

We are of opinion that the present arrangements are not equitable to the railways. The sum of £4,307 mentioned above is not sufficient to cover the extra annual charges to the Railways Department incurred for providing the use of the bridges for road traffic. An estimate of the actual extra charges is as follows:—

Firstly, interest, maintenance, and depreciation charges on the extra materials in the combined bridges due to the presence of the road.

Secondly, the cost of retaining bridge-keepers and maintaining bridges; the extra cost of maintaining the main structures due to the presence of decking and the road traffic.

This is estimated at £15,500 per annum, made up as shown in the schedule below, as against £4,307 now being contributed.

COMBINED ROAD AND RAILWAY BRIDGES.—TOTAL CHARGES DUE FROM ROAD TRAFFIC.

(Column 2 calculated from three tallies to hand on 31st July, 1930.)

Name of Bridge.	Number.	Line.	Length, in Feet.	Amount paid by Local Body.	1. Estimated Annual Cost of providing for Road Traffic using Bridge.	2. Percentage Tonnage of Road Traffic to Total Tonnage of Road and Rail Traffic.	3. Estimated Annual Total Fixed Charges—i.e., Interest, Maintenance, and Depreciation (on Main Structure).	4. Proportion of Fixed Charges due from Road Traffic (according to Relative Tonnage).	Total Charges due from Road Traffic (1 + 4).
				£	£	%	£	£	£
Whakatane ..	141	E.C.M.T.R. ..	1,200	173	427	4.6	1,680	77	504
Huntly ..	1	Huntly-Awaroa ..	994	90	319	24.0	1,663	399	718
Matapuna ..	100	Main Trunk ..	464	204	681	5.9	1,074	63	744
Rangitikei ..	98	Wanganui Main Line	600	250	492	1.5	1,663	25	517
Ngawapuru ..	114	Wellington Main Line	1,194	220	725	22.0	2,070	455	1,180
Waikohu ..	19	Gisborne ..	400	40	115	25.0	810	202	317
Motupiko ..	38	Nelson ..	804	80	174	12.6	900	113	287
Ure River ..	64	Picton ..	400	46	78	24.5	338	81	159
Rakaia ..	10	Main South Line	5,934	600	4,607	18.0	3,240	584	5,191
Waimakiriri ..	15	Oxford Branch ..	352	35	122	10.0	714	714	836
Waiau-ua ..	26	Cheviot Branch ..	2,326	230	597	16.0	2,070	332	929
New River ..	12	Ross Branch ..	157	16	52	10.9	81	9	61
Teremakau ..	14	" ..	726	73	161	10.0	1,466	146	307
Arahura ..	27	" ..	673	67	175	11.0	620	68	243
Hokitika ..	32	" ..	2,800	150	740	22.8	2,610	595	1,335
Ngahere ..	1	Blackball Branch	1,679	168	487	11.4	2,313	264	751
Waitahu ..	74	Reefton ..	523	52	159	26.0	540	141	300
Boatman's ..	76	" ..	24	24	73	20.5	990	203	276
Larry's Creek ..	79	" ..	320	32	99	20.5	315	65	164
Landing ..	86	" ..	300	32	83	25.5	656	167	250
Buller ..	1	Cape Foulwind ..	1,048	104	246	93.6	1,898	1,778	2,024
Bradshaw's Creek	2	" ..	121	12	142	83.3	54	45	187
Ngakawau ..	30	Mokihinui ..	583	58	142	27.0	360	97	239
Waitaki ..	114	Dunedin Main Line	3,740	426	2,354	8.6	3,135	270	2,624
Maerewhenua ..	21	Kurow Branch ..	327	50	712	30.5	255	78	790
Upper Waitaki ..	35	" ..	980	100	203	83.0	677	563	766
" ..	36	" ..	1,531	152	326	83.0	1,143	950	1,276
Manuherikia ..	85	Otago Central ..	297	30	105	0.76	500	4	109
Sutton's Creek ..	23	" ..	100	10	38	1.0	211	2	40
Lumsden ..	1	Mossburn ..	657	57	161	43.8	450	197	358
Mataura ..	3	Switzer's ..	594	60	180	37.5	477	179	359
Karangahake ..	1	E.C.M.T.R. ..	340 railway, 180 road	123	96	10.0*	654	65*	161
Awatere ..	42	Picton	1,034 railway, 870 road	543	429	10.0*	1,800	180*	609
				4,307	15,500	..	37,427	9,111	24,611

* Tallies not available—10 per cent. assumed.

Your Commission is of opinion that the Railways Department is entitled to receive an additional £11,193 on this account, and, if possible, payment be made by the Main Highways Board direct to the Railways Department out of sums payable to the various local bodies affected from the Main Highways Board Fund.

In addition to this amount, the question arises whether the Railways Department is not entitled to receive an additional sum as a proportion of the interest, depreciation, and maintenance charges on the main structures. These charges are estimated at approximately £38,000 per annum for all combined bridges. Were these bridges not in existence for road traffic the Highways Board would be compelled to incur heavy expenditure in providing road-bridges, thereby entailing a large