

1949
NEW ZEALAND

RAILWAYS STATEMENT

(BY THE MINISTER OF RAILWAYS, HON. R. SEMPLE)

MR. SPEAKER,—

In accordance with section 9 of the Government Railways Amendment Act, 1936, I have the honour to present the Railways Statement for the year ended 31st March, 1949.

FINANCIAL

A new high level in gross revenue was established this year, the total receipts being £18,597,728. This amount exceeded last year's record by £1,526,856, or 8·94 per cent. The greater portion of this additional revenue came from the increase in fares and freights, which operated throughout the whole year, as against only seven months of the previous year.

Passenger revenue showed an increase over the previous year. Although Armed Service travel continued to decline, ordinary passenger traffic revenue showed a slight increase, brought about mainly by the increased fares. Season-ticket journeys and revenue showed marked increases. The actual increase in passenger revenue over the previous year amounted to £71,711.

The steady upward trend in goods traffic that has taken place over the last few years continued during the present financial year. This is indicated in the increased revenue and in the increased tonnage hauled. The goods revenue has shown an increase of £1,260,385, or 12·02 per cent., reaching a new record of £11,747,129. The tariff increase brought an additional revenue of £891,050, while it is estimated that additional traffic increased the revenue by £369,335. The goods tonnage moved during the year amounted to 9,666,130 tons, being 142,087 tons in excess of the previous year, which was a record achievement at that date. The Subsidiary Services Account showed an excess of revenue over expenditure of £346,508. The main item in this section is the road motor services, which showed a profit of £27,336, from a record revenue of £1,910,251. This was an increase over the previous year of 9·67 per cent. The expenditure in this branch, £1,882,915, also showed an increase which amounted to 12·99 per cent. This increase was due chiefly to the higher wage-rates now in force and the higher depreciation charges, fixed charges, and licence fees resulting from the purchase of additional vehicles.

The gross expenditure for the year totalled £19,700,594, an increase of £1,989,697, or 11·23 per cent. The increase in wage costs amounted to £1,121,833. Increased man-hours incurred in handling the increased traffic caused a rise in expenditure of £226,198, while the increased wages and concessions granted by the Railways Industrial Tribunal during the year had a substantial effect upon all avenues of expenditure. The remainder of the increase in expenditure is spread over a number of miscellaneous items, particularly fuel, stores and material, depreciation, and deferred maintenance.

The net loss on working was £1,102,866, which was recovered from the vote "Economic Stabilization."

The extra cost of imported fuel oil and imported coal, as compared with the cost of New Zealand coal of equivalent fuel value, was £793,654. It is necessary to make it clear that the Railways Account has carried an increased cost, and the use by the Department of this higher-priced imported oil and coal has released the lower-priced New Zealand coal for industry and domestic purposes. It is not unreasonable to claim, therefore, that the Railways Account, in effect, has carried an extra burden which could have been shared by the rest of the community.

The following table shows the quantities of imported fuel used during the year and the fluctuation in costs compared with the previous year :—

IMPORTED COAL AND OIL

	1949.	1948.	Variation.
Coal (imported) —			
Tons	64,793	90,812	— 16,019
Cost	£581,170	£912,912	— £331,742
Rate per ton	£8 19s. 5d.	£10 1s.	— £1 1s. 7d.
Oil fuel—			
Gallons	12,216,520	5,775,395	+6,441,125
—Tons	51,330	24,266	+ 27,064
Cost	£516,475	£221,683	+ £294,792
Rate per ton	£10 1s. 3d.	£9 2s. 8d.	+ 18s. 7d.

As from 20th August, 1948, the overseas exchange-rate of 25 per cent. was withdrawn and New Zealand currency brought into parity with sterling. In consequence, the price of imported coal decreased. The average issue rate for imported coal was 21s. 7d. per ton less. Although the average cost of fuel oil was higher by 18s. 7d. per ton, this was due to higher prices earlier in the year. At 31st March, 1949, the issue rate for fuel oil was £8 7s. 6d. per ton, compared with an average of £10 1s. 3d. for the whole year.

I would like to point out here that, in assessing the effectiveness of the administration of the railways and their use-value, it is necessary to remember that it is a great public utility, and the usual tests of commercial efficiency therefore do not wholly apply. In other words, it is necessary to ascertain the quantum of service in relation to real expenditure, and to measure whether there has been a prudent use of the man-power, rolling-stock, and raw materials that are involved in producing the service. There are a number of statistical measures by which this can be ascertained. We can compare the number of staff employed, the wages paid, and the man-hours worked in relation to the volume of traffic. This enables a fairly accurate estimate to be made of the real factors affecting efficiency. We can compare in each year the over-all total man-hours with the total gross ton-miles (all trains), when a statistical unit, a gross ton-mile per hour figure for all trains, is obtained. The efficiency test on this basis is as follows :--

1939.	1940.	1941.	1942.	1943.	1944.	1945.	1946.	1947.	1948.	1949.
53	52	60	62	70	68	63	60	58	60	61

Although this table leaves something to be desired from the statistical point of view, it nevertheless does give a fairly reliable estimate of the physical factors involved. The higher average figures from 1941 to 1945 are due to the carriage of peak military traffic with a reduced staff working longer hours.

Further efficiency factors are shown in the percentage of the net to gross ton-miles (wagons only), which shows a steady increase over the last ten years from 37.2 in 1939 to 39.8 in 1949. Similarly, gross ton-miles per goods train - hour rose from 2,936 in 1939 to 3,612 in 1949. The speed of both passenger and goods trains, an important factor in assessing efficiency, has been steadily maintained, while a slight increase has been recorded in 1949 as compared with 1939. It will be accepted, therefore, that, as far as statistics can reveal, the general measure of efficiency of New Zealand's railways has been well maintained over the years.

In presenting this statement regarding the revenue-expenditure position of the railways, I am not unmindful of the vexed question of "making the railways pay." Transport costs enter largely into the cost structure of the whole of the Dominion. Taking into consideration the high volume of traffic carried by the railways, any alterations in fares and freights would have far-reaching effects. It would take a very exhaustive economic survey to reach final conclusions on this point, but I am satisfied that any disturbance of this stabilizing factor in general costs would not be in the public interest and it would tend to nullify the apparent good effect of the exchange-rate adjustment. On account of the social nature of the railways, and the major part they play in providing transport services, they must be the basis of transport co-ordination throughout the country, and steps are being taken to bring about a rationalization of

The rail and road services that belong to the Department, while, in association with my colleague the Hon. Minister of Transport, efforts are being made to properly co-ordinate all transport services, whether they be State owned or privately owned. There are many difficulties in the way, but I am sure that all the transport agencies involved will co-operate in the public interest in minimizing the over-all transport costs of the country, which are generally estimated from £75,000,000 to £80,000,000 per annum.

During the year, a number of trains that were run in the pre-war period have been reintroduced. The services of the "Limited" expresses running between Wellington and Auckland have been extended, and a "Limited" train running between Christchurch and Invercargill has recently been introduced. In some localities, mixed trains have been replaced by more efficient road services, and this has given general satisfaction to the public concerned. Sunday trains are now running again to and from the main centres throughout the system. A limited number of excursion trains have been made available, and race trains have been reintroduced, particularly in those areas where it has been necessary in the public interest to reduce the volume of road traffic. Services generally will be improved and extended as the staff and rolling-stock position improves.

After examining the economics of the system, and the public need for efficient passenger and goods transport, it was clear to the Government that the best means of modernizing the system, paying full regard to our national resources, was to follow a policy of electrification; consequently, a Railway Mission, headed by the General Manager, has been sent overseas to examine electrification problems on other systems. The work of investigation will occupy a number of months, and after a full examination of all the technical and economic considerations involved a report will be submitted to the Government.

CONCLUSION

Finally, I must express my appreciation of the able assistance I have received from the General Manager, Mr. F. W. Aickin, and his staff. Apart from the burden of the day-to-day operation of the railway system, they have not spared themselves in the onerous work involved in the administration of such a wide-flung organization. I should also like to refer to the excellent relations existing between the Government, the management, and the staff organizations generally. The spirit of co-operation shown by all concerned has been most gratifying and commendable, and new avenues are being explored to make this co-operation more effective.

RESULTS OF WORKING

The following is a statement of the results of working for the past five years :—

Particulars.	Year ended 31st March,				
	1949.	1948.	1947.	1946.	1945.
Total miles open for traffic ..	3,526	3,526	3,528	3,528	3,504
Average miles open for year ..	3,526	3,529	3,528	3,511	3,504
Capital cost of opened and un-opened lines	£80,168,239	£78,658,928	£76,941,888	£76,012,797	£74,874,045
Capital cost of open lines	£78,796,320	£77,089,031	£75,354,243	£74,466,731	£71,353,574
Capital cost per mile of open lines	£22,347	£21,863	£21,359	£21,107	£20,364
Gross earnings	£18,597,728	£17,070,872	£15,680,057	£15,444,847	£14,459,750
Working-expenses	£19,700,594	£17,710,897	£15,944,270	£14,384,844	£13,260,277
NET EARNINGS	£1,102,866*	£640,025*	£264,213*	£1,060,003	£1,199,473
Interest charges	£2,710,318	£3,030,033	£2,992,900	£2,889,195	£2,842,399
PERCENTAGE OF TOTAL WORKING-EXPENSES TO GROSS EARNINGS ..	105·93	103·75	101·69	93·14	91·71
PERCENTAGE OF NET EARNINGS TO AVERAGE CAPITAL INVESTED IN OPEN LINES	..	..	..	1·47	1·69
Railway operating earnings ..	£15,338,882	£13,964,280	£12,823,784	£13,104,587	£12,448,307
Railway operating expenses ..	£16,788,256	£15,090,091	£13,644,779	£12,549,724	£11,696,895
NET RAILWAY OPERATING EARNINGS	£1,449,374*	£1,125,811*	£820,995*	£554,863	£751,412
PERCENTAGE OF RAILWAY OPERATING EXPENSES TO EARNINGS ..	109·44	108·06	106·40	95·77	93·96
Operating earnings per average mile open	£4,350	£3,957	£3,635	£3,732	£3,552
Operating expenses per average mile open	£4,761	£4,276	£3,868	£3,574	£3,338
NET OPERATING EARNINGS PER AVERAGE MILE OPEN	£411*	£319*	£233*	£158	£214
Operating earnings per revenue train-mile	d. 264·93	d. 244·41	d. 233·70	d. 233·76	d. 233·36
Operating expenses per revenue train-mile	289·96	264·12	248·67	223·86	219·27
NET OPERATING EARNINGS PER TRAIN-MILE ..	25·03*	19·71*	14·97*	9·90	14·09
Passengers, ordinary	7,708,049	8,111,417	10,222,325	13,553,083	13,629,523
Season tickets	1,387,961	1,347,671	1,358,453	1,369,572	1,394,817
Total passenger journeys ..	26,167,845	25,887,189	28,869,135	32,417,675	32,994,529
Goods tonnage	8,941,290	8,766,293	8,548,471	8,388,191	8,177,551
Live-stock tonnage	724,840	757,750	780,862	822,275	776,688
Train-mileage (revenue) ..	13,895,488	13,712,103	13,169,233	13,454,508	12,802,536
Engine-mileage	19,452,353	19,354,353	18,705,901	18,855,174	18,168,727

* Loss recovered from vote, "Economic Stabilization."

For the current year it is anticipated that the revenue will reach £18,720,500 and the expenditure £20,720,500.

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

New Zealand Government Railways Department,
General Manager's Office,
Wellington, 2nd September, 1949.

The Hon. the MINISTER OF RAILWAYS.

SIR,

I have the honour to submit the annual report on the working of the New Zealand Railways for the financial year ended 31st March, 1949.

WORKING RESULT (Whole Undertaking)

	1949.	1948.	Variation, 1949 with 1948.	
	£	£	£	Per Cent.
Revenue	18,597,728	17,070,872	+ 1,526,856	8.94
Expenditure	19,700,594	17,710,897	+ 1,989,697	11.23
Loss	1,102,866*	640,025*	+ 462,841	..
Return on average capital invested in open lines, per cent.	Nil	Nil	..	..
Interest charges	2,710,318	3,030,033	— 319,715	10.55
Excess of interest charges over net revenue	2,710,318	3,030,033	— 319,715	10.55

* Loss recovered from vote "Economic Stabilization."

REVENUE

The gross revenue exceeded the record of the previous year by £1,526,856. The increase in operating revenue amounted to £1,374,602, due principally to the benefit of the tariff increase, which is estimated to have brought in an additional £1,085,820.

The total passenger revenue was £2,759,478, which was £71,711 higher than the previous year. The passenger journeys (ordinary) decreased by 403,368, or 4.97 per cent., due to decreased Armed Service traffic, while journeys on season tickets increased by 684,024, or 3.85 per cent.

The revenue from parcels, luggage, and mails has shown an increase of £7,227, the result of tariff increases.

Goods revenue has shown an encouraging increase of £1,260,385, or 12.02 per cent., reaching a new record of £11,747,129. Of this amount, £891,050 has been estimated to be due to tariff increase and £369,335 to additional traffic. The goods tonnage moved during the year amounted to 9,666,130 tons, being 142,087 tons in excess of the previous year, which was a record achievement.

Live-stock traffic decreased by 32,910 tons. Compared with the previous year, the number of sheep carried decreased by 651,047, or 6·02 per cent. The most notable decrease—viz., 287,357—was in the Invercargill district, and this and the general decrease can be attributed to the substantial increases in the number of sheep carried by road operators. This was offset by an increase in timber traffic, which reached the high record of 747,861 tons, an increase of 69,734 tons over the previous year. The most important items in the increase of 108,977 tons of “ Other goods ” were increases in the tonnages of benzine in tank wagons (18,087 tons) and manures (24,013 tons).

EXPENDITURE

The gross expenditure shows a rise of £1,989,697 to a record high peak of £19,700,594. The increase in operating expenditure accounted for £1,698,165 of the increase, whilst £291,532 arose from the subsidiary services.

The following table sets out a division of the gross expenditure, with comparisons with the figures for 1947-48 : -

	1949.	1948.	Variation.	
	£	£	£	Per Cent.
Wages	11,497,192	10,375,359	1,121,833	10·81
Coal and oil (loco.)	1,891,393	1,873,799	17,594	0·93
Stores and material	2,974,208	2,636,305	337,903	12·82
Depreciation and renewals	1,593,057	1,495,865	97,192	6·50
Miscellaneous	1,744,744	1,329,569	415,175	31·23
Totals	19,700,594	17,710,897	1,989,697	11·23

The increase in wages paid can be attributed to the following causes : -

	£
(1) Additional man-hours	226,198
(2) Increase of 2½d. per hour from 1st July, 1948 ; increase of 10s. per week from 1st October, 1947 (full year for 1949, as compared with six months for 1948)	771,112
(3) Miscellaneous concessions granted in awards and by Railways Industrial Tribunal	124,523
	<u>£1,121,833</u>

The man-hours have increased in practically every branch of operation, with large increases in traffic transportation and the road services.

The rise in the cost of locomotive fuels was due to the greater quantity of fuel oil purchased. Compared with the previous year, 6,441,125 more gallons were purchased, and this factor has caused the cost of this fuel to increase by £294,792. The amount of coal imported decreased by 26,019 tons, with a resultant decrease in costs of £331,742. During the year the consumption of New Zealand coal amounted to 3,856 tons more than the previous year.

With the general increase in traffic, an increase in consumption of stores and materials is to be expected. The main items of increase were £42,676 for road service fuels, £75,323 for way and works maintenance, including heavy purchases of ballast, and £80,869 for materials used on working-expenses jobs in the workshops.

Under the heading of "Miscellaneous" the main variation was an increase of £126,000 for deferred maintenance. Increases of £33,364 for workers' compensation premiums resulting from increases in wages and to meet heavier statutory commitments are also included under the heading of "Miscellaneous."

SUBSIDIARY SERVICES

Particulars of revenue, expenditure, and net revenue for the various subsidiary services are set out in Statements Nos. 4 to 9 inclusive, and the following table shows the variations in revenue and expenditure with that of the previous year:—

	Revenue.			Expenditure.		
	Amount, 1949.	Variation, 1949 with 1948.		Amount, 1949.	Variation, 1949 with 1948.	
		£	Per Cent.		£	Per Cent.
Lake Wakatipu steamers ..	13,630	+ 634	4·87	18,593	+ 2,132	12·95
Refreshment service ..	335,240	+ 10,238	3·15	355,535	+ 23,869	7·20
Bookstall service ..	247,308	+ 8,523	3·57	242,917	+ 6,013	2·54
Advertising service ..	59,673	+ 4,762	8·67	45,762	+ 5,014	12·30
Dwellings ..	172,084	+ 4,502	2·69	319,349	+ 38,031	13·52
Other buildings ..	56,700	— 3,044	5·10	47,267	+ 63	0·13
Road motor services ..	1,910,251	+168,465	9·67	1,882,915	+216,410	12·99
Miscellaneous revenue (non-operating)	463,960	— 41,826	8·27	..	..	..
Totals ..	3,258,846	+152,254	4·67	2,912,338	+291,532	11·12

The main item in this table is the increased revenue of the road motor services. The increase of £168,465 over the previous year has brought the road services' revenue to the new record of £1,910,251, due to an expansion in every phase of the services' operations. The only important service acquired during the year was Wheeler's Pukekohe-Auckland service. The road services further extended their operations in the Ashburton-Oamaru area consequent upon the discontinuance of mixed trains on this route.

Expenditure rose in higher ratio than revenue, mainly by reason of the higher wages-rates now applying and the higher depreciation charges, fixed charges, and licence fees resulting from the purchase of additional vehicles.

The increase in revenue attributed to the refreshment services has been due mainly to the reopening of the Wellington Station dining-room.

LOCOMOTIVE FUEL

The following table shows the consumption and stocks of locomotive coal during the past nine years:—

Year ended 31st March.					Coal Consumption.			Coal Stocks
					Hard.	Soft.	Total.	
					Tons.	Tons.	Tons.	Tons.
1941					298,465	230,087	528,552	76,109
1942					307,948	229,784	537,732	73,332
1943					333,773	278,068	611,841	65,087
1944					284,688	349,319	634,007	20,817
1945					205,577	371,349	576,926	20,954
1946					209,943	400,143	610,086	11,841
1947					233,651	360,180	593,831	7,166
1948					279,738	288,240	567,978	9,988
1949					251,302	294,513	545,815	30,483

The figures for the coal consumed show a reduction as a result of the greater use of oil-burning locomotives in the North Island.

During the year it was again necessary to import coal, supplies being purchased from the United Kingdom, Africa, and India. The quantity imported, however, was 26,019 tons less than that of the previous year. The New Zealand hard-coal consumption declined by 2,417 tons, whilst soft coal increased by 6,273 tons.

The percentage of soft coal consumed increased by 3.21 per cent. compared with the figure for the previous year, resulting in higher unit consumption figures. The increased consumption, however, has been offset by a lower unit cost as the result of using less imported coal.

The following table shows for the same years the consumption of coal from the point of view of efficiency and economy :—

Year ended 31st March,			Steam-engine Miles (000's). (Coal-burners.)	Pounds per Engine-mile.	Steam Gross Ton-miles (000's).	Pounds per 1,000 Gross Ton-miles.	Percentage of Soft Coal used.
1941	..	..	17,072	69	2,991,761	396	44
1942	..	..	17,368	69	3,078,801	391	43
1943	..	..	18,840	73	3,467,082	395	45
1944	..	..	18,955	75	3,562,997	399	55
1945	..	..	16,087	80	3,117,337	415	64
1946	..	..	16,804	81	3,281,499	416	66
1947	..	..	16,403	81	3,243,256	410	61
1948	..	..	16,329	78	3,110,857	409	51
1949	..	..	15,373	80	3,643,894	420	54

During the year a further 17 locomotives were converted to burn oil, so that the total number in use at 31st March, 1949, was 51. The original plan of conversion provided for 77 oil-burners of the K, KA, and J class locomotives, and it is hoped that the following year will see the completion of the programme. Further fuelling facilities have been installed, so that they can now operate from Paekakariki to Auckland and on the Napier and New Plymouth lines.

Consequent upon the greater number of oil-burning locomotives and the extended fuelling facilities, the train-miles worked by these engines have increased, so that during the past year 20.55 per cent. of the steam-train mileage was performed by them.

TRANSPORTATION

With the improvement in the locomotive-fuel supplies and in so far as the staff position will allow, efforts are being made to improve train services and to restore as far as possible the pre-war services.

A survey of all services, both road and rail and both goods and passenger, is now in hand, the purpose being to examine present services and explore all possibilities of improved service to the public.

Some of the alterations made to train services during the year are as follow :—

Auckland-Wellington : “ Limited ” express restored, running six days per week as from 28th November, 1948.

Wellington - New Plymouth : Express train service increased to four days per week.

Wellington-Gisborne : Express train service placed on a faster schedule and now connects at Palmerston North with the Auckland express and at Wellington with the steamer express to the South Island.

A commencement has also been made in restoring the popular Sunday excursion-trains, and these now run between Auckland and Hamilton, Wellington and Palmerston North, Christchurch and Timaru, and Dunedin and Oamaru.

A further step in the policy of eliminating mixed trains has been made with the withdrawal of such trains on the Ashburton-Timaru-Oamaru section, the passenger traffic now being handled by road services.

For the Wellington suburban services 71 multiple-unit trailer coaches and 40 motor coaches were ordered from Great Britain, and a number of the trailer coaches are now to hand. Motor coaches are also expected to arrive shortly, and as a commencement these will be placed on the Wellington-Paekakariki line to improve and augment the service there. The Wellington-Johnsonville units have received very hard wear during the last few years and the arrival of the additional coaches will in the meantime also provide some relief on this service.

The rail-air service has now developed into an integral part of the transport facilities offered by the Railways Department and the past year has seen a continued expansion of traffic.

Compared with the previous year the tonnage carried increased by 1,995 tons, or 34.05 per cent., while the number of trips flown between Paraparaumu and Blenheim increased from 1,741 to 2,253. One of the notable features of the service was the conveyance of 805 household removals.

An unfortunate accident occurred on 9th August, 1948, when a Dakota aircraft carrying rail-air freight flew into a hillside in low cloud near Port Underwood and the crew of two were killed.

ROAD SERVICES

Traffic demands on the road services have been increasingly heavy during the year and services and time-tables have been continually adjusted to suit traffic requirements.

A continuous building programme was maintained in order to replace obsolete vehicles and to provide modern vehicles for new services. During the year the fleet was strengthened by 93 vehicles, comprised as follows :—

- 38 omnibuses.
- 40 service coaches.
- 2 composite vehicles.
- 13 trucks and vans.

In addition, 5 trucks and 2 motor-cars were obtained from defence surplus stocks and 49 G.M.C. trucks previously on hire from the Army were transferred to this Department.

The total fleet operated by the branch at 31st March, 1949, was—

- 308 omnibuses.
- 376 service and other cars.
- 269 lorries and vans.
- 5 passenger trucks.
- 3 horse floats.
- 12 office cars.
- 8 trailers.
- 10 utility vehicles (breakdown and garage trucks).

Total 991

The following services in new routes were commenced :—

- 23rd August, 1948 : Taumarunui-Wellington (direct service via Taihape).
- 8th December, 1948 : Reefton-Westport (extension of the Christchurch service).
- 17th January, 1949 : Ashburton-Timaru-Oamaru (as a result of the cancellation of mixed trains on this route).
- 21st February, 1949 : Waitakaruru-Auckland (via Miranda, Mangatani, Kuiaua, Orere and Cliveden).

Compared with the previous year, the mileage over which our vehicles operate has increased by 125 route miles, bringing the total route mileage to 5,904.

STAFF

A summary of the staff position and a comparison with the previous year's figures are given in the following table (the figures do not include employees serving in the Armed Forces): -

	1949.	1948.	Variation, 1949 with 1948.
Total staff as at 31st March—			
Permanent	17,509	16,526	+983
Temporary	8,975	9,433	—458
Totals	26,484	25,959	+525
Average staff throughout the year	26,324	25,950	+374

The increase in the total staff of the Department as at 31st March, 1949, in comparison with the previous year's figures has occurred principally in the Maintenance and Road Services Branches. Although a slight improvement in the Department's turnover of labour has taken place, in general the shortage of staff has remained acute throughout the year.

In the Traffic and Locomotive Operating Branches it has not been possible to strengthen the staff to the extent desired, and consequently regulating the hours of duty of these employees has presented much difficulty. The deficiency of skilled and unskilled labour in the North Island workshops again impeded the work of overhauling and repairing locomotives.

A comprehensive staff-recruitment policy is still being energetically pursued, but despite this it is estimated that an additional 1,218 employees are still required to bring up to full strength for present requirements the staff engaged directly in the running of trains and the handling of traffic. Staff vacancies in the workshops number 767.

During the year new appointments to the permanent staff totalled 954, while 258 members of the permanent staff retired, 1,061 resigned, 58 died, and 59 were paid off or dismissed. In addition, a large number of temporary employees were appointed to the permanent staff, and 116 members of the Second Division were promoted to the First Division.

A total of £96,955 was paid under the Workers' Compensation Act during the year in respect of employees suffering injury in the course of their employment.

A number of claims relating to rates of pay and conditions of employment were presented to the Government Railways Industrial Tribunal last year by the railways service organizations. Arising out of these claims, twenty-four orders were made by the Tribunal, all of which have benefited materially those employees coming within the Tribunal's jurisdiction.

There have been frequent contacts throughout the year with the national executives and officials of the various service organizations. An atmosphere of understanding and co-operation has characterized all discussions, and the results achieved have contributed in a large measure towards the harmonious relationships which prevail within the Department.

Greater emphasis is being placed on staff training. During the past year this section has been reorganized and several new correspondence courses have been introduced, the principal course of instruction being one for locomotive-running men, commencing with the junior cleaner and continuing through to the first-grade driver. A further course for assistant locomotive foremen is about to be introduced. A comprehensive course in English has also been introduced and is meeting with marked success.

During the past year the enrolments for the nineteen correspondence courses conducted by the Staff Training Section reached the figure of 3,600.

Special eight-day courses in inter-branch co-operation mark a new departure in staff-training methods. Two such courses have already been held, one at Burnham Military Camp in October of last year for South Island members, and a similar course at Linton Military Camp in March of this year for North Island members. At both courses sixty members of all branches were assembled without regard to rank or designation, and the operations of the Department as a whole were placed before them through a series of lectures delivered by the heads of branches or other senior officers. Free discussion was invited, and the students availed themselves of this opportunity to offer a great deal of highly constructive criticism.

Other subjects of a more cultural nature such as industrial psychology, public relations, and economics were also introduced. The first camp at Burnham was of an experimental nature, but its success was so marked by the spirit of co-operation shown by all members that the second course for North Island members was proceeded with, and this proved at least equally successful. All students spoke enthusiastically of the benefit they had derived from the courses through a wider understanding of railway problems.

MILEAGE OF LINES AND CAPITAL ACCOUNT

The mileage of lines open for traffic has not changed during the year and remains at 3,525 miles 44 chains.

The Capital Account on 31st March, 1949, was £78,796,320, an increase of £1,707,289. Of the increase, £1,048,426 is attributed to the cost of new rolling-stock and the remainder to the new Mamaku Sawmill and miscellaneous yard and station rearrangements, buildings, and other works.

CONCLUSION

I desire to place on record my sincere appreciation of the loyal co-operation of the staff, whose efficiency and ready response enabled the Department to handle the greatest volume of traffic in the history of the organization, despite difficulties associated with the aftermath of the war.

E. H. LANGFORD,
Acting General Manager.

STATEMENT No. I
CAPITAL ACCOUNT AS AT 31st MARCH, 1949

—	Total to 31st March, 1948.	Year ended 31st March, 1949.	Total to 31st March, 1949.	—	Total to 31st March, 1948.	Year ended 31st March, 1949.	Total to 31st March, 1949.
<i>Expenditure</i>				<i>Receipts</i>			
Permanent-way—Works, buildings, machinery, plant, and dwellings	£ 68,225,966	£ 756,603	£ 68,982,569	Capital included in public debt ..	£ 78,397,821	£ 1,703,328	£ 80,101,149
Rolling-stock, lake steamers, and road motors	18,653,961	1,307,258	19,961,219	Other capital ..	9,091,210	3,961	9,095,171
Lines closed for traffic ..	241,823	..	241,823				
	87,121,750	2,063,861	89,185,611				
Deduct accrued depreciation on existing assets	12,166,533	680,598	12,847,131				
				Deduct accrued depreciation and other losses of capital written off in accordance with subsec- tion (2), section 23, of the Government Railways Amend- ment Act, 1931	87,489,031	1,707,289	89,196,320
					10,400,000	..	10,400,000
Add unexpended balances as per Depreciation Account	74,955,217	1,383,263	76,338,480				
	2,138,814	324,026	2,457,840				
	77,089,031	1,707,289	78,796,320				
					77,089,031	1,707,289	78,796,320

NOTE.—Unopened lines are under the control of the Ministry of Works, and all expenditure out of the Public Works Account in connection therewith, is included in the accounts of that Department.

STATEMENT No. 1—continued

GENERAL BALANCE-SHEET AS AT 31ST MARCH, 1949

<i>Liabilities</i>		£	<i>Assets</i>		£
Sundry creditors : General (including unpaid wages)	..	1,324,116	Sawmills, bush areas, and stocks of timber	..	..
Collections for refund	..	113,164	Stores and materials on hand—	..	..
Unexpended balance of amounts transferred from National Development Loans Account	..	6,899	Stores Branch	..	4,507,996
Items to be written off on receipt of parliamentary authority	..	9,484	Subsidiary services	..	35,621
R newals, Depreciation and Equalization Reserve Accounts as per Statement No. 13	..	5,950,943	Sundry assets : Subsidiary services	..	..
Sick Benefit Fund	..	22	Work in progress, sundry debtors, and debit balances	..	59,404
			Accrued interest on investments	..	228,083
			Outstanding at stations	..	2,826
			Working Railways investments	..	968,223
			Cash in Working Railways Account	..	550,000
				..	1,027,226
					<u>£7,404,628</u>
					<u>£7,404,628</u>

F. H. McAULEY, A.R.A.N.Z., Chief Accountant.

I hereby certify that the Balance-sheet and accompanying accounts have been duly examined and compared with the relative books and documents submitted for audit, and correctly set out the position as disclosed thereby, subject to the above departmental note.—J. P. RUTHERFORD, Controller and Auditor-General.

STATEMENT No. 2

INCOME AND EXPENDITURE OF THE WHOLE UNDERTAKING FOR THE YEAR ENDED 31ST MARCH, 1949

	Statement No.	Year 1948-49.			Year 1947-48.		
		Gross Revenue.	Expenditure.	Net Revenue.	Gross Revenue.	Expenditure.	Net Revenue.
		£	£	£	£	£	£
Railway operation ..	3	15,338,882	16,788,256	Dr. 1,449,374	13,964,280	15,090,091	Dr. 1,125,811
Lake Wakatipu steamers ..	4	13,630	18,593	Dr. 4,963	12,996	16,461	Dr. 3,465
Refreshment service ..	5	335,240	355,535	Dr. 20,295	325,002	331,666	Dr. 6,664
Bookstall service ..	5A	247,308	242,917	4,391	238,785	236,904	1,881
Advertising service ..	6	59,673	45,762	13,911	54,911	40,748	14,163
Dwellings ..	7	172,084	319,349	Dr. 147,265	167,582	281,318	Dr. 113,736
Buildings occupied by subsidiary services ..	8	56,700	47,267	9,433	59,744	47,204	12,540
Road motor services ..	9	1,910,251	1,882,915	27,336	1,741,786	1,666,505	75,281
Miscellaneous revenue ..	..	463,960	..	463,960	505,786	..	505,786
		18,597,728	19,700,594	..	17,070,872	17,710,897	..
Total net loss to Net Revenue Account ..	..	..	..	1,102,866	..	..	640,025

NET REVENUE ACCOUNT

Dr.	1948-49.	1947-48.	Cr.	1948-49.	1947-48.
Net loss before charging interest on capital ..	£ 1,102,866	£ 640,025	Receipt from vote "Stabilization" ..	£ 1,102,866	£ 640,025
Interest charges ..	2,710,318	3,030,033	Reduction on account of interest charges, <i>vide</i> section 14, Finance Act, 1930 (No. 2)	2,710,318	3,030,033
	3,813,184	3,670,058		3,813,184	3,670,058

STATEMENT No. 3

INCOME AND EXPENDITURE IN RESPECT OF RAILWAY OPERATION FOR THE YEAR ENDED 31ST MARCH, 1949

Expenditure.	1948-49.	1947-48.	Per Cent. of Operating Revenue.		Revenue.	1948-49.	1947-48.	Per Cent. of Operating Revenue.	
			1948-49.	1947-48.				1948-49.	1947-48.
Maintenance of—		£				£	£		
Way and works	2,904,028	2,528,407	18.93	18.11	Passengers, ordinary ..	2,409,696	2,356,102	15.71	16.87
Signals and electrical appliances	482,492	426,841	3.14	3.06	Passengers, season tickets ..	349,782	331,665	2.28	2.38
Rolling-stock	3,885,493	3,298,700	25.33	23.62	Parcels, luggage and mails ..	560,593	553,366	3.65	3.96
Locomotive transportation ..	3,837,917	3,618,660	25.02	25.92	Goods	11,747,129	10,486,744	76.59	75.10
Examination, lubrication, and lighting of vehicles	194,947	168,096	1.27	1.20	Labour, demurrage, &c. ..	271,682	236,403	1.77	1.69
Traffic transportation	4,956,482	4,550,376	32.31	32.58					
General charges	154,322	136,893	1.01	0.98					
£									
Superannuation subsidy 409,096									
Less amount allocated to subsidiary ser- vices, &c.					Total operating revenue ..	15,338,882	13,964,280	100.00	100.00
					Net operating loss ..	1,449,374	1,125,811	9.44	8.06
	372,575	362,118	2.43	2.59					
Total operating expenses ..	16,788,256	15,090,091	109.44	108.06		16,788,256	15,090,091	109.44	108.06

STATEMENT No. 3A
SUMMARY OF EXPENDITURE

Item.	North Island Main Line and Branches.	South Island Main Line and Branches.	Nelson.	Total.
	£	£	£	£
Maintenance of way and works	1,713,760	1,175,232	15,036	2,904,028
Maintenance of signals and electrical appliances	287,743	194,383	366	482,492
Maintenance of rolling-stock	2,435,811	1,443,495	6,187	3,885,493
Examination, lubrication, and lighting of vehicles	126,040	68,636	271	194,947
Locomotive transportation	2,804,344	1,026,962	6,611	3,837,917
Traffic transportation	2,873,806	2,073,063	9,613	4,956,482
General expenses	98,579	55,585	158	154,322
Superannuation subsidy	237,993	134,199	383	372,575
Total	10,578,076	6,171,555	38,625	16,788,256
Per cent. of operating revenue	107·99	111·66	242·37	109·45
Per average mile of railway £	6,288·98	3,459·39	643·75	4,761·27
Per total train-mile pence	277·85	299·73	296·07	285·56

STATEMENT No. 4
INCOME AND EXPENDITURE IN RESPECT OF LAKE WAKATIPU STEAMERS

Expenditure.	1943-49.	Per Cent. of Revenue.		1947-48.	Revenue.		1948-49.	1947-48.	Per Cent. of Revenue.	
		1948-49.	1947-48.						1948-49.	1947-48.
Salaries and wages, shore staff	£ 3,587	26.31	24.73	£ 6,417	Ordinary passengers ..	£	47.08	£ 6,161	47.08	47.40
Salaries and wages, steamer staff	8,091	59.36	55.38	29	Season tickets ..	29	0.22	497	0.22	0.23
Coal and stores ..	2,600	19.07	16.68	497	Parcels, luggage, and mails	497	3.64	6,237	3.64	3.82
Repairs, steamers ..	1,809	13.27	12.38	..	Goods ..	6,614	48.52	72	48.52	47.99
Repairs, wharves, &c. ..	659	4.84	2.13	..	Miscellaneous ..	73	0.54	..	0.54	0.56
Insurance, depreciation, &c. ..	1,390	10.20	10.10	..	Operating loss ..	13,630	100.00	12,996	100.00	100.00
Motor-lorry expenses ..	12	0.09	1.04	..	..	4,518	33.14	2,916	33.14	22.44
Operating loss ..	18,148	133.14	122.44	..	..	18,148	133.14	15,912	133.14	122.44
Payments to railway revenue—	4,518	33.14	22.44	..	..	..	..	..	..	..
Interest on capital ..	445	3.26	4.22	..	Net loss ..	4,963	36.40	3,465	36.40	26.66
	4,963	36.40	26.66	..	..	4,963	36.40	3,465	36.40	26.66

STATEMENT No. 5
INCOME AND EXPENDITURE IN RESPECT OF REFRESHMENT SERVICE

Expenditure.	1948-49.	1947-48.	Per Cent. of Revenue.		Revenue.	1948-49.	1947-48.
			1948-49.	1947-48.			
Salaries and wages ..	£ 125,707	£ 117,336	37.50	36.10	Receipts from Refreshment-rooms ..	£ 335,240	£ 325,002
Provisions used ..	173,126	163,703	51.64	50.37			
Light, fuel, and water ..	6,965	6,886	2.08	2.12			
Renewals and depreciation ..	15,145	9,006	4.52	2.77			
Insurance and miscellaneous	12,687	12,765	3.78	3.93			
	333,630	309,696	99.52	95.29			
Operating profit.. ..	1,610	15,306	0.48	4.71			
	335,240	325,002	100.00	100.00		335,240	325,002
Payments to railway revenue—					Operating profit ..	1,610	15,306
Interest on capital ..	2,929	2,300	0.87	0.71			
Rent ..	14,376	15,401	4.29	4.74			
Freights and fares ..	4,600	4,269	1.37	1.31	Net loss ..	20,295	6,664
	21,905	21,970	6.53	6.76		21,905	21,970

STATEMENT No. 5A
INCOME AND EXPENDITURE IN RESPECT OF BOOK-STALL SERVICE

Expenditure.	1948-49.	1947-48.	Per Cent. of Revenue.		Revenue.	1948-49.	1947-48.
			1948-49.	1947-48.			
	£	£				£	£
Salaries and wages ..	20,376	19,408	8.24	8.13	..	247,308	238,785
Stores ..	200,881	191,546	81.23	80.22	..		
Miscellaneous ..	3,076	3,133	1.24	1.31	..		
	224,333	214,087	90.71	89.66			
Operating profit ..	22,975	24,698	9.29	10.34		247,308	238,785
	247,308	238,785	100.00	100.00			
Payments to railway revenue—							
Rents ..	17,482	21,783	7.07	9.12	..	22,975	24,698
Rail freights ..	1,102	1,034	0.44	0.43	..		
Net profit ..	4,391	1,881	1.78	0.79			
	22,975	24,698	9.29	10.34		22,975	24,698

STATEMENT No. 6
INCOME AND EXPENDITURE IN RESPECT OF ADVERTISING SERVICE

Expenditure.	1948-49.	1947-48.	Per Cent. of Revenue.		Revenue.	1948-49.	1947-48.
			1948-49.	1947-48.			
	£	£	20.90	20.34	Advertising signs, publications, &c.	£ 59,673	£ 54,911
Salaries, wages, and allowances	12,473	11,173					
Stores and materials . .	4,340	2,907	7.27	5.30			
Insurance and depreciation	9,133	8,598	15.31	15.66			
Office and general expenses	4,705	4,227	7.88	7.70			
Operating profit . .	30,651	26,905	51.36	49.00			
	29,022	28,006	48.64	51.00		59,673	54,911
Payments to railway revenue—			100.00	100.00			
Rent of premises and sites	13,057	12,270	21.88	22.35	Operating profit	29,022	28,006
Commission . .	1,492	1,373	2.50	2.50			
Freights . .	562	260	0.94	0.36			
Net profit . .	13,911	14,163	23.32	25.79			
	29,022	28,006	48.64	51.00		29,022	28,006

STATEMENT No. 7
INCOME AND EXPENDITURE IN RESPECT OF DEPARTMENTAL DWELLINGS

Expenditure.	1948-49. £	1947-48. £	Per Cent. of Revenue.		Revenue. ..	1948-49. £	1947-48. £
			1948-49.	1947-48.			
Wages and charges ..	144,483	114,893	83.96	68.56	Rentals ..	172,084	167,582
Materials ..	55,098	41,948	32.02	25.03	..	172,084	167,582
Insurance ..	376	378	0.22	0.23	..	87,491	44,136
Depreciation ..	59,618	54,499	34.64	32.52	Operating loss ..	259,575	211,718
	259,575	211,718	150.84	126.34			
Operating loss ..	87,491	44,136	50.84	26.34			
Payments to railway revenue—							
Interest ..	59,774	69,600	34.73	41.53	Net loss ..	147,265	113,736
	147,265	113,736	85.57	67.87		147,265	113,736

STATEMENT No. 8

INCOME AND EXPENDITURE IN RESPECT OF BUILDINGS OCCUPIED BY REFRESHMENT SERVICE, BOOK-STALL PROPRIETORS, ETC.

Expenditure.	1948-49.	1947-48.	Per Cent. of Revenue.		Revenue.	1948-49.	1947-48.
			1948-49.	1947-48.			
Wages and charges ..	£ 15,946	£ 16,619	28.12	27.82	..	£ 56,700	£ 59,744
Materials ..	4,292	2,981	7.57	4.99	..		
Insurance and depreciation ..	9,321	8,499	16.44	14.22	..		
Operating profit.. ..	29,559	28,099	52.13	47.03			
	27,141	31,645	47.87	52.97			
	56,700	59,744	100.00	100.00		56,700	59,744
Payments to railway revenue—							
Interest ..	17,708	19,105	31.23	31.98	..	27,141	31,645
Net profit ..	9,433	12,540	16.64	20.99	..		
	27,141	31,645	47.87	52.97		27,141	31,645

STATEMENT No. 9 INCOME AND EXPENDITURE IN RESPECT OF ROAD SERVICES

Expenditure.	1948-49.	Per Cent. of Revenue.		1947-48.	Revenue.	1948-49.	1947-48.	Per Cent. of Revenue.	
		1948-49.	1947-48.					1948-49.	1947-48.
Superintendence — Salaries and office expenses Maintenance charges .. Running-expenses .. Licence fees .. Insurance and depreciation	£	£	9.05	£	Passengers .. Parcels, mails, &c. .. Newspapers .. Goods .. Goods ancillary .. Miscellaneous ..	£	£	80.04 4.40 0.78 6.02 8.67 0.09	79.79 4.27 0.88 6.34 8.62 0.70
	171,238	157,719	8.96	167,719		1,528,954	1,339,829		
	334,492	283,877	17.52	283,877		84,014	74,411		
	1,065,129	953,115	55.76	953,115		14,812	15,317		
	40,546	36,401	2.12	36,401		115,029	110,467		
	220,478	184,472	11.54	184,472		165,638	150,952		
Operating profit..	1,831,883	1,615,584	95.90	1,615,584		1,804	1,710		
	78,368	126,202	4.10	126,202					
Payment to railway revenue— Rents .. Fares .. Interest on capital .. Net profit ..	1,910,251	1,741,786	100.00	1,741,786		1,910,251	1,741,786	100.00	100.00
					Operating profit ..	78,368	126,202	4.10	7.25
	21,007	19,732	1.10	19,732					
	4,875	4,460	0.26	4,460					
	25,150	26,729	1.32	26,729					
	27,336	75,281	1.42	75,281					
	78,368	126,202	4.10	126,202		78,368	126,202	4.10	7.25

STATEMENT No. 10

RAILWAY EMPLOYEES' SICK BENEFIT SOCIETY

Income and Expenditure

EXPENDITURE.	1948-49.	1947-48.	INCOME.	1948-49.	1947-48.
Sick benefits paid to members	£ 40,208	£ 40,869	Contributions	£ 26,028	£ 25,490
			Entrance fees	314	257
			Interest on investments	..	213
			Subsidy as per section 5, subsection (1), of Government Railways Amendment Act, 1928, and section 26 of the Statutes Amendment Act, 1944, charged to Working Railways Account	13,400	7,500
			Balance, being excess of expenditure over income for the year	466	7,409
Excess of expenditure over income	40,208	40,869		40,208	40,869
Balance accumulated funds as at 31st March	466	7,409	Accumulated funds brought forward on 1st April	555	7,964
	89	555			
	555	7,964		555	7,964

Balance-sheet

Liabilities	£	£	Assets	£	£
Accumulated funds	89	555	Entrance Fees outstanding at 31st March	24	15
Sick pay due not paid	8	723	Contributions outstanding at 31st March	58	29
Contributions in advance	7	..	Cash in Working Railways Account	22	634
	104	678		104	678

STATEMENT No. 12

STATEMENT OF CASH RECEIPTS AND PAYMENTS—WORKING RAILWAYS ACCOUNT

<i>Receipts</i>		£	<i>Payments</i>		£
Balance brought forward	..	1,160,517	Wages and vouchers—		
Revenue receipts	..	19,070,860	Working Railways	..	21,717,582
Miscellaneous receipts—			Railways improvements and addi-		
Working Railways	..	3,140,156	tions to open lines	..	1,717,132
Railways improvements and addi-			Refunds to Harbour Boards, shipping		
tions to open lines	..	16,044	companies, and other carriers	..	984,421
National Development Loans Ac-			Balance as per General Balance-		
count	..	1,746,000	sheet	..	1,027,226
Contributions to Sick Benefit Fund	..	40,043			
Interest on investments	..	22,741			
Investments realized	..	250,000			
		<u>£25,446,361</u>			<u>£25,446,361</u>

Reconciliation Statement

					£
Credit balance in Working Railways Account as per Treasury figures	..	..	..	..	759,188
Add imposts outstanding	..	..	..	..	268,038
Credit balance as per above statement	..	..	..	..	<u>£1,027,226</u>

STATEMENT No. 13

RENEWALS, DEPRECIATION, AND EQUALIZATION RESERVE ACCOUNTS

	Credit Balance at 31st March, 1948.	Contributions Year ending 31st March, 1949.	Expenditure Year ending 31st March, 1949.	Credit Balance at 31st March, 1949.
	£	£	£	£
General Reserve Account	2,129,493	236,390	110,390	2,255,493
Insurance Reserve Account	53,186	19,850	19,547	53,489
Workers' Compensation Reserve Account	72,785	114,428	96,955	90,258
Slips, Floods, and Accidents Equalization Reserve Account	113,538	21,671	20,000	115,209
Betterments Reserve Account: Refreshment Branch	19,022	..	2,885	16,137
Renewals Reserve Accounts	1,244,987	471,704	754,174	962,517
Depreciation Reserve Account	2,133,814	1,148,188	824,162	2,457,840
Totals..	5,766,825	2,012,231	1,828,113	5,950,943

STATEMENT No. 14

EXPENDITURE ON CONSTRUCTION OF RAILWAYS, ROLLING-STOCK, ETC., TO 31ST MARCH, 1949; NET REVENUE AND RATE OF INTEREST EARNED ON CAPITAL EXPENDED ON OPENED LINES FOR YEAR ENDED SAME DATE

Section of Railway.	Opened Lines.			Net Revenue.	Rate of Interest earned.
	Lines and Works.	Rolling-stock.	Total.		
	£	£	£	£	£ s. d.
North Island Main Line and Branches	38,593,371	8,167,729	46,761,100	—782,443	..
South Island Main Line and Branches	23,326,713	4,776,576	28,103,289	—644,242	..
Nelson	490,152	9,641	499,793	—22,689	..
Lake Wakatipu steamer service ..	62,410,236	12,953,946	75,364,182	—1,449,374	..
Subsidiary services, &c. ..	20,396	..	20,396	—4,963	..
<i>In suspense—</i>	3,401,846	..	3,401,846	351,471	..
General	9,896	..	9,896	..	..
	65,842,374	12,953,946	78,796,320	1,102,866	..
Total cost of opened lines at 31st March, 1949	..	..	78,796,320	..	..

NOTE.—The amount stated in this return as the cost of construction of opened lines includes the Provincial and General Government expenditure on railways. It also includes the Midland Railway and expenditure by the Greymouth and Westport Harbour Boards on railways and wharves under the provisions of section 7 of the Railways Authorization Act, 1885, the information regarding the last-mentioned being furnished by the respective Boards. The rate of interest earned has been computed on the average capital.

STATEMENT No. 15

CAPITAL EXPENDITURE OUT OF WORKING RAILWAYS ACCOUNT FOR THE YEAR ENDED 31ST MARCH, 1949

Way and Works Branch: Particulars of Works.	Depreciation Fund.	Improvements and Additions to Open Lines.	Total.
	£	£	£
Land	..	10,838	10,838
Grading, formation, tunnels, and permanent-way	Cr. 339	51,287	50,948
Bridges, overbridges, subways, and culverts	339	52,352	52,691
Station buildings, engine-sheds, and other operating buildings	86,516	118,505	205,021
Fences, gates, cattlestops, cattle-yards, and loading-banks ..	..	7,581	7,581
Dwellings and huts	Cr. 3,807	106,885	103,078
Stores and workshops buildings and plant	11,458	6,416	17,874
Refreshment, advertising, and road-service buildings ..	13,923	72,237	86,160
Cranes, weighbridges, turntables and water services	..	6,942	6,942
Miscellaneous (roads, sewerage, drainage, &c.)	..	22,741	22,741
Signalling, communications, and electrification	56,643	80,024	136,667
Sawmills	..	108,880	108,880
	164,733	644,688	809,421
Expenditure by Public Works Department: Grade easements and deviations	..	9,634	9,634
	164,733	654,322	819,055

STATEMENT No. 15—continued

Locomotive Branch : Particulars of Rolling-stock

Description of Stock ordered.	Number Incomplete on 31st March, 1948.	Number Complete on 31st March, 1949.	Number Incomplete on 31st March, 1949.	Expenditure, Working Railways Depreciation Fund.	Expenditure, Improvements and Additions to Open Lines.	Total.
Locomotives, Classes K, KA, and KB	2	..	2	£ 6,179	..	£ 6,179
Locomotives, Class JA and spares ..	26	1	25	98,536	..	98,536
Locomotives, electric ..	7	..	9	..	..	..
Locomotives, Diesel electric, shunt- ing ..	..	..	15	..	..	..
Improvements for locomotives ..	..	..	..	32,749	..	32,749
Boilers ..	..	..	..	5,254	..	5,254
Multiple units and spares ..	111	1	110	..	209,987	209,987
Articulated units, Diesel electric ..	..	..	25	..	..	..
Carriages ..	62	..	62	..	..	..
Improvements for carriages ..	..	..	..	23,716	..	23,716
Wagons, Class EZ ..	..	..	..	..	..	..
Wagons, Class HC ..	149	..	99	..	..	..
Wagons, Class J ..	..	..	54	..	..	..
Wagons, Class JC ..	340	..	340	700	..	700
Wagons, Class KC ..	150	..	150	..	..	..
Wagons, Class LA ..	2,291	1,781	510	21,092	776,177	797,269
Wagons, Class LC ..	499	..	500	..	..	..
Wagons, Class MC ..	120	..	120	..	..	..
Wagons, Class Q ..	150	1	149	22,381	..	22,381
Wagons, Class RB ..	40	..	40	..	..	..
Wagons, Class S ..	25	..	25	..	..	..
Wagons, Class T ..	22	..	22	..	..	..
Wagons, Class UB ..	175	..	200	6,325	..	6,325
Wagons, Class UC ..	15	5	9	19,282	..	19,282
Wagons, Class UD ..	2	1	2	3	..	3
Wagons, Class VB ..	35	..	63	5,418	..	5,418
Wagons, Class W ..	70	20	..	845	..	845
Wagons, Class XA ..	..	..	18	..	..	..
Wagons, Class XC ..	129	..	129	246	..	246
Wagons, Class YD ..	35	..	35	..	62,262	62,262
Wagons, Class Z ..	86	31	56	38,106	..	38,106
Miscellaneous improvements for wagons ..	..	..	..	13,062	..	13,062
Shunting units, petrol and Diesel ..	9	..	9	401	..	401
Cranes ..	..	..	..	4	..	4
Tarpaulins ..	..	..	..	18,416	..	18,416
Total ..	4,550	1,841	2,778	312,715	1,048,426	1,361,141
SUMMARY						
Locomotives ..	35	1	51	..	..	..
Multiple ..	111	1	110	..	..	..
Articulated units, Diesel electric ..	..	..	25	..	..	..
Shunting units, petrol and Diesel ..	9	..	9	..	..	..
Carriages ..	62	..	62	..	..	..
Wagons, bogie ..	435	37	452	..	..	..
Wagons, four-wheeled ..	3,898	1,802	2,069	..	..	..
Cranes ..	..	..	..	..	..	..
Total ..	4,550	1,841	2,778	..	..	..

Particulars of Workshop and Depot Machinery, Motor-buses, and Motor-lorries

Workshop equipment ..	£ 33,375	Cr. 190	£ 33,185
Machinery and equipment for locomotive running, car and wagon depots ..	3,070	190	3,260
Motor-buses and motor-lorries ..	310,269	..	310,269

RECONCILIATION STATEMENT, RAILWAYS: IMPROVEMENTS AND ADDITIONS TO OPEN LINES

	£	s.	d.		£	s.	d.
Expenditure charged by Treasury ..	1,717,131	13	11	Expenditure—			
Less recoveries ..	16,158	1	3	Way and Works Branch ..	654,322	4	9
Less refunds ..	114	12	3	Locomotive Branch rolling-stock ..	1,048,426	0	2
	16,043	9	0				
	1,701,088	4	11				
Consolidated Fund Administration charges ..	1,660	0	0				
	£1,702,748	4	11				
					£1,702,748	4	11

STATEMENT No. 18

STATEMENT OF TRAFFIC AND REVENUE FOR EACH STATION FOR THE YEAR ENDED 31ST MARCH, 1949

Stations.	OUTWARD.												INWARD.					
	TRAFFIC.							REVENUE.					TRAFFIC.					
	Number of Passenger Journeys.			Season Tickets.	Cattle and Calves.	Sheep and Pigs.	Timber, Hundreds of Superficial Feet.	Other Goods.	Ordinary Passengers.	Season Tickets.	Parcels, Luggage, and Mails.	Goods.	Miscellaneous.	Total Value forwarded.	Cattle and Calves.	Sheep and Pigs.	Timber, Hundreds of Superficial Feet.	Other Goods.
	First-class.	Second-class.	Total.															
NORTH ISLAND MAIN LINE AND BRANCHES																		
Auckland	32,988	531,586	564,574	No. 57,555	No. 37	No. 21	Tons. 31,396	456,349	£ 208,415	£ 15,963	£ 63,821	£ 1,171,594	£ 1,256	£ 289,455	No. 202	No. 1,992	Tons. 160,593	429,045
Goods	896	74,219	75,115	20,074	18	..	4,681	18,711	7,366	4,512	1,129	64,875	313	78,195	512	269	145,791	24,056
Newmarket	342	26,269	26,611	5,866	54	..	7,541	12,568	3,148	949	839	31,012	346	36,294	59	..	144,971	107,012
Mount Eden	477	38,923	39,400	21,794	310	6	763	8,824	4,161	4,132	709	14,510	149	23,661	167	204	100,212	14,971
Avondale	287	42,748	43,035	14,235	15,187	15,789	413	6,358	3,168	3,265	1,103	12,161	64	19,761	2,002	4,620	36,986	11,473
Henderson	311	23,759	24,070	39	26,012	65,927	2,721	11,790	3,573	17	570	14,602	314	19,076	5,211	28,551	7,683	16,431
Helensville	220	7,069	7,289	31	18,545	55,448	18,806	19,734	1,988	27	345	25,302	57	27,719	3,585	12,206	2,737	14,218
Wellsford	389	12,961	13,350	..	18,958	40,602	..	8,188	3,356	..	319	18,782	33	22,490	2,418	7,172	1,570	14,425
Maungaturoto	85	3,763	3,848	..	3,880	14,804	30	11,463	964	..	93	8,560	4	9,621	859	1,928	964	4,827
Paparoa	657	14,212	14,869	123	32,133	42,294	4,153	8,589	4,550	102	695	23,689	102	29,138	3,213	4,794	3,261	23,842
Dargaville	9	4,173	4,182	..	373	2,401	440	143	340	..	8	611	2	961	79	358	..	1,899
Donnelly's Crossing	85	6,483	6,568	187	15,108	43,158	10,115	43,765	980	61	192	86,311	284	87,828	1,992	5,286	223	76,625
Waiotira Junction	932	29,333	30,265	118	35,347	39,014	1,978	58,295	8,114	99	2,350	48,040	1,170	59,773	3,618	10,012	5,493	47,918
Whangarei	226	3,039	3,265	..	4,167	9,479	7,391	53,334	1,177	..	350	26,157	55	27,739	2,241	6,779	41	7,720
Hikurangi	459	9,961	10,420	60	10,150	8,149	2,540	15,571	3,830	57	587	49,642	36	54,152	919	1,563	56	14,340
Otiria	447	2,046	2,493	1	..	..	293	550	2,827	16	999	3,008	..	6,850	..	..	63	2,656
Kaitia Road Services	275	5,571	5,846	44	337	353	67	538	1,670	30	224	1,389	9	3,322	50,931	56,876	330	11,841
Kawakawa	809	13,168	13,977	46	109	51	..	459	3,210	23	135	980	20	4,368	27	..	586	2,300
Opua	590	6,652	7,242	16	4,764	4,651	4,025	3,617	4,423	18	367	9,565	35	14,408	729	810	1,871	12,019
Kaikohe	212	11,056	11,268	..	641	4,735	10,465	4,783	1,688	..	151	11,793	21	13,653	481	768	963	16,089
Okaihau	234	39,898	40,132	11,461	661	11	1,421	1,026	2,001	2,162	354	5,121	41	9,679	366	83	1,160	1,202
Ellerslie	156	29,040	29,196	5,321	1,213	7,896	37,052	137,287	1,275	1,081	508	172,745	308	175,917	424,476	1,424,887	383,706	85,796
Penrose	310	5,369	5,679	3,083	1	..	2,442	2,461	1,747	813	340	8,115	159	11,174	56	550	80,083	24,555
Onehunga	677	104,875	105,552	25,518	2,461	7,769	431	182,331	6,612	6,118	548	250,100	898	264,276	108,779	226,204	17,200	50,751
Otahuhu	255	50,127	50,382	18,249	233	..	578	1,242	3,083	4,309	449	3,104	25	10,970	1,198	8,625	43,739	12,150
Papatoetoe	650	124,836	125,486	34,779	1,746	2,042	79	1,433	8,988	9,265	673	4,827	38	23,791	4,312	20,161	5,301	10,180
Papakura	81	2,886	2,967	69	7,290	4,056	..	7,622	344	56	60	8,879	31	9,370	1,933	10,497	273	5,999
Drury	144	872	1,016	..	23,852	13,112	180	688	735	..	164	4,014	65	4,978	2,680	7,830	7,027	20,858
Waiuku	1,949	38,599	40,548	713	19,510	20,985	1,024	15,866	9,684	634	1,197	26,379	66	37,960	5,415	17,717	16,714	20,399
Pukekohe	494	21,529	22,023	291	11,215	43,783	2	17,374	3,006	243	505	20,043	88	23,885	1,684	13,304	1,131	13,037
Tuakau	19	7,419	7,438	188	3,455	1,491	1	20,832	836	119	64	13,185	94	14,298	1,250	10,864	418	6,303
Pokeno	147	14,691	14,838	337	510	9,807	90	5,351	1,699	384	91	3,379	135	5,688	352	4,107	420	2,934
Mercer	117	6,231	6,348	1	31,716	80,917	81	7,253	1,236	1	414	15,965	12	17,628	5,070	16,526	3,472	11,941
Te Kauwhata	1,017	73,137	74,154	14,610	9,687	48,376	321	354,692	10,801	3,909	710	331,636	5,461	352,517	2,905	11,430	6,857	64,835
Huntly	50	23,423	23,473	1,017	639	8,222	41	179,953	1,447	506	38	131,369	6	133,366	2,342	9,891	2,180	16,637
Glen Afton	61	3,253	3,314	120	1,707	12,162	..	5,864	799	92	99	10,480	25	11,495	1,057	3,448	213	13,578
Taupiri	244	10,227	10,471	877	3,595	9,798	115	141,731	3,147	225	351	157,921	2,810	164,454	124,692	104,509	984	9,747
Ngaruawahia	8,059	83,387	91,446	47	25,111	172,133	1,476	36,988	47,549	33	2,973	62,756	1,142	114,453	11,463	88,506	28,090	89,177
Frankton Junction	4,763	30,162	34,925	64	11,809	23,356	13,681	45,790	21,080	188	5,336	90,094	671	117,369	1,562	5,308	54,083	68,164
Hamilton	461	1,058	1,519	..	22,938	85,307	3,921	3,261	2,156	..	596	15,053	109	17,914	3,307	25,752	1,759	41,455
Cambridge	775	13,126	13,901	68	65,908	142,820	1,047	27,306	4,032	57	765	62,677	105	67,636	10,641	83,322	7,057	44,986
Morrinsville Junction	799	11,296	12,095	25	40,869	168,847	14,709	9,583	4,276	22	681	42,660	307	47,946	4,697	48,364	1,877	56,305
Matamata	878	28,430	29,308	183	16,974	98,317	438,003	27,165	7,324	173	1,082	174,542	3,346	186,467	5,166	49,436	2,341	65,083
Putaruru	117	376	493	..	..	..	..	..	693	..	..	..	..	693	..	..	..	..
Mangakino Road Services	229	8,133	8,362	19	6,975	43,223	102,658	4,409	1,253	19	143	46,909	16	48,340	119	741	69	3,184
Mamaku	1,949	16,949	18,898	15	12,652	81,225	173,432	20,307	9,744	10	1,996	109,259	276	121,285	3,118	19,850	4,001	60,756
Rotorua	34	2,720	2,754	133	28,110	9,105	52	13,766	441	70	102	28,663	33	29,309	933	2,530	1,022	36,658
Waitoa	333	4,104	4,437	45	7,526	8,784	307	8,147	1,750	58	447	10,068	21	12,344	1,217	5,260	3,698	20,6

STATEMENT No. 18—continued

STATEMENT OF TRAFFIC AND REVENUE FOR EACH STATION FOR THE YEAR ENDED 31ST MARCH, 1949—continued

Stations.	OUTWARD.													INWARD.				
	TRAFFIC.							REVENUE.						TRAFFIC.				
	Number of Passenger Journeys.			Season Tickets.	Cattle and Calves.	Sheep and Pigs.	Timber, Hundreds of Superficial Feet.	Other Goods.	Ordinary Passengers.	Season Tickets.	Parcels, Luggage, and Mails.	Goods.	Miscellaneous.	Total Value forwarded.	Cattle and Calves.	Sheep and Pigs.	Timber, Hundreds of Superficial Feet.	Other Goods.
	First-class.	Second-class.	Total.															
NORTH ISLAND MAIN LINE AND BRANCHES—contd.																		
Hunterville	244	9,374	9,618	12	8,012	101,678	440	5,466	1,989	22	290	17,438	35	19,774	5,547	18,917	236	12,546
Marton	2,276	22,192	24,468	16	5,619	130,405	10,562	11,219	10,871	12	2,135	27,498	414	40,930	1,806	45,115	38,826	18,950
New Plymouth Rd. Services	55	120	175	..	..	..	..	..	203	..	..	..	..	203	..	..	..	..
New Plymouth	5,235	52,773	58,008	43	1,197	671	12,423	212,240	31,562	166	3,155	169,885	12,940	217,708	3,150	10,360	35,002	142,519
Breakwater	..	..	..	..	..	10	528	25,262	..	..	..	8,419	..	8,419	..	..	3,935	39,676
Waitara	171	4,413	4,584	..	2,322	17,921	1,323	22,298	1,923	..	294	26,260	75	28,552	56,779	231,533	4,134	18,082
Inglewood	401	12,201	12,602	205	17,736	33,728	10,401	74,835	3,320	153	261	96,382	14	100,130	789	8,261	3,416	80,791
Tariki	35	2,351	2,386	89	4,158	4,424	..	1,959	274	62	17	1,517	1	1,871	446	4,416	20	3,190
Midhurst	49	4,607	4,656	34	6,750	8,151	..	5,811	502	25	28	5,788	15	6,358	303	645	..	5,959
Stratford	1,953	37,287	39,240	76	25,330	56,352	1,608	10,495	13,163	53	1,149	19,932	213	34,510	2,434	14,839	12,796	27,907
Te Wera	25	722	747	..	700	9,601	1,355	566	132	..	21	1,387	3	1,543	1,261	4,415	141	2,789
Whangamomona	82	2,349	2,431	..	3,541	49,941	514	12,354	600	..	93	15,881	5	16,579	1,350	9,585	349	3,957
Ohura	176	8,311	8,487	45	3,656	54,740	27,944	25,046	2,623	29	241	39,097	18	42,008	1,150	8,359	1,453	12,251
Eltham	575	18,531	19,106	140	19,854	37,818	355	14,871	4,584	126	436	25,925	31	31,102	1,811	21,500	11,768	18,068
Opunake	142	873	1,015	..	9,891	14,058	98	1,053	958	..	67	4,132	59	5,216	3,857	29,675	1,087	32,590
Normanby	45	3,455	3,500	6	46,597	28,468	..	13,146	586	17	44	15,847	3	16,497	1,024	8,894	123	5,074
Hawera	2,234	34,164	36,398	73	16,781	48,811	859	23,420	13,201	35	1,448	32,459	190	47,333	4,412	79,874	21,260	51,059
Patea	473	12,578	13,051	4	2,201	25,065	42	29,486	3,393	1	303	62,820	208	66,725	99,057	179,486	6,137	42,948
Waverley	514	9,530	10,044	2	8,696	86,268	68	20,079	2,177	28	198	17,024	21	19,448	10,296	51,205	4,330	8,581
Aramoho	884	19,722	20,606	16	7,839	32,835	..	72,013	4,323	15	500	73,482	65	78,385	3,222	20,772	1,096	72,707
Wanganui	3,034	41,523	44,557	33	4,025	37,070	5,538	60,795	16,775	34	3,162	127,023	4,192	151,096	11,877	141,422	46,683	87,549
Fordell	20	1,652	1,672	..	4,466	28,499	40	1,865	246	..	33	5,237	7	5,523	3,755	23,959	211	3,186
Turakina	78	5,202	5,280	74	2,031	20,341	..	1,695	955	70	155	4,580	19	5,779	1,484	19,483	38	4,073
Greatford	156	3,082	3,238	12	2,767	40,599	2,553	32,949	591	6	210	35,007	18	35,832	273	12,884	281	8,313
Halcombe	75	5,674	5,749	53	807	13,188	133	5,595	655	50	64	8,134	13	8,916	1,130	26,511	233	6,195
Feilding	1,618	16,256	17,874	1	16,983	167,376	746	25,416	9,179	..	1,171	54,955	224	65,529	39,691	142,269	11,139	60,533
Palmerston North	13,913	115,880	129,793	53	..	..	..	..	67,674	129	8,321	..	300	76,424	..	..	..	..
Goods	..	..	..	..	4,262	37,763	6,726	66,527	..	..	..	139,731	924	140,655	9,931	130,073	100,191	131,280
Ashhurst	91	6,469	6,560	..	3,239	15,875	..	1,418	741	..	71	4,109	4	4,925	7,899	15,472	459	3,877
Longburn	117	7,518	7,635	40	7,299	63,982	4,188	20,501	803	14	161	54,456	120	55,554	17,659	125,538	2,350	15,662
Foxton	73	496	569	..	118	1,881	623	2,093	631	..	78	5,253	26	5,988	992	10,703	18,298	10,517
Shannon	376	21,043	21,419	143	15,888	85,828	22	5,269	3,530	105	278	13,840	12	17,765	3,906	50,610	885	10,028
Levin	1,643	42,795	44,438	65	15,407	80,545	582	4,480	12,675	25	3,661	12,654	81	29,096	7,818	74,366	7,960	20,677
Otaki	804	38,392	39,196	164	8,142	24,546	173	2,093	8,116	77	10,104	6,081	34	24,412	1,001	8,033	582	9,055
Paekakariki	974	76,830	77,804	40,156	791	31,190	152	8,266	8,034	12,362	573	11,420	114	32,593	814	7,467	1,989	5,466
Johnsonville	259	52,854	53,113	54,570	1,105	15,001	..	35	3,057	10,975	103	1,370	27	15,532	18,523	126,633	2,375	2,138
Wellington—																		
Passenger and Parcels	51,664	945,678	997,342	377,890	..	..	..	..	270,866	82,304	66,578	..	2,859	422,607	..	..	..	..
Goods	..	..	..	..	365	3,592	37,301	308,439	..	..	..	731,653	6,026	737,679	675	1,325	145,080	281,238
Wharf	..	..	..	..	..	..	..	1,121	..	..	..	124	..	124	..	..	95	22,203
Courtenay Place	4,847	20,587	25,434	702	..	..	..	..	27,036	470	2,654	..	4	30,164	..	..	..	..
Ngahauranga	60	1,252	1,312	763	2,067	887	..	9,916	327	127	9	3,850	2	4,315	9,802	479,878	207	4,906
Petone	2,504	282,101	284,605	226,837	88	2,370	8,323	82,013	21,381	45,260	2,885	229,253	229	299,008	15,081	441,128	61,957	43,446
Lower Hutt	1,199	20,855	22,054	24,156	167	386	6,206	6,484	6,513	4,851	771	14,735	109	26,979	59	358	85,343	8,485
Trentham	282	17,936	18,218	10,391	143	24	..	1,075	3,739	3,193	450	5,016	193	12,561	223	798	2,643	5,714
Upper Hutt	487	36,198	36,685	41,124	3,595	6,574	321	1,063	4,222	11,398	162	2,728	22	15,345	493	2,319	1,914	7,500
Featherston	257	16,882	17,139	139	10,033	147,598	6,919	10,799	4,379	125	640	25,204	35	30,383	1,321	3,297	4,125	15,976
Martinborough Road Ser.	149	1,5																

STATEMENT No. 18—continued

STATEMENT OF TRAFFIC AND REVENUE FOR EACH STATION FOR THE YEAR ENDED 31ST MARCH, 1949—continued

Stations.	OUTWARD.														INWARD.			
	TRAFFIC.								REVENUE.						TRAFFIC.			
	Number of Passenger Journeys.			Season Tickets.	Cattle and Calves.	Sheep and Pigs.	Timber, Hundreds of Superficial Feet.	Other Goods.	Ordinary Passengers.	Season Tickets.	Parcels, Luggage, and Mails.	Goods.	Miscellaneous.	Total Value forwarded.	Cattle and Calves.	Sheep and Pigs.	Timber, Hundreds of Superficial Feet.	Other Goods.
	First-class.	Second-class.	Total.															
SOUTH ISLAND MAIN LINE AND BRANCHES																		
Lyttelton	17,973	125,213	143,186	No. 60,782	No. 465	No. 19,284	33,762	Tons. 430,036	£ 8,048	£ 9,837	£ 14,439	£ 285,862	£ 44,906	£ 363,092	No. 882	No. 5,570	73,772	Tons. 298,436
" Wharf								12,772				3,597		3,597				39,970
Heathcote	23	23,846	23,869	8,935		12		12,093	539	1,334	95	10,100	3	12,071			446	20,357
Woolston	76	30,110	30,186	19,740	28		8	8,509	1,071	3,095	357	8,794	8	13,325	33	17	1,028	28,849
Christchurch—																		
Passenger and Parcels	37,185	427,644	464,829	65,307					106,089	10,663	32,053		738	149,543				
Goods					192	1	21,088	156,399				241,355	2,651	244,006	246	146	138,858	423,500
Addington	191	17,935	18,126	1,049	9,027	264,975	19,922	62,094	1,506	217	284	67,728	597	70,332	31,976	397,991	176,278	138,785
Riccarton	73	1,878	1,951	482			1,045	4,944	446	112	124	3,158	2	3,842	2		49,320	24,735
Papanui	375	5,392	5,767	603	36		9,844	6,967	1,678	232	376	9,296		11,582	49		54,795	15,400
Belfast	38	4,677	4,715	475	152	2,683	353	26,789	630	165	86	23,271	21	24,173	12,596	551,775	6,963	14,398
Kaipoi	86	8,294	8,380	1,098	2,642	3,463	489	19,217	1,254	319	182	14,893	48	16,696	1,622	236,955	7,343	21,525
Rangiora	374	12,255	12,629	6,605	1,305	6,104	3,503	11,717	2,879	1,782	554	10,647	75	15,937	762	16,533	10,145	18,015
East Oxford	25	903	928		216	37,365	424	2,002	282		60	3,013	4	3,359	240	24,896	445	13,004
Sefton	14	2,663	2,677	66	421	3,381		1,890	339	52	107	1,470		1,968	132	3,919	152	1,662
Amberley	35	2,178	2,213	23	759	43,098	2,150	18,721	406	21	79	11,017	3	11,526	276	25,843	8,479	2,421
Waipara	33	3,110	3,143	18	2,941	113,735	12,164	15,253	451	16	143	17,318	19	17,947	229	4,000	277	1,567
Mina	100	621	721		1,435	61,865	3,407	10,527	312		217	12,683	7	13,219	1,124	13,696	2,380	6,761
Parnassus	46	606	652		1,872	62,365	5,654	1,938	231		117	8,683	12	9,043	530	5,344	297	1,334
Kaikoura	395	5,729	6,124	4	7,575	113,235	1,772	18,083	2,718	3	317	28,754	15	31,817	1,284	11,067	2,368	10,690
Blenheim	1,830	27,833	29,663	247	2,939	90,728	2,512	33,335	11,650	253	1,962	62,299	390	76,524	2,635	27,266	33,131	48,607
Picton	604	19,287	19,891	137	109	24,956	284	14,307	3,962	136	427	13,395	4,419	25,439	675	45,854	2,085	18,940
Waikari	4	84	88		478	25,523	158	35,727	76		66	19,165		19,307	230	2,272	844	4,387
Hawarden	17	101	118		1,151	97,407	15,381	7,892	108		133	14,167	3	14,411	604	4,778	734	3,098
Culverden	29	179	208		2,129	79,640	5,156	6,324	210		108	11,967	14	12,299	305	2,994	2,226	8,821
Waiau	27	52	79		862	60,863		3,979	104		54	7,705	5	7,868	658	4,056	1,502	3,439
Hornby	46	3,395	3,441	246	873	813	5,318	60,267	691	101	75	45,954	4	46,735	1,507	2,824	5,659	64,076
Lincoln	61	5,327	5,388	115	1,397	32,955	33	12,234	876	101	57	7,807	27	8,871	133	4,937	525	8,685
Leeston	40	5,387	5,427	55	2,469	23,179	2,788	7,827	819	57	41	6,439	2	7,358	436	19,017	1,431	11,305
Southbridge	40	4,495	4,535	18	127	16,468		8,583	667	18	39	6,247	1	6,963	20	6,255	361	4,923
Little River	36	6,711	6,747	56	9,282	138,770	3,726	1,601	1,084	70	128	9,436	18	10,736	3,226	18,463	1,820	6,998
Akaroa Road Services	6	37	43						64					64				
Islington	26	2,707	2,733	196	307	515	192	17,283	440	59	49	15,739	22	16,309	10,369	268,772	4,558	17,268
Rolleston	21	4,526	4,547	24	360	5,140	942	2,748	486	24	33	2,812	10	3,365	184	5,987	1,147	2,831
Kirwee	5	993	998	53	30	4,278		3,430	114	53	19	2,456		2,642	55	17,136	21	7,543
Darfield	81	2,220	2,301	53	301	16,102	325	6,836	536	49	95	5,584	1	6,265	380	6,855	1,533	4,001
Coalgate	35	578	613		448	27,242	42,368	16,014	222		24	21,258	6	21,510	199	8,850	1,772	10,466
Sheffield	34	902	936	90	517	15,322	88	6,115	206	89	186	1,969	1	5,451	204	12,325	371	3,150
Springfield	118	5,326	5,444	69	366	10,494		2,005	651	66	148	3,123	16	4,004	189	4,453	350	2,677
Arthur Pass	37	3,123	3,160		5	585		113	480		45	201	1	727	73	318	250	1,000
Otira	161	15,208	15,369	24	1,073	6,736	62,069	731	2,065	55	175	25,207	41	27,543	189	233	122	1,876
Moana	44	4,126	4,170	101	1,280	1,612	44,011	813	867	99	697	14,829	19	16,502	215	1,903	87	2,532
Stillwater	92	8,986	9,078	65	177	1,724	9,907	94,269	1,916	41	107	48,059	12	50,135	504	1,509	364	959
Ngahere	46	5,744	5,790	83	1,818	12,563	117,087	75,411	1,504	77	176	92,573	19	94,349	689	3,730	423	3,583
Ikamatua	19	9,955	9,974	65	914	7,148	36,111	2,619	1,985	73	141	15,289	8	17,499	860	5,163	578	4,084
Reefton	98	15,040	15,138	188	1,794	6,031	16,943	115,765	4,434	202	364	122,188	2,377	129,565	746	2,018	4,480	7,694
Inangahua Junction		3,630	3,630		1,267	5,155	9,436	45,613	871		141	49,386	31	50,437	293	1,806	13,408	5,531
Westport	446																	

STATEMENT No. 18—continued

STATEMENT OF TRAFFIC AND REVENUE FOR EACH STATION FOR THE YEAR ENDED 31ST MARCH, 1949—continued

Stations.	OUTWARD.														INWARD.				
	TRAFFIC.								REVENUE.						TRAFFIC.				
	Number of Passenger Journeys.			Season Tickets.	Cattle and Calves.	Sheep and Pigs.	Timber, Hundreds of Superficial Feet.	Other Goods.	Ordinary Passengers.	Season Tickets.	Parcels, Luggage, and Mails.	Goods.	Miscellaneous.	Total Value forwarded.	Cattle and Calves.	Sheep and Pigs.	Timber, Hundreds of Superficial Feet.	Other Goods.	
	First-class.	Second-class.	Total.																
SOUTH ISLAND MAIN LINE AND BRANCHES—contd.				No.	No.	No.		Tons.	£	£	£	£	£	£	No.	No.		Tons.	
Maheno	11	4,418	4,429	17	2,531	49,143	..	27,995	323	16	559	27,770	16	28,684	1,316	6,752	147	10,227	
Hampden	77	3,344	3,421	43	888	28,792	..	837	507	58	160	2,848	4	3,577	591	6,983	412	3,899	
Palmerston	369	16,945	17,314	12	2,388	82,643	2,427	2,140	3,441	12	552	9,535	131	13,671	1,718	10,627	2,313	11,362	
Makareao	..	..	..	..	..	..	..	42,061	..	..	..	19,973	..	19,973	2	..	69	588	
Waikouaiti	66	5,776	5,842	12	1,230	31,952	55	789	897	9	92	3,458	11	4,467	774	4,145	701	4,982	
Seacliff	94	7,491	7,585	243	310	7,258	13	462	1,134	137	62	1,124	9	2,466	211	1,790	396	6,972	
Waitati	10	4,983	4,993	1,038	386	3,049	86	144	400	272	92	528	2	1,294	232	1,182	4	1,728	
Port Chalmers, Upper	63	3,358	3,421	786	170	2,191	..	87	399	141	52	158	1	751	45	768	..	103	
Sawyer's Bay	37	11,885	11,922	7,068	73	..	..	573	536	1,361	30	799	2	2,728	223	302	200	887	
Port Chalmers Wharf	..	..	..	..	..	..	..	3,595	..	..	..	651	..	651	..	..	..	1,442	
Port Chalmers	212	22,733	22,945	16,037	1	..	836	36,054	2,477	3,193	177	24,363	6,288	36,498	9	97	8,393	43,784	
St. Leonards	48	2,006	2,054	6,330	4	..	..	19	355	974	11	25	1	1,366	7	130	..	26	
Ravensbourne	71	9,916	9,987	4,173	..	..	..	52,574	501	787	17	50,894	75	52,274	2	..	41	5,878	
Dunedin—																			
Passenger and Parcels	20,277	299,244	319,521	49,966	..	..	..	..	109,428	8,521	16,298	..	484	134,731	..	..	..	..	
Goods	..	..	..	..	527	1,661	19,843	157,996	..	..	..	398,321	4,974	403,295	713	6,038	150,541	293,042	
Wharf	..	..	..	..	..	..	3,780	39,651	..	..	..	18,507	..	18,507	..	..	..	494	
Caversham	324	18,885	19,209	1,874	..	..	4	402	1,876	300	108	613	5	2,902	2	..	6,454	8,484	
Burnside	64	6,709	6,773	4,342	4,133	29,581	195	83,951	490	641	130	120,181	95	121,537	23,051	475,540	9,593	125,408	
Green Island	248	21,522	21,770	17,030	..	..	1	6,015	1,657	2,868	89	8,460	19	13,093	..	..	911	15,897	
Wingatui	72	8,843	8,915	3,861	822	31,454	7	3,918	621	822	135	6,339	4	7,921	444	1,086	79	2,992	
Middlemarch	120	1,984	2,104	13	1,364	86,937	3	3,334	627	8	278	11,448	7	12,368	339	8,619	820	4,940	
Waipia	177	1,901	2,078	..	973	56,222	..	1,158	737	..	138	6,804	6	7,685	311	6,786	312	6,553	
Ranfurly	332	2,788	3,120	14	495	55,054	703	1,800	1,393	4	248	8,972	28	10,645	138	3,634	2,114	4,843	
Oturehua	119	745	864	..	729	63,531	40	1,859	396	..	145	8,971	17	9,529	48	2,139	562	1,905	
Omakau	319	1,301	1,620	..	939	87,804	133	1,342	978	..	315	10,983	10	12,286	463	8,215	1,873	4,591	
Alexandra	418	2,343	2,761	9	32	13,853	217	6,193	2,074	9	351	13,679	26	16,139	200	4,158	3,419	10,379	
Clyde	88	1,288	1,376	60	41	5,482	75	2,164	500	36	160	5,708	1	6,405	8	393	581	1,524	
Cromwell	214	2,710	2,924	..	933	46,317	163	8,237	1,134	..	434	20,450	30	22,048	612	7,171	1,984	10,623	
Cromwell Road Services	208	873	1,081	..	..	..	..	..	1,244	..	..	..	..	1,244	..	..	..	..	
Mosgiel	552	38,128	38,680	25,984	921	4,469	1	2,435	4,125	5,874	358	2,649	11	13,015	1,174	6,966	1,922	7,124	
Outram	37	1,738	1,775	157	272	848	..	825	292	82	41	716	..	1,131	316	445	270	6,325	
Allanton	8	3,939	3,947	287	2,154	15,127	297	1,768	305	69	71	3,668	1	4,114	3,424	17,122	149	2,181	
Milburn	51	3,010	3,061	3	288	6,968	6	65,897	324	3	35	25,934	291	26,587	474	1,820	206	7,068	
Milton	1,020	17,969	18,989	42	993	16,148	5,432	11,107	4,868	54	957	11,926	111	17,916	757	11,840	1,772	12,235	
Lawrence	71	439	510	..	483	13,924	169	1,462	420	..	174	3,156	2	3,752	296	2,468	915	15,587	
Miller's Flat	5	172	177	..	360	21,115	479	1,827	91	..	99	5,043	..	5,233	244	2,052	833	5,136	
Roxburgh	76	476	552	..	134	15,759	4	5,126	509	..	212	13,241	16	13,978	84	245	3,383	5,207	
Lovell's Flat	66	2,028	2,094	15	252	4,160	..	4,108	203	14	24	4,013	3	4,257	161	1,449	197	7,648	
Stirling	494	9,318	9,812	63	5,319	4,792	..	137,794	2,207	37	117	99,053	2,484	103,898	2,753	5,022	1,050	6,942	
Balclutha	2,649	32,443	35,092	147	2,316	51,015	4,916	17,267	10,424	166	1,118	36,410	96	48,214	2,836	163,298	8,860	25,468	
Owaka	115	5,669	5,784	17	5,237	29,484	41,203	2,290	1,519	24	166	17,767	8	19,484	2,363	9,514	635	13,149	
Tahakopa	37	6,810	6,847	9	586	3,001	12,216	906	1,126	10	49	4,404	..	5,589	267	2,364	666	2,232	
Waiwera	134	2,351	2,485	6	718	10,982	1,815	3,366	433	12	337	5,158	..	5,937	656	8,540	305	19,963	
Clinton	649	11,650	12,299	46	1,466	40,207	6,846	1,554	2,603	77	129	6,794	23	9,626	626	6,209	213	10,969	
Waipahi	417	7,670	8,087	..	2,003	55,505	346	3,411	1,973	..	178	7,770	4	9,925	869	5,309	709	16,301	
Tapanui	34	114	148	..	410	36,090	7,274	3,407	249	..	19	9,109	5	9,382	456	1,656	1,360	11,6,	

STATEMENT No. 19

CLASSIFICATION OF GOODS AND LIVE-STOCK TRAFFIC AND EARNINGS BY COMMODITIES

Commodity.	Year ended 31st March, 1949							
	Tonnage carried.	Per Cent. of Gross.	Tons One Mile (000 omitted).	Average Haul.	Revenue.			
					Total.	Per Cent. of Gross.	Per Ton.	Per Ton Mile.
<i>Products of Agriculture</i>				Miles	£		£ s. d.	d.
Grain	322,131	3·33	19,708	61	230,635	1·94	0 14 4	2·81
Meals	112,857	1·17	7,740	69	93,729	0·79	0 16 7	2·91
Fruit and vegetables	87,104	0·90	16,908	194	167,907	1·40	1 18 7	2·38
Root crops and fodder	169,192	1·76	19,988	118	181,680	1·52	1 1 6	2·18
Flax, green and pressed	5,979	0·06	700	117	10,267	0·09	1 14 4	3·52
Seeds	39,044	0·40	3,128	80	47,464	0·40	1 4 4	3·64
	736,307	7·62	68,172	93	731,682	6·14	0 19 11	2·57
<i>Animals and other Products</i>								
Cattle, calves, horses	295,059	3·05	26,701	90	419,420	3·52	1 8 5	3·77
Sheep and pigs	429,781	4·45	39,650	92	648,222	5·44	1 10 2	3·02
Meat, fresh	32,459	0·34	3,552	109	80,711	0·68	2 9 9	5·45
Meat, frozen	326,718	3·38	14,042	43	437,630	3·67	1 6 10	7·48
Butter	127,624	1·32	12,380	97	210,505	1·77	1 13 0	4·08
Cheese	94,630	0·98	5,399	57	111,094	0·93	1 3 6	4·94
Wool	220,064	2·28	16,946	77	373,992	3·14	1 14 0	5·30
Dairy by-products	54,680	0·57	5,130	94	90,510	0·76	1 13 1	4·23
Fat, hides, and skins	57,965	0·60	5,194	90	109,751	0·91	1 17 10	5·07
Fish	15,214	0·16	3,014	198	34,361	0·29	2 5 2	2·73
	1,654,194	17·13	132,008	80	2,516,196	21·11	1 10 5	4·57
<i>Products of Mines</i>								
Agricultural lime	710,422	7·35	52,190	73	363,397	3·05	0 10 4	1·67
Coal, imported								
Coal, New Zealand hard	843,647	8·72	62,618	74	503,270	4·22	0 12 0	1·93
Coal, New Zealand brown	1,240,591	12·83	154,151	124	1,069,247	8·97	0 17 3	1·66
Road-metal	95,477	0·99	7,326	77	75,914	0·64	0 15 11	2·40
Lime, other	37,469	0·39	2,742	73	24,484	0·20	0 13 1	2·14
Coke	15,234	0·16	1,846	121	18,475	0·16	1 4 3	2·40
	2,942,840	30·44	280,873	95	2,054,787	17·24	0 13 10	1·76
<i>Products of Forests</i>								
Timber, imported	22,657	0·23	2,238	99	36,073	0·30	1 11 10	3·87
Timber, New Zealand	725,204	7·50	106,492	147	1,035,483	8·69	1 8 7	2·33
Firewood, posts, &c.	112,028	1·16	12,337	110	81,903	0·69	0 14 8	1·59
	859,889	8·89	121,067	141	1,153,459	9·68	1 6 10	2·29
<i>Manufactures, &c.</i>								
Benzine, gasoline, kerosene	305,454	3·16	27,388	90	654,024	5·49	2 2 10	5·73
Cement	120,100	1·24	21,440	179	222,764	1·87	1 17 1	2·40
Manure	824,675	8·53	82,508	100	680,989	5·71	0 16 5	1·98
	1,250,229	12·93	131,336	105	1,557,777	13·07	1 4 11	2·85
Miscellaneous	2,222,671	22·99	237,301	107	3,904,280	32·76	1 15 2	3·95
Totals	9,666,130	100·00	970,757	100	11,918,181	100·00	1 4 8	2·94

STATEMENT No. 20

STATEMENT SHOWING MILEAGE, CAPITAL COST, TRAFFIC, OPERATING REVENUE, AND OPERATING EXPENDITURE OF NEW ZEALAND GOVERNMENT RAILWAYS FROM 1ST APRIL, 1948, TO 31ST MARCH, 1949

MILEAGE, CAPITAL COST, TRAFFIC, AND REVENUE

Year.	Average Miles open.		Capital Cost.		Train-mileage (Revenue).		Passenger Journeys.		Passenger Revenue.		Other Coaching Revenue.		Cattle and Calves.		Sheep and Hgs.		Live-stock Tonnage.		Timber.	
	No.	£	No.	£	No.	£	No.	£	£	£	£	No.	No.	No.	Tons.	Tons.	Tons.	Tons.	Tons.	
1947-1948	..	3,529	73,838,317	13,712,103	25,887,189	2,687,767	553,366	1,502,266	11,285,571	757,750	678,127	747,861	724,840	724,840	724,840	724,840	724,840	724,840	724,840	
1948-1949	..	3,526	75,364,182	13,895,488	26,167,845	2,759,478	560,593	1,509,818	10,628,642	724,840	724,840	724,840	724,840	724,840	724,840	724,840	724,840	724,840	724,840	

Year.	Other Goods.		Total.		Goods Revenue.		Miscellaneous Revenue, Labour, Demurrage, &c.		Total Revenue.		Revenue per Revenue Train-mile.	
	Tons.	£	Tons.	£	£	£	£	£	£	£	d.	
1947-1948	..	8,088,166	9,524,043	10,486,744	236,403	13,964,280	244.41	244.41	244.41	244.41	244.41	
1948-1949	..	8,193,429	9,666,130	11,747,129	271,682	15,338,882	264.93	264.93	264.93	264.93	264.93	

EXPENDITURE												
Year.	Maintenance of Way and Works.				Maintenance of Signals and Electrical Appliances.				Maintenance of Locomotives, Carriages, and Wagons			
	Amount.	Per Cent. of Revenue.	Per Mile of Railway.	Per Mile of Railway.	Amount.	Per Cent. of Revenue.	Per Mile of Railway.	Per Mile of Railway.	Amount.	Per Cent. of Revenue.	Per Train-mile.	
1947-1948	£ 2,528,407	18.11	716.47	£ 426,841	3.06	120.95	£ 3,298,700	23.62	£ 3,885,493	25.33	d. 57.74	
1948-1949	.. 2,904,028	18.93	823.60	482,492	3.14	136.84	3,885,493	25.33	3,885,493	25.33	d. 67.10	

Year.	Locomotive Transportation.			Traffic Transportation.			General Charges.			Expenditure per Revenue Train-mile.		
	Amount.	Per Cent. of Revenue.	Per Train-mile.	Amount.	Per Cent. of Revenue.	Per Train-mile.	Amount.	Per Cent. of Revenue.	Per Train-mile.	Total Expenditure.	Per Cent. of Revenue.	Per Train-mile.
1947-1948	£ 3,786,756	27.12	66.28	£ 4,550,376	32.58	d. 79.64	£ 499,011	3.57	d. 3.57	£ 15,090,091	108.06	d. 108.06
1948-1949	.. 4,032,864	26.29	69.66	4,936,482	32.31	86.61	526,897	3.44	9.10	16,788,256	109.44	289.96

EXPENDITURE

Year.	Maintenance of Way and Works.			Maintenance of Signals and Electrical Appliances.			Maintenance of Locomotives, Carriages, and Wagons		
	Amount.	Per Cent. of Revenue.	Per Mile of Railway.	Amount.	Per Cent. of Revenue.	Per Mile of Railway.	Amount.	Per Cent. of Revenue.	Per Train-mile.
1947-1948	£ 2,528,407	18.11	£ 716.47	£ 426,841	3.06	£ 120.95	£ 3,298,700	23.62	d. 57.74
1948-1949	2,904,028	18.93	823.60	482,492	3.14	136.84	3,885,493	25.33	67.10

Year.	Locomotive Transportation.			Traffic Transportation.			General Charges.		
	Amount.	Per Cent. of Revenue.	Per Train-mile.	Amount.	Per Cent. of Revenue.	Per Train-mile.	Amount.	Per Cent. of Revenue.	Per Train-mile.
1947-1948	£ 3,786,756	27.12	d. 66.28	£ 4,550,376	32.58	d. 79.64	£ 499,011	3.57	d. 8.74
1948-1949	4,032,894	26.29	69.66	4,956,482	32.31	85.61	526,897	3.44	9.10

Year.	Locomotive Transportation.			Traffic Transportation.			General Charges.		
	Amount.	Per Cent. of Revenue.	Per Train-mile.	Amount.	Per Cent. of Revenue.	Per Train-mile.	Amount.	Per Cent. of Revenue.	Per Train-mile.
1947-1948	£ 3,786,756	27.12	d. 66.28	£ 4,550,376	32.58	d. 79.64	£ 499,011	3.57	d. 8.74
1948-1949	4,032,894	26.29	69.66	4,956,482	32.31	85.61	526,897	3.44	9.10

Year.	Locomotive Transportation.			Traffic Transportation.			General Charges.		
	Amount.	Per Cent. of Revenue.	Per Train-mile.	Amount.	Per Cent. of Revenue.	Per Train-mile.	Amount.	Per Cent. of Revenue.	Per Train-mile.
1947-1948	£ 3,786,756	27.12	d. 66.28	£ 4,550,376	32.58	d. 79.64	£ 499,011	3.57	d. 8.74
1948-1949	4,032,894	26.29	69.66	4,956,482	32.31	85.61	526,897	3.44	9.10

Year.	Locomotive Transportation.			Traffic Transportation.			General Charges.		
	Amount.	Per Cent. of Revenue.	Per Train-mile.	Amount.	Per Cent. of Revenue.	Per Train-mile.	Amount.	Per Cent. of Revenue.	Per Train-mile.
1947-1948	£ 3,786,756	27.12	d. 66.28	£ 4,550,376	32.58	d. 79.64	£ 499,011	3.57	d. 8.74
1948-1949	4,032,894	26.29	69.66	4,956,482	32.31	85.61	526,897	3.44	9.10

Year.	Locomotive Transportation.			Traffic Transportation.			General Charges.		
	Amount.	Per Cent. of Revenue.	Per Train-mile.	Amount.	Per Cent. of Revenue.	Per Train-mile.	Amount.	Per Cent. of Revenue.	Per Train-mile.
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Year.	Locomotive Transportation.			Traffic Transportation.			General Charges.		
	Amount.	Per Cent. of Revenue.	Per Train-mile.	Amount.	Per Cent. of Revenue.	Per Train-mile.	Amount.	Per Cent. of Revenue.	Per Train-mile.
1947-1948	£ 3,786,756	27.12	d. 66.28	£ 4,550,376	32.58	d. 79.64	£ 499,011	3.57	d. 8.74
1948-1949	4,032,894	26.29	69.66	4,956,482	32.31	85.61	526,897	3.44	9.10

Year.	Locomotive Transportation.			Traffic Transportation.			General Charges.		
	Amount.	Per Cent. of Revenue.	Per Train-mile.	Amount.	Per Cent. of Revenue.	Per Train-mile.	Amount.	Per Cent. of Revenue.	Per Train-mile.
1947-1948	£ 3,786,756	27.12	d. 66.28	£ 4,550,376	32.58	d. 79.64	£ 499,011	3.57	d. 8.74
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Year.	Locomotive Transportation.			Traffic Transportation.			General Charges.		
	Amount.	Per Cent. of Revenue.	Per Train-mile.	Amount.	Per Cent. of Revenue.	Per Train-mile.	Amount.	Per Cent. of Revenue.	Per Train-mile.
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Year.	Locomotive Transportation.			Traffic Transportation.			General Charges.		
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Year.	Locomotive Transportation.			Traffic Transportation.			General Charges.		
	Amount.	Per Cent. of Revenue.	Per Train-mile.	Amount.	Per Cent. of Revenue.	Per Train-mile.	Amount.	Per Cent. of Revenue.	Per Train-mile.
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Year.	Locomotive Transportation.			Traffic Transportation.			General Charges.		
	Amount.	Per Cent. of Revenue.	Per Train-mile.	Amount.	Per Cent. of Revenue.	Per Train-mile.	Amount.	Per Cent. of Revenue.	Per Train-mile.
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	Amount.	Per Cent. of Revenue.	Per Train-mile.	Amount.	Per Cent. of Revenue.	Per Train-mile.	Amount.	Per Cent. of Revenue.	Per Train-mile.
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Year.	Locomotive Transportation.			Traffic Transportation.			General Charges.		
	Amount.	Per Cent. of Revenue.	Per Train-mile.	Amount.	Per Cent. of Revenue.	Per Train-mile.	Amount.	Per Cent. of Revenue.	Per Train-mile.
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Year.	Locomotive Transportation.			Traffic Transportation.			General Charges.		
	Amount.	Per Cent. of Revenue.	Per Train-mile.	Amount.	Per Cent. of Revenue.	Per Train-mile.	Amount.	Per Cent. of Revenue.	Per Train-mile.
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1948-1949	4,032,894	26.29	69.66	4,956,482	32.31	85.61	526,897	3.44	9.10

Year.	Locomotive Transportation.			Traffic Transportation.			General Charges.		
	Amount.	Per Cent. of Revenue.	Per Train-mile.	Amount.	Per Cent. of Revenue.	Per Train-mile.	Amount.	Per Cent. of Revenue.	Per Train-mile.
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1948-1949	4,032,894	26.29	69.66	4,956,482	32.31	85.61	526,897	3.44	9.10

Year.	Locomotive Transportation.			Traffic Transportation.			General Charges.		
	Amount.	Per Cent. of Revenue.	Per Train-mile.	Amount.	Per Cent. of Revenue.	Per Train-mile.	Amount.	Per Cent. of Revenue.	Per Train-mile.
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1948-1949	4,032,894	26.29	69.66	4,956,482	32.31	85.61	526,897	3.44	9.10

Year.	Locomotive Transportation.			Traffic Transportation.			General Charges.		
	Amount.	Per Cent. of Revenue.	Per Train-mile.	Amount.	Per Cent. of Revenue.	Per Train-mile.	Amount.	Per Cent. of Revenue.	Per Train-mile.
1947-1948	£ 3,786,756	27.12	d. 66.28	£ 4,550,376	32.58	d. 79.64	£ 499,011	3.57	d. 8.74
1948-1949	4,032,894	26.29	69.66	4,956,482	32.31	85.61	526,897	3.44	9.10

Year.	Locomotive Transportation.			Traffic Transportation.			General Charges.	
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STATEMENT No. 21

COMPARATIVE STATEMENT OF THE AVERAGE NUMBERS OF EMPLOYEES FOR YEARS
1948-49 and 1947-48

Branch.						1948-49.	1947-48.
Traffic	..	..	..	..	..	8,311	8,196
Locomotive Running (including depot staff)	..	..	..	..	..	3,590	3,572
Workshops	..	..	..	..	..	5,965	6,012
Maintenance	..	..	..	..	..	4,751	4,578
Signal and Electrical	..	..	..	..	..	710	693
Stores	..	..	..	..	..	482	451
Road Services	..	..	..	..	..	1,574	1,477
Refreshment	..	..	..	..	..	526	542
Publicity and Advertising	..	..	..	..	..	48	45
Head Office, Land Office, and Chief Accountant's Office ..	..	..	..	..	..	367	384
Totals	..	..	..	..	..	26,324	25,950

STATEMENT No. 22

STATEMENT OF ACCIDENTS FOR THE YEAR ENDED 31ST MARCH, 1949

Section.	Train Accidents.				Accidents on Line (other than Train Accidents).						Shunting Accidents.					
	Passengers.		Employees.		Passengers.		Employees.		Other Persons.		Passengers.		Employees.		Other Persons.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
North Island Main Line and branches	..	..	..	4	1	41	2	19	..	6	..	..	2	58	..	7
South Island Main Line and branches	..	..	..	4	..	3	..	5	2	1	..	..	4	66	..	1
Nelson	..	..	..	..	..	..	..	..	..	..	..	..	..	2	..	..
Totals ..	..	..	..	8	1	44	2	24	2	7	..	..	6	126	..	8

Section.	Employees Proceeding to or from Duty within the Railway Boundary.		Level-crossing Accidents.						Tres-passers : Other Persons.		Miscellaneous.				Total.	
			Pedestrians		Occupants of Motor-vehicles.		Occupants of Horse and Other Vehicles.				Employees.		Other Persons.			
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.		
North Island Main Line and branches	..	..	2	..	6	23	..	2	4	..	..	88	..	6	17	254
South Island Main Line and branches	..	..	1	..	2	12	..	..	2	1	..	130	1	2	12	225
Nelson	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	2
Totals	..	..	3	..	8	35	..	2	6	1	..	218	1	8	29	481

NOTE.—This return includes only casualties in connection with train-working and the movement of rolling-stock.

STATEMENT No. 23

STATEMENT OF CARRIAGE, RAIL CAR, MULTIPLE UNIT, BRAKE VAN AND WAGON STOCK,
AND TARPULINS, FOR THE YEAR ENDED 31ST MARCH, 1949

Description.	Class.	North Island Main Line and Branches.	South Island Main Line and Branches.	Nelson.	Total.
CARRIAGES—					
First-class	..	90	55	..	145
Second-class	..	694	536	3	1,233
Composite	..	64	8	7	79
Sleeping	..	12	3	..	15
Combination day-sleeping	..	2	1	..	3
Ambulance	..	8	1	..	9
Totals	..	870	604	10	1,484
RAIL CARS					
	..	12	9	..	21
MULTIPLE UNITS—					
Power units	..	9	..	..	9
Trailers	..	9	..	..	9
Totals	..	18	..	..	18
VANS—					
Postal-vans	..	4	4	..	8
Brake-vans	..	283	207	3	493
Totals	..	287	211	3	501
WAGONS—					
Special-purpose wagons	E	947	590	1	1,538
Horse-boxes	G	61	73	1	135
Cattle	H	603	208	8	819
Cattle	Hc	1	50	..	51
Sheep	J	1,626	1,355	19	3,000
Sheep	Jc	250	40	..	290
Covered goods	K	241	150	6	397
High sides	L	2,949	3,511	108	6,568
High sides	La	7,091	5,963	..	13,054
High sides	Lb	..	275	13	288
High sides	Lc	1	..	..	1
Low sides	M	439	877	14	1,330
Low sides (steel)	Ma	111	..	..	111
Low sides	Mb	3	8	..	11
Low sides	Mc	110	60	..	170
Timber	N	94	114	8	216
Platform, coal	P	204	..	..	204
Petrol inspection	Pw	..	2	..	2
Movable hopper	Q	..	1,160	..	1,160
Frozen meat	W	347	112	..	459
Frozen meat	WA	230	27	19	276
Covered goods	X	106	16	..	122
Cool, ventilated	Xa	465	556	..	1,021
Cool, ventilated	Xb	..	29	..	29
Cool, ventilated	Xc	1	63	..	64
Work train	Y	53	23	..	76
Work train	Yb	308	188	..	496
Special-purpose wagons, bogie	Ea	104	66	..	170
High-sides, bogie	R	154	74	..	228
High-sides, bogie	Ra	38	..	..	38
High-sides, bogie	Rb	68	24	..	92
Sheep, bogie	S	25	34	..	59
Cattle, bogie	T	36	12	..	48
Platform, bogie	U	233	113	4	350
Gas storeholder, bogie	UA	10	4	..	14

STATEMENT No. 23—continued

STATEMENT OF CARRIAGE, RAIL CAR, MULTIPLE UNIT, BRAKE VAN AND WAGON STOCK,
AND TARPAULINS, FOR THE YEAR ENDED 31ST MARCH, 1949—continued

Description.	Class.	North Island Main Line and Branches.	South Island Main Line and Branches.	Nelson.	Total.
<i>WAGONS—continued</i>					
Platform, bogie	UB	259	295	..	554
Fuel oil, bogie	UC	21	1	..	22
Well, bogie	UD	2	1	..	3
Horse-boxes, bogie	UG	63	67	..	130
Frozen meat, bogie	V	47	62	..	109
Chilled beef, bogie	V	6	..	..	6
Frozen meat, bogie	VB	157	84	..	241
Chilled beef, bogie	VB	99	10	..	109
Covered goods, bogie	Z	123	106	..	229
Covered goods, bogie	ZP	70	69	..	139
Totals	..	17,756	16,472	201	34,429
TARPAULINS	..	17,209	13,724	200	31,133

STATEMENT No. 24

LOCOMOTIVE STOCK FOR YEAR ENDED 31ST MARCH, 1949

Class.	Type.	North Island Main Line and Branches.	South Island Main Line and Branches.	Nelson.	Total.
A ..	Tender (2-cylinder simple)	14	44	..	58
AA ..	Tender	10	..	..	10
AB ..	Tender	87	62	..	149
B ..	Tender	..	7	..	7
BA ..	Tender	..	10	..	10
BB ..	Tender	30	..	..	30
C ..	Tender	12	12	..	24
EC ..	Electric	..	6	..	6
ED ..	Electric	10	..	..	10
EO ..	Electric	..	5	..	5
F ..	Tank	2	18	..	20
G ..	Tender	..	6	..	6
H ..	Tank	6	..	..	6
J ..	Tender (coal fuel)	29	10	..	39
J ..	Tender (oil fuel)	1	..	..	1
JA ..	Tender	..	10	..	10
K ..	Tender (coal fuel)	13	..	..	13
K ..	Tender (oil fuel)	17	..	..	17
KA ..	Tender (oil fuel)	33	..	..	33
KB ..	Tender	..	6	..	6
Q ..	Tender	..	4	..	4
U ..	Tender	..	9	..	9
UB ..	Tender	..	7	..	7
UC ..	Tender	..	7	..	7
W ..	Tank	..	2	..	2
WA ..	Tank	2	3	..	5
WAB ..	Tank	22	..	..	22
WB ..	Tank	..	4	..	4
WE ..	Tank	..	3	..	3
WF ..	Tank	7	22	4	33
WG ..	Tank	10	..	..	10
WW ..	Tank	57	3	..	60
X ..	Tender (4-cylinder balanced compound)	13	..	..	13
X ..	Tender (4-cylinder simple)	3	..	..	3
Totals	..	378	260	4	642

STATEMENT No. 25

ALL SECTIONS

LOCOMOTIVE RUNNING COSTS, YEAR ENDED 31ST MARCH, 1949

Section.	Cost per Locomotive-mile.					Depreciation.	Water.	Deferred Maintenance.	Miscellaneous Expenses.
	Repairs.	Running.			Total.				
		Wages, Material, and Over-head.	Stores.	Fuel.					
N.I.M.L. and branches (coal)	d.	d.	d.	d.	d.	£	£	£	£
N.I.M.L. and branches (oil) ..	18.26	1.21	28.74	16.57	64.78	76,893	20,642	115,500	310,337
S.I.M.L. and branches ..	8.93	1.08	70.91	11.70	92.62	33,991	4,059	38,000	53,287
Nelson	19.25	1.13	11.27	15.82	47.47	51,086	12,259	106000*	211,719
	12.76	0.69	18.10	15.64	47.19	47	100	..	1,960
Total, steam ..	17.67	1.16	26.44	15.79	61.06	162,017	37,060	47,500	577,303
Electric locos., Eo 2-6 ..	12.13	0.13	14.16	5.22	31.64	1,216	..	..	3,793
Electric locos., Ec 7-12 ..	21.59	0.60	8.72	7.69	38.60	806	..	..	4,348
Electric locos., Ed 101-110 ..	17.60	0.42	7.68	6.89	32.59	8,553	..	..	13,178
Total, electric ..	17.20	0.39	9.18	6.69	33.46	10,575	..	..	21,319
Multiple units, D.M. ..	21.22	0.19	4.54	5.81	31.76	10,324	..	..	8,409
Diesel rail cars ..	12.45	0.94	2.45	3.46	19.30	6,909	..	..	25,752
Tractors	9.06	1.10	6.20	8.89	25.25	6,164	..	..	..

Section.	Cost per Locomotive-mile.				Total Cost.	Total Cost per Locomotive-mile.	Days in Steam.	Average Number of Days in Steam per Locomotive.
	Depreciation.	Water.	Deferred Maintenance.	Miscellaneous Expenses.				
N.I.M.L. and branches (coal)	d.	d.	d.	d.	£	d.		
N.I.M.L. and branches (oil)	2.08	0.56	3.12	8.38	2,922,440	78.92	76,638	240
S.I.M.L. and branches ..	4.67	0.56	5.22	7.32	803,992	110.39	10,270	201
Nelson	1.90	0.46	3.95*	7.88	1,444,160	53.76	57,848	232
	0.29	0.63	..	12.34	9,601	60.45	395	99
Total, steam ..	2.27	0.52	0.67	8.09	5,180,193	72.61	145,151	233
Electric locos., Eo 2-6 ..	1.75	..	..	5.45	27,036	38.84	969	194
Electric locos., Ec 7-12 ..	1.33	..	..	7.16	28,599	47.09	1,411	235
Electric locos., Ed 101-110 ..	4.05	..	..	6.24	90,577	42.88	2,901	290
Total, electric ..	3.10	..	..	6.24	146,212	42.80	5,281	251
Multiple units, D.M. ..	7.66	..	..	6.24	61,539	45.66	2,298	255
Diesel rail cars ..	1.67	..	..	6.24	112,315	27.21	4,451	212
Tractors	7.50	..	..	..	26,920	32.75	9,150	241

* Credit.

STATEMENT No. 25—continued

PERFORMANCES OF LOCOMOTIVES FOR THE YEAR ENDED 31ST MARCH, 1949

Type.	Number of Locomotives.	Locomotive-mileage.			Average Mileage per Locomotive.	Quantity of Stores.		Cost of Repairs : Wages, Material, and Overhead.	Cost of Running : Stores.
		Details.				Running.			
		Train.	Shunting, Assisting, Light, and Miscellaneous.	Total.		Coal.	Oil.		

NORTH ISLAND MAIN LINE AND BRANCHES									
						Cwt.	Quarts.	£	£
A ..	14	286,324	104,952	391,276	27,948	265,128	16,910	21,686	1,816
AA ..	10	168,724	53,303	222,027	22,203	161,709	14,004	18,218	1,390
AB ..	87	2,679,156	560,091	3,239,247	37,233	2,366,934	141,268	170,827	15,370
BB ..	30	202,798	435,030	637,828	21,261	479,504	35,945	49,269	3,692
C ..	12	546	222,423	222,969	18,581	185,771	12,889	16,915	1,345
F ..	2	372	5,008	5,380	2,690	3,145	178	164	21
H ..	6	6,636	19,004	25,640	4,273	42,070	4,142	14,974	419
J ..	29	1,203,126	135,932	1,339,058	46,174	1,149,731	45,424	103,098	5,165
J (oil-burner)	1	14,611	2,014	16,625	16,625	96,295*	691	193	73
K ..	13	621,695	60,866	682,561	(a) 40,151	630,620	30,158	63,525	3,219
K (oil-burner)	17	454,344	31,833	486,177	(b) 37,398	3,486,880*	20,620	17,802	2,176
KA ..	..	114,705	13,292	127,997	(c) 25,599	112,796	7,279	46,161	731
KA (oil-burner)	33	1,164,354	80,961	1,245,315	(d) 37,737	8,633,345*	54,491	47,074	5,610
WA ..	2	42	22,055	22,097	11,049	8,825	169	322	37
WAB ..	22	580,912	96,729	677,641	30,802	454,761	32,160	45,334	3,419
WF ..	6	16,166	53,529	69,695	11,616	49,835	3,010	2,187	351
WG ..	10	2,846	126,705	129,551	12,955	100,451	7,166	4,675	748
WW ..	57	250,578	629,432	880,010	15,439	647,420	48,445	89,045	5,034
X ..	16	178,379	21,019	199,398	12,462	159,966	19,200	29,371	1,815
Hunslett ..	3	408	15,050	15,458	5,153	7,905	589	512	70
Total ..	370	7,946,722	2,689,228	10,635,950	28,746	6,826,571 12,216,520*	494,738	741,352	52,501

Type.	Cost of Running— <i>continued.</i>		Total Costs.	Cost per Locomotive-mile.					Days in Steam.	Average Number of Days in Steam per Locomotive.
	Fuel.	Wages.		Repairs.	Running.			Total.		
				Wages, Material, and Over- head.	Stores.	Fuel.	Wages.			
A	£ 41,204	£ 25,811	£ 90,517	d. 13-30	d. 1-11	d. 25-27	d. 15-83	d. 55-51	3,551	254
AA	25,027	15,525	60,160	19-69	1-50	27-06	16-78	65-03	2,093	209
AB	368,447	191,403	746,047	12-65	1-14	27-26	14-16	55-21	23,454	270
B	75,407	64,271	192,639	18-53	1-39	28-37	24-18	72-47	7,086	236
CC	28,674	26,535	75,469	18-21	1-44	30-86	28-56	79-07	3,012	251
F	586	654	1,375	7-32	0-94	23-91	29-17	61-34	125	63
H	6,469	6,272	28,134	140-16	3-92	60-55	58-71	263-34	1,083	181
J	178,557	70,316	357,136	18-48	0-92	32-01	12-60	64-01	7,653	264
J (oil-burner)	3,441	676	4,383	2-79	1-05	49-67	9-76	63-27	87	87
K	99,664	38,098	204,506	22-34	1-13	35-04	13-40	71-91	4,143	244
K (oil-burner)	145,872	23,879	189,729	8-79	1-07	72-01	11-79	93-66	3,124	240
KA	18,353	7,457	72,702	86-55	1-37	34-41	13-99	136-32	949	190
KA (oil-burner)	367,162	60,697	480,543	9-07	1-08	70-76	11-70	92-61	7,059	252
WA	1,358	1,908	3,625	3-50	0-40	14-75	20-72	39-37	374	187
WAB...	71,031	39,974	159,758	16-05	1-21	25-16	14-16	56-58	5,655	257
WF	7,571	6,919	17,028	7-53	1-21	26-07	23-83	58-64	1,144	191
WG	15,162	15,230	35,815	8-66	1-39	28-09	28-21	66-35	1,737	174
WW	101,313	88,313	283,705	24-28	1-37	27-63	24-09	77-37	12,382	217
X	24,451	13,082	68,719	35-35	2-18	29-43	15-75	82-71	1,758	110
Hunslett	1,144	2,007	3,733	7-95	1-09	17-76	31-16	57-96	439	146
Total	1,580,843	699,027	3,073,723	16-68	1-18	35-57	15-73	69-16	86,908	235

Average number of engines during year : (a) 17; (b) 13; (c) 5; (d) 28.

* Gallons of fuel oil.

STATEMENT No. 25—continued

PERFORMANCES OF LOCOMOTIVES FOR YEAR ENDED 31ST MARCH, 1949—continued

Type.	Number of Locomotives.	Locomotive-mileage.			Average Mileage per Locomotive.	Quantity of Stores.		Cost of Repairs : Wages, Material, and Overhead.	Cost of Running : Stores.
		Details.		Total.		Running.			
		Train.	Shunting, Assisting, Light, and Miscellaneous.			Coal.	Oil.		
SOUTH ISLAND MAIN LINE AND BRANCHES									
A	44	869,363	226,270	1,095,633	24,901	Cwt. 674,884	Quarts. 47,766	£ 97,931	£ 5,430
AB	612	1,897,324	359,521	2,256,845	36,401	1,342,772	88,912	166,181	10,042
B	7	37,850	73,100	110,950	15,850	68,664	5,201	17,008	580
BA	10	22,270	178,714	200,984	20,098	157,520	11,569	12,347	1,209
C	12	20,604	234,521	255,125	21,260	160,524	10,259	14,230	1,160
F	18	378	189,985	190,363	10,576	67,377	5,418	14,408	736
G	6	171,090	22,505	193,595	32,266	127,570	8,572	14,106	902
J	10	323,568	38,182	361,750	36,175	297,986	14,413	31,577	1,592
JA	10	418,038	34,137	452,175	45,217	315,073	14,238	11,096	1,701
KB	10	175,222	17,620	192,842	32,140	151,727	9,920	35,013	1,060
Q	4	20,583	32,817	53,400	13,350	38,192	3,123	6,266	336
U	9	134,445	40,289	174,734	19,415	115,983	9,781	22,289	1,062
UB	7	105,320	44,108	149,428	21,347	85,609	5,045	12,684	596
UC	7	137,912	47,940	185,852	26,550	100,185	5,907	18,718	696
W	2	9,635	21,644	31,279	15,639	17,650	1,447	6,506	160
WA	3	20,351	35,447	55,798	18,599	33,140	2,360	1,917	262
WB	4	9,138	28,787	37,925	9,481	21,130	1,700	4,816	204
WE	3	28,824	12,934	41,758	13,919	27,820	2,475	5,660	252
WF	22	51,668	301,654	353,322	16,060	238,914	18,138	22,302	2,006
WW	3	33,025	20,107	53,132	17,711	28,611	2,014	1,973	237
Total ..	249	4,486,608	1,960,282	6,446,890	25,891	4,071,331	268,258	517,028	30,223

Type.	Cost of Running— <i>continued.</i>		Total Costs.	Cost per Locomotive-mile.					Days in Steam.	Average Number of Days in Steam per Locomotive.
	Fuel.	Wages.		Repairs.	Running.			Total.		
					Stores.	Fuel.	Wages.			
A	£ 50,131	£ 67,594	£ 221,086	d. 21.45	d. 1.19	d. 10.98	d. 14.81	d. 48.43	9,524	216
AB	99,908	117,227	393,358	17.67	1.07	10.62	12.47	41.83	15,669	253
B	5,118	10,615	33,321	36.80	1.25	11.07	22.96	72.08	1,472	210
BA	11,720	22,110	47,386	14.74	1.44	14.00	26.40	56.58	2,559	256
C	11,932	27,593	54,915	13.39	1.09	11.22	25.96	51.66	3,183	265
C F	5,008	22,306	42,458	18.16	0.93	6.32	28.12	53.53	3,752	208
G	9,471	10,516	34,995	17.49	1.18	11.74	13.04	43.38	1,215	203
J	22,109	19,973	75,251	20.95	1.06	14.67	13.25	49.93	2,409	241
JA	23,448	20,650	56,895	5.89	0.90	12.45	10.96	30.20	2,674	267
KB	11,281	10,749	58,103	43.58	1.32	14.04	13.38	72.32	1,144	191
Q	2,885	4,609	14,046	28.16	1.51	12.74	20.72	63.13	699	175
U	8,630	11,622	43,603	30.61	1.46	11.86	15.96	59.89	2,057	228
UB	6,373	10,447	30,100	20.37	0.96	10.23	16.78	48.34	1,617	231
UC	7,429	11,510	38,353	24.17	0.90	9.59	14.87	49.53	1,613	230
W	1,315	3,246	11,227	49.92	1.23	10.09	24.90	86.14	436	218
WA	2,465	5,653	10,297	8.24	1.13	10.60	24.32	44.29	770	257
WB	1,570	3,775	10,365	30.48	1.29	9.93	23.89	65.59	630	157
WE	2,064	4,154	12,130	32.53	1.45	11.86	23.87	69.71	672	224
WF	17,743	37,185	79,236	15.15	1.36	12.05	25.26	53.82	5,054	230
WW	2,125	3,636	7,971	8.92	1.07	9.60	16.42	36.01	699	233
Total ..	302,675	425,170	1,275,096	19.25	1.13	11.27	15.82	47.47	57,848	232

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