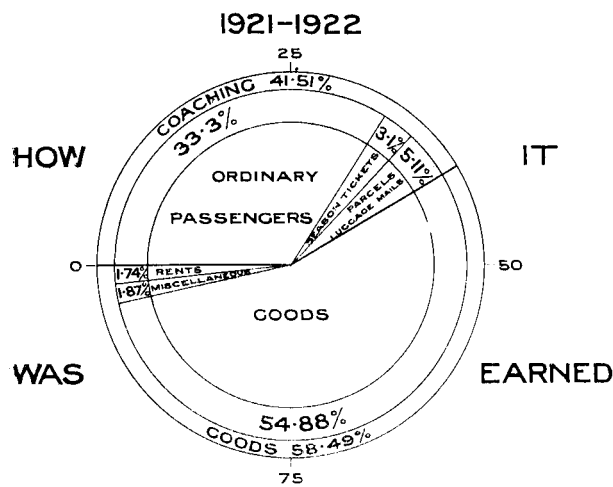
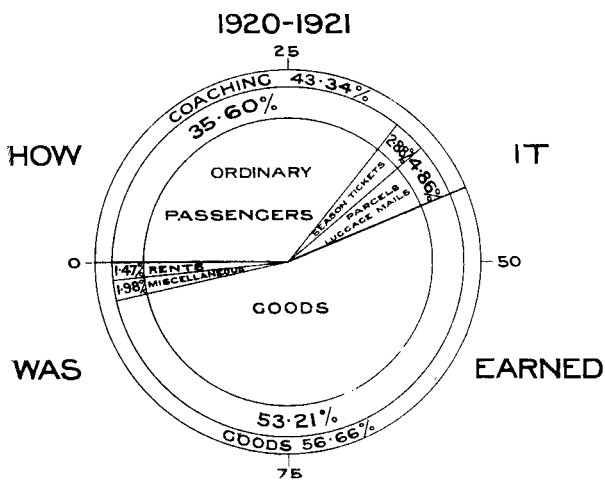
# NEW ZEALAND GOVERNMENT RAILWAYS.







REVENUE.



EXPENDITURE.

