

1919.
NEW ZEALAND.

RAILWAYS STATEMENT

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

MR. SPEAKER,—

In presenting the Railways Statement for the year ended 31st March, 1919, I have pleasure in announcing that, notwithstanding the exceptional conditions which prevailed during the greater part of the year, the gross receipts amounted to £4,988,632, which constitutes a record for the Dominion. This is an advance of £300,932 on the earnings for the year ended 31st March, 1918, and £263,632 in excess of the estimated revenue. The following gives a summary of the results :—

	Year 1919. £	Year 1918. £
Total earnings	4,988,632	4,687,700
Total expenditure	3,308,575	3,042,907
Net profit on working ..	<u>£1,680,057</u>	<u>£1,644,793</u>

The mileage of lines open for traffic on the 31st March, 1919, was 2,993, no new extensions being opened during the year.

The capital cost of lines open for traffic, including the steamers and plant on Lake Wakatipu, increased from £36,001,432 to £36,167,681. The net revenue, £1,680,057, is equal to a return of 4·65 per cent. on the capital invested in the lines open for traffic, and 4·28 per cent. on the capital (£39,260,882) invested in the opened and unopened lines.

The gross receipts per train-mile for all lines amounted to 160·00d., against 150·50d. for the previous year, an increase of 9·50d. per train-mile.

The receipts per train-mile from the North Island main line and branches were 161·00d., against 150·25d. for the previous year, an advance of 10·75d. The South Island main line and branches produced a gross return of 159·00d., against 149·25d. last year, an increase of 9·75d.

The expenditure for the year, £3,308,575, was £265,668 more than the previous year, and £64,344 over the estimate.

The percentage of working-expenses to earnings was 66·32 per cent., against 64·91 per cent. last year, an increase of 1·41 per cent.

The sum of £85,708 was expended under the head “Additions to open lines” in providing additional rolling-stock, tarpaulins, workshop machinery, Westing-house brake, telegraph, telephone, and tablet facilities, purchase of land, additions to workshops, new locomotive-depots, &c.

During the year one new heavy tank engine, one bogie car, and 143 new wagons were built in the workshops, and put into traffic. Fourteen engines, thirty-nine cars, fifteen brake-vans, and 909 wagons were on order or under construction at the end of the year. Owing to the great shortage of material the building programme has been greatly retarded.

RESULTS OF WORKING.

The following is a summary of the results of working for the year ending 31st March, 1919, as compared with 1918:—

PARTICULARS.	Year ended 31st March.	
	1918.	1919.
Total miles open for traffic	2,993	2,993
Average miles open for year	2,977	2,993
Capital cost of opened and unopened lines	£38,798,163	£39,260,882
Capital cost of open lines	£36,001,432	£36,167,681
Capital cost per mile of open lines	£12,029	£12,084
Gross earnings	£4,687,700	£4,988,632
Working-expenses	£3,042,907	£3,308,575
NET PROFIT ON WORKING	£1,644,793	£1,680,057
PERCENTAGE OF PROFIT TO CAPITAL INVESTED	4·60	4·65
PERCENTAGE OF WORKING-EXPENSES TO EARNINGS	64·91	66·32
Earnings per average mile open	£1,578	£1,670
Working-expenses per average mile open	£1,023	£1,107
NET EARNINGS PER AVERAGE MILE OPEN	£555	£563
Earnings per train-mile	d. 150·50	d. 160·00
Working-expenses per train-mile	97·54	105·97
NET EARNINGS PER TRAIN-MILE	52·96	54·03
Passengers, ordinary	11,408,156	11,374,521
Season tickets	322,487	351,124
Goods tonnage	5,373,136	5,238,457
Live-stock tonnage	369,832	373,281
Train-mileage	7,468,646	7,477,583
Locomotives	624	620
Passenger-cars	1,488	1,489
Wagons and brake-vans	22,517	22,658

In view of the continued unsettled conditions prevailing as the result of the war, and the uncertainty as to when anything approaching normal circumstances will again be restored, it would not be prudent to take other than a conservative view in making a forecast of the railway revenue and expenditure for the year ending 31st March, 1920.

I anticipate, however, that the revenue will reach £5,000,000, and the expenditure will amount to not less than £3,575,000.

It is unfortunate that prevailing circumstances have precluded the vigorous scheme of improvements outlined in 1914. The inadequacy of the facilities provided for meeting the requirements of railway business was strongly emphasized at that

date, and has been pointedly referred to on many occasions during the intervening years. The manner in which the business of the Dominion has extended during the war period is conclusive evidence that our industries will receive a great impetus after peace is concluded and normal conditions are fully restored. It is, therefore, imperatively necessary that the scheme of improvements to which I have referred be put in hand and pushed on vigorously to completion, so that the disabilities, inseparable from lack of proper facilities, may be minimized as soon as possible.

SUPERANNUATION FUND.

The total amount standing to the credit of the Government Railways Superannuation Fund at the end of the financial year was £363,804, a decrease of £9,293 on the balance to the credit of the fund on 31st March, 1918. The gross income for the year was £120,851, and the outgoing amount £130,145. Of the latter amount, £88,969 represents grants to 1,056 members of the service who have retired voluntarily or have been retired medically unfit, 383 widows and 535 children dependants on deceased contributors to the fund who were members of the service at the time of their death. The income from the actual contributions of members totalled £78,610, or £23,254 less than the estimated annual liability. The receipts are, however, augmented by the Government subsidy of £25,000 and amounts received by way of interest on funds invested and fines imposed under the regulations, together with a donation. These amounted to £17,241.

The position of the fund is such as to render it desirable to have another actuarial examination made with a view to determining its stability, and it appears inevitable that the Government subsidy of £25,000 per annum must be largely increased.

At the inception the rates of contribution were fixed on too low a basis—viz., 3 per cent. minimum—and there are still many original contributors who are paying at the 3-per-cent. rate. Since 1908 the rate of contribution has been increased so far as new entrants to the service are concerned, but no alteration can be made as regards the original contributors.

The financial position of the fund is such as to entirely preclude any possibility of its being able to bear any increase in the liabilities already imposed under existing statutes.

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

SIR,— New Zealand Government Railways, Head Office, Wellington, 30th April, 1919.

I have the honour to report on the working of the New Zealand railways for the financial year ended 31st March, 1919.

The total mileage open for traffic at the end of the year was 2,993 miles, no new lines having been taken over by the Working Railways during the year.

The capital invested in the lines open for traffic, including the plant and steamers on Lake Wakatipu, on the 31st March was £36,167,681, as against £36,001,432 for the previous year, an increase of £173,568. This amount includes £1,945, construction-charges on lines already taken over from the Public Works Department; £91,903, expenditure on new works charged against capital account under "Additions to open lines"; £79,375, Railway Improvement Authorization Act, 1914; and £345 expended on work on the Westland (Greymouth) and Westport Sections.

The gross receipts for the year amounted to £4,988,632, as against £4,687,700 for the previous year, an increase of £300,932.

The net revenue, £1,680,057, is equal to a return of 4·65 per cent. on the capital invested in the lines open for traffic, and 4·29 per cent. on the capital invested in the opened and unopened lines.

The train-mileage for the year (7,477,583 miles) shows only a small variation when compared with the figures for the previous year.

Train services were disorganized by floods, slips, and snowstorms, involving in some cases complete suspension of trains and serious delays in others.

On the 10th April, 1918, traffic on the Gisborne Section was dislocated by washouts and slips. The line to Matawai was workable by the 15th April, but the remaining portion of the section (from Matawai to Motuhora) was not passable till the 17th idem.

On the 20th April the line on the Whangarei Section was blocked by slips near Towai, and again between the 23rd and 28th idem by floods, damaging a bridge near Otiria. Passengers had to be transferred over the obstruction in each case.

From the 23rd to the 26th May traffic on the Toko Branch was interrupted by slips between Whanganomona and Pohokura.

On the 25th May there were slips on the line between Eketahuna and Mangamahoe.

On the 13th and 14th June the line was blocked by a washout between Waikino and Waihi, passengers having to be transferred.

On the 22nd June a slip occurred on the Main Trunk line north of Mangaweka.

On the 24th and 25th June the Waimea, Switzers, and Glenham Branches were blocked by floods and washouts.

On the 25th June a slip occurred near Kai-iwi, and on 26th idem the line was again blocked by a slip between Kakahi and Owango.

On the 28th June two goods-trains ran into slips between Mataroa and Hunterville, a number of wagons being derailed in each case, and some extensively damaged. The line was blocked for twenty hours.

On the 29th June traffic was again interrupted by a slip between Owango and Kakahi.

Between the 1st and 11th July traffic over practically the whole of Canterbury was interrupted by heavy snowstorms. The Hakataramea and Tokarahi Branches in Otago were also affected. Again on the 22nd July the lines in the vicinity of Christchurch and north thereof were blocked by snowstorms. The Waimea line was also affected by snow on this date, and the Otago Central Branch was blocked on the 22nd and 23rd July from the same cause.

Between the 12th and 19th July heavy storms on Lake Forsyth washed out a portion of the line on the Little River Branch. Regular traffic could not be resumed over the damaged portion of the line till the 30th July.

On the 15th July the engine of the Auckland-Wellington express train was derailed by a slip near Taumarunui.

On the 15th and 17th July traffic was interrupted by slips in the Manawatu Gorge.

On the 17th July a slip occurred on the line near Westmere.

Through traffic between east and west coast in the South Island was suspended from the 23rd to the 25th July, owing to a slip on the Midland line.

On the 1st August the line was flooded near Waipahi.

On the 6th September the engine and one car on the Wellington-Auckland express train were derailed by a slip near Greatford.

On the 7th September a washout occurred on the Toko Branch.

On the 7th and 8th September traffic was interrupted by floods between Aramoho and Okoia.

On the 19th October slips interfered with traffic near Mangaweka.

On the 24th October the Kaipara line was blocked by a slip near Ahuroa.

On the 24th and 25th October floods prevented trains running on the Kaihu Section.

On the 25th October traffic was interrupted by slips and floods near Utiku, and the engine of a goods-train was derailed by a slip north of Mangaweka. Passengers had to be transferred over the obstruction on the 25th and 26th October.

On the 8th November a large slip came down near Mataroa as the Auckland-Wellington express train was passing. The engine was derailed, several cars telescoped, and others considerably damaged. Two passengers were killed and two subsequently died from injuries received, and three others were seriously injured. The clearing of the line occupied several days, ordinary traffic being again resumed on the 14th November.

From the 19th to the 23rd November traffic was interrupted on the Nelson Section by slips and washouts near Glenhope.

On the 25th November a goods-train was derailed by a slip near Mangaweka. Passengers had to be transferred over the obstruction for the two following days.

The line between Mataroa and Ngaurukehu was blocked by a slip from the 5th to the 7th December.

On the 9th December a derailment occurred on the line near Hihitahi, owing to a slip. Passengers had to be transferred over the obstruction.

From the 15th to the 22nd January, 1919, traffic was interrupted on the Lawrence Branch by washouts.

On the 17th, 18th, 21st, 28th, and 29th January the line was blocked by slips near Moki-hinui, on the Westport Section.

From the 28th January to the 5th February traffic in Otago District, on the main line and on the Otago Central, Outram, and Kurow Branches, was affected by floods.

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

		Average Late Arrival.	
		Min.	Min.
Long-distance passenger-trains	...	2'94	against 3'14 last year.
Suburban trains	...	0'53	„ 0'62 „
Long-distance mixed trains	...	4'67	„ 4'34 „

The number of ordinary passengers carried during the year was 11,374,521, a decrease of 33,635 on the previous year's business. Season tickets issued numbered 351,124, an increase of 28,637. Workers' twelve-trip tickets numbered 74,272, and workers' weekly tickets issued on suburban lines 214,154, an increase over the preceding year of 16,143 twelve-trip and 9,015 workers' weekly tickets. The decrease in the number of ordinary passengers is, in the main, attributable to the reduction of overseas passenger business through restrictions in movement of shipping, the cancellation of excursion fares, the curtailment of travelling facilities for non-essential purposes during a considerable portion of the year, the influenza epidemic, and the reduction in military forces consequent on the cessation of hostilities, and the closing of the military camps at Featherston and Trentham. There is, however, a notable increase in the number of weekly tickets which have been taken out, and this may be regarded as an indication of the desire of those who have been compelled by war conditions to temporarily leave the suburbs to resume residence outside the crowded area, and no doubt a considerable expansion of suburban traffic will take place when it is found practicable to remove restrictions and increase the train services.

The goods and live-stock tonnage was 5,611,738, a decrease of 131,230 when compared with last year. The decreases are as follow:—

Cattle	...	15,590 head.
Pigs	...	22,001 „
Timber	...	36,055 tons
Minerals	...	128,569 „

The decrease in cattle is principally attributable to the opening of additional freezing-works in the North Island, and to unfavourable weather and market conditions in the South Island. The decrease in pig traffic is almost wholly confined to the North Island. The amalgamation of the principal pig-buying companies and the absence of former keen competitive buying have diverted the pigs to the local factories. Sheep traffic increased by 346,556 head in the South, and decreased by 134,885 in the North Island, leaving a net increase of 211,671 head, principally in Canterbury District, where there was an earlier movement of fat stock for freezing. A large number of sheep were also railed from the high levels owing to a heavy snowfall. There was, in addition, an extensive movement of sheep from Southland to Canterbury to replenish flocks depleted by the severe weather.

The decrease of 36,055 tons in the quantity of timber carried is attributable largely to scarcity of labour and shipping-space. The output of the mills was also considerably interfered with by the influenza epidemic.

The mineral traffic was again adversely affected by labour difficulties at the coal-mines, dearth of shipping for both local and imported coal, and by the restriction of roadwork by local bodies, resulting in a reduced output of shingle and broken metal. The influenza epidemic, combined with other causes referred to, was responsible for a considerably decreased production from the mines, and has induced a very acute shortage of coal for domestic and manufacturing purposes throughout the Dominion.

The traffic included under the heading "Other goods" increased by 29,945 tons. This increase is due to a very favourable grain season having been experienced in Canterbury and Otago, and the arrival of overseas vessels during the latter part of the financial year.

The average number of men employed for the year under review was 12,391, against 13,002 for the previous year.

Thirty-four members of the Second Division were promoted to the First Division. Seven hundred and sixty members of the permanent staff resigned, fifty retired on superannuation, 249 died, eighty-seven were dismissed, and 628 engaged.

The sum of £13,205 was paid under the Workers' Compensation for Accidents Act during the year to members who sustained injuries in the execution of their duty.

The additions made to the rolling-stock during the year consisted of one heavy tank engine, Class Ww, one bogie car, and 143 wagons, all of which were built in the Railway workshops. Five second-hand tank engines were sold and written off stock.

The rolling-stock on order and in hand at the close of the year consisted of fourteen engines, thirty-nine cars, fifteen bogie brake-vans, 909 wagons (comprising 138 bogies and 771 four-wheeled wagons). The building programme was again retarded owing to the impossibility of obtaining the necessary material. The prospects of obtaining essential constructive material from abroad are not encouraging.

Four hundred and sixty-three modern car, van, and wagon axles were substituted for the old iron type, increasing the carrying-capacity of each vehicle by 2 tons.

The permanent way, buildings, structures, and appliances have been efficiently maintained. Seven miles of track were relaid, which is considerably below the fixed standard of recent years. Owing, however, to the dearth of material and the inability to obtain supplies it has been necessary to conserve stock to provide for emergencies as they arise. Delivery of rails under the contracts entered into last year has been retarded through want of shipping. Any space available has had to be reserved for conveyance of coal. 79,485 new sleepers and 88,918 cubic yards of ballast were placed in the track during the year.

A considerable number of improvements have been made in the accommodation at various stations throughout the railway system. Interlocking and signal appliances have been extended, and water services, sidings, and station-yards enlarged or improved to meet requirements. Grade-easements have been carried out in the Auckland District, and a new station combining Drury and Runciman was opened last year.

Fixed distant and home signals have been installed at three additional stations, and distant signals at eight stations. 291 stations are now equipped with fixed signals and ninety-eight with interlocking. Special switch-locks were fitted at three additional stations, and nine switch-out stations have been equipped with special locking arrangements for points and signals.

The railway telegraph and telephone system was extended during the year, and comprises 286 Morse sets, 1,621 telephones, 280 electric bells, 2,606 miles of poles, and 7,121 miles of wire.

Electric lighting has been installed at a number of stations, workshops, offices, and dwellings. Extension of electric-power installation has been made at Newmarket, Addington, and Hillside Workshops.

REVENUE.

The gross revenue for the year amounted to £4,988,632, an increase of £300,932 on the earnings of the previous year, and £263,632 above the estimate. The particulars are as follow:—

	1919.	1918.
	£	£
Passengers, ordinary	1,799,381	1,663,922
Season tickets	150,901	138,675
Parcels, luggage, and mails	258,524	254,110
Goods	2,608,336	2,465,241
Miscellaneous, rents, &c.	171,490	165,752
	<u>£4,988,632</u>	<u>£4,687,700</u>

The gross receipts per train-mile for all lines were 160·00d., as against 150·50d. for the previous year, an increase of 9·50d. per train-mile.

The North Island main line and branches produced 161·00d. per train-mile, against 150·25d. for the preceding year, an increase of 10·75d.

The South Island main line and branches gave a return of 159·00d., against 149·25d. last year, an increase of 9·75d.

The earnings from the Lake Wakatipu steamers amounted to £6,682, a decrease of £128.

The net earnings per average mile of railway open for traffic was £563, against £555 last year, an increase of £8.

The net revenue, £1,680,057, was equal to a return of 4·65 per cent. on the capital invested in the lines open for traffic (£36,167,681), and 4·28 per cent. on the capital in the opened and unopened lines (£39,260,882).

EXPENDITURE.

The working expenditure for the year, including £6,985, the cost of working the Lake Wakatipu traffic, amounted to £3,308,575, an excess of £265,668 over the expenditure for last year. The ratio of expenditure to earnings was 66·32 per cent., against 64·91 per cent. for the preceding year, an increase of 1·41 per cent.

	Expenditure.		Per Cent. of Revenue.	
	1918-19.	1917-18.	1918-19.	1917-18.
	£	£		
Traffic	1,032,609	954,142	20·73	20·38
Locomotive	1,381,797	1,245,470	27·74	26·61
Maintenance	752,558	710,655	15·10	15·18
Management	134,626	124,976	2·70	2·67
	<u>3,301,590</u>	<u>3,035,243</u>	<u>66·27</u>	<u>64·84</u>
Lake Wakatipu steamers	6,985	7,664	0·05	0·07
	<u>£3,308,575</u>	<u>£3,042,907</u>	<u>66·32</u>	<u>64·91</u>

The expenditure for 1918-19 includes the full war bonus granted to the staff in 1916, the extra war allowance granted to the lower-paid married members in 1917, and the extra war bonus granted to the staff as from 1st October, 1918. The increased expenditure in the Traffic Branch, Head and Departmental Offices, resulted mainly from regulation scale increases, and the bonuses and allowance referred to above.

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

The increased expenditure in the Maintenance Branch is due to increases in wages, war bonuses and allowances, and the advance in the cost of materials. The expenditure per mile of railway was £252, against £240 last year.

The sum of £29,271 was expended in the Maintenance Branch and charged to capital under the head "Additions to open lines." These comprise additions to workshops, station facilities, water services, locomotive depot, engine-shed sidings, stockyards, tablet installations, telegraph and telephone installations, bridges, and purchase of land.

In the Locomotive Branch £56,438 was expended in the provision of additional rolling-stock, tarpaulins, Westinghouse brake, and workshops machinery.

The rolling-stock in respect of which the charges were incurred under the head "Additions to open lines" included one locomotive, one carriage, thirty-nine bogie and 104 four-wheeled wagons, and 600 tarpaulins completed on the 31st March, and fourteen locomotives, thirty-eight carriages, twelve brake-vans, 136 bogie and 745 four-wheeled wagons, and 1,350 tarpaulins incomplete but in hand on that date.

The operations in both the Maintenance and Locomotive Branches were greatly hampered by the inability to obtain the necessary materials from overseas, and shortage of suitable labour. Lack of these essentials has resulted in further delaying the progress of many important works which have been authorized.

PRICE OF COAL.

Notwithstanding the increases in the price of coal recorded in last year's Statement, further increases have taken place during the year now under review. A substantial advance in the price of New Zealand coal, ranging from 1s. to 2s. per ton, was made in November last, and the freight on Newcastle coal was increased from 1s. 6d. to 4s. 6d. per ton as from the 1st March last.

The effect of the steady rise in the price of coal since the outbreak of the war is seen by the fact that although there was a decreased consumption of 23,803 tons during the past year as compared with the year ended 31st March, 1914, the expenditure on bituminous coal alone during the year under review was £135,490 greater than that of 1914, when the pre-war time-table was in operation.

With respect to the future, the indications all point to the probabilities of the price of coal and rates of freight being further advanced during the coming year.

COAL SHORTAGE.

Inability to obtain regular and adequate supplies of coal to meet the needs of the Department has again been one of the greatest difficulties the Department has had to contend with, and notwithstanding the restrictions imposed solely for the purpose of reducing consumption and conserving the existing stocks of coal, the position is far from being satisfactory, and the future is looked forward to with considerable anxiety. The revision of the time-tables, which the Department hoped to be in a position to undertake in the near future, with a view to restoring some of the train services that were cut out as a war measure for the purpose of releasing men and effecting a saving of fuel, has had, therefore, to be further postponed till some future date; and, having regard to the serious and increasing difficulty experienced in maintaining coal-supplies sufficient for the present restricted time-table, the prospect of giving effect to the Department's desire to re-establish the pre-war services is not a promising one.

RAILWAY REFRESHMENT-ROOMS.

The system of substituting dining-rooms at suitable stations for dining-cars on trains has proved most beneficial, giving increased seating-accommodation for passengers, and meeting public requirements in respect of meals and refreshments better than was possible in dining-cars. The patronage has steadily increased, and to such an extent that the present accommodation and facilities are at times severely taxed, especially during holiday periods or when large numbers of troops are travelling.

RAILWAY IMPROVEMENTS.

The amount expended during the year in connection with works authorized by the Railway Improvement Authorization Act, 1914, and charged to capital account was £79,375.

In my special report of 1914 I definitely stated that the works included in the scheme of improvements outlined therein were urgently necessary to enable the requirements of the railway business to be dealt with satisfactorily, and for that reason it was most desirable that they should be put in hand and completed within five years.

Since 1914 the revenue has increased by £945,000, or nearly 20 per cent., and there is every indication that a further material increase will follow the cessation of hostilities and closer settlement of the land. The Department has been confronted with very great difficulties during the war period in providing for the business it has been called upon to handle. No one acquainted

with the inadequacy of the facilities at the disposal of the Department for handling the business can fail to realize difficulties of the past and present, and the serious position that will inevitably arise immediately the normal pre-war time-table is established and the restrictions to traffic deliberately imposed as war measures are removed.

During the past ten years the revenue has increased by £1,740,000. It is reasonable to conclude this rate of increase will be maintained. In 1924, therefore, which will be the earliest date that the completion of the 1914 programme can be made, the Department will find itself in the position of having to deal with a business producing a revenue of £7,000,000, with equipment that was inadequate for meeting a business yielding a revenue of £4,000,000 per annum. It is apparent that serious congestion, if not complete disorganization of business, will inevitably result, with the accompaniment of grave complaints from the business community generally.

Having regard to the important issues involved, I feel constrained, therefore, to urge most strongly that no time be lost in putting in hand and pushing on vigorously to completion the scheme of improvement outlined in my report of 1914.

I have, &c.,

E. H. HILEY,

General Manager.

The Hon. the Minister of Railways.

STORES.

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

The value of stores, material, and plant (purchased under the Railway vote) on hand at the 31st March, 1919, at the various stores, depots, and sawmills amounted to £559,984 12s. 9d., as against £437,788 3s. 5d. on the 31st March, 1918.

The value of stores on hand on account of additions to open lines amounted to £19,439 0s. 1d., as against £13,244 1s. 2d. on the 31st March, 1918.

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

MAINTENANCE.

Mr. F. W. MacLean, Chief Engineer, reports as follows:—

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

The difficulties experienced during the previous years of the war owing to the shortage of labour and materials have been more acute during the year, accentuated in the matter of labour by the influenza epidemic, and have caused grave anxiety.

Reference has been made in previous reports to the reduction in relaying. As stated in last report, a contract was entered into for the supply of rails, but none of these have been delivered in New Zealand owing to shipping difficulties. Even the limited stocks on hand could not be used to the extent desired owing to the shortage of labour, and the amount of relaying carried out has had to be still further curtailed in consequence. For similar reasons other work has had to be postponed.

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

Main and branch lines, 52 lb. iron, 53 lb., 56 lb., and 65 lb. steel rails relaid	Miles.
with new 70 lb. steel materials	53
Main line, 100 lb. steel rails relaid with new 100 lb. steel material...	4
Branch lines relaid with second-hand material removed from main line	3

Total relaying for the year 7

Sleepers.—79,485 new sleepers were placed in the track during the year.

Ballasting.—88,918 cubic yards of ballast were placed on the track during the year. In addition to shortage of labour, the curtailment of work-trains due to the same cause in the Locomotive Branch has prevented more of this work being done.

Slips and Floods.—Slips, floods, &c., of a minor character which do not call for special comment occurred throughout the whole system at various times.

Serious trouble was caused in the Ohakune district by slips in June, July, September, October, and November, principally in the Taihape district, resulting in dislocation of traffic, and, unfortunately, in one case loss of life.

In the Canterbury District a heavy fall of snow in July took place, causing serious delays to traffic. During the same storm a portion of the Little River Branch was washed out in the neighbourhood of Lake Forsyth.

Heavy rains in January of this year caused a number of washouts and slips in the Dunedin district, and submerged portions of the main line between Allanton and Stirling.

In April, 1918, a continuance of the wet weather, referred to in last report, in the Gisborne district caused further damage which involved heavy reconstruction work.

4,878 tons of rock were used in protective works on the Midland Railway, and over 2,000 tons of rock were used to protect the foreshore at Oamaru.

Bridges.—These have been maintained in good condition. Considerable renewals and repairs have been effected.

Owing to the difficulty in obtaining materials it has not been possible to carry out bridge-strengthening to any extent.

Water Services.—These have been maintained in good order.

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

Arrangements have been made to carry out dredging-work at the Nelson wharves, which have now been handed over to the Nelson Harbour Board.

A new wharf is being built at Half-way Bay, Lake Wakatipu.

Buildings.—Extensive renewals and repairs have been effected. Two dwellinghouses, one engine-shed, one goods-shed, and one station building (partly) destroyed by fire have been reinstated. Seven dwellinghouses, one station building, and one goods-shed which were past repair were replaced by new buildings.

Station-yards.—Additional accommodation has been provided at a number of stations, and some stations rearranged.

Railway Improvements.—Auckland-Mercer grade easements: Further portions of this work have been completed, and a new station combining Drury and Runciman has been opened during the year.

The total expenditure under Railway Improvement Account during the year was £79,375.

Additions to Open Lines.—The expenditure under this heading during the year was £29,271, the principal works being—Signalling and interlocking, block-working, telegraph and telephone facilities, &c., rearrangements, Johnsonville (part), Ashburton (part), Christchurch (part), Ohakune (part), Kakariki (completion), Bennett's Junction (completion), new locomotive depot, Picton (completion), provision of public station at 5½ m., Huntly-Awaroa (part); additional refreshment-room accommodation, &c., at Frankton (completion), Marton (completion), Palmerston North (completion), Mercer, Kaitoke; improved drainage, Christchurch engine-depot and Invercargill; engine-pits, &c., Hawera, Thorndon, Lambton, and Cross Creek; loading-banks, Waipukurau, Otorohanga; engine-depot additions, Taihape; accommodation for Transport Staff, Christchurch; additions to locomotive offices, Newmarket and Petone; 30 cwt. crane, Waitara; goods-shed additions, &c., Hawera and Lambton; improvements to stockyards, Feilding and Waipawa; locomotive workshop additions, Gisborne; additional platform accommodation, Taumarunui and Greymouth; additions and alterations to station buildings, Morrinsville, Auckland, Christchurch, Invercargill; siding alterations and extensions, Wanganui, Okoia, Feilding, Napier, Motuhora, Otaio, Ngongotaha, Lyttelton, Pleasant Point, and Greymouth; watering facilities, Windsor; electric lighting, Huntly, Ohakune, Burke's, Heathcote (completion), Kaiapoi (completion), Ashburton (completion); house for Stationmaster, Mamaku; purchase of land, Wiri, Kakahi; house and land, Mercer, Taumarunui, and Port Chalmers.

Miscellaneous Works.—Additions and improvements amounting to £7,168, and charged to working-expenses, were carried out. The works include—Rearrangement of signalling and interlocking, Paekakariki; additions and improvements to station buildings, sidings, yards, &c., Thorndon, Bunnythorpe, Addington, Invercargill, Mount Somers, Melling; improvements to refreshment services, Hawera; improved lighting (electric) station buildings, cottages, &c., at Kaiapoi, Belfast, and Sawyer's Bay; provision of stockyards, Te Kinga, Paerata, Hatuma, and Taumarunui; workshop additions, Hillside; installation of electric power, Addington Workshops; water-service improvements, Frankton Junction and Invercargill; provision of bath, &c., Invercargill locomotive depot; loading-bank, Kiwitahi; hot-water services installed in forty-five houses; improvements and additions to forty-two houses; provision of pathway to stopping-place at 6 m. 55 ch., Raetihi Branch.

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

	£
Maintenance (charged to working-expenses)	752,558
New works (charged to capital)	108,646
Other Government Departments, public bodies, and private parties... ..	33,348
Total expenditure	£894,552

The maintenance expenditure charged to working-expenses amounted to £252 per mile, compared with £240 in 1917-18, £243 in 1916-17, £251 in 1915-16, and £254 in 1914-15.

The increase in expenditure notwithstanding the curtailment of work carried out is due to the increase in wages and in the cost of materials.

Mileage.—The mileage open for traffic on the 31st March, 1919, was 2,992 miles 67 chains. During the year no additional lines were opened for traffic.

Lands and Leases.—Number of leases registered during the year, 451; aggregate rental, £4,019 13s. 2d. Leases current at 31st March, 1919, 5,417; aggregate rental, £34,964 7s. 7d. Private-siding agreements registered during the year, 66; aggregate rental, £2,338. Private-siding agreements current at 31st March, 1919, 458; aggregate rental, £12,958. Proclamations taking or giving up land, 27. Total amount of compensation paid during the year for land, £29,225 3s. 7d. Miscellaneous agreements entered into, 19.

Staff.—Maintenance Branch: Working staff, 3,346; office staff, 152: total, 3,498.

SIGNAL AND ELECTRICAL.

Fixed Signals at Officered Stations.

During the year three stations have been equipped with home and distant signals—viz., Ngatira, Kakariki, and Warrington; and the following eight stations have been equipped with distant signals in addition to existing home signals: Tirau, Putaruru, Arahiwi, Mamaku, Tarukenga, Wangaehu, Bonny Glen, and Ashburton.

The provision of additional distant signals on the Wanganui district and on the Thames Branch is now in hand.

The total number of officered stations (including tablet stations) is 485, of which 291 are equipped with fixed signals, 98 are interlocked, and 96 unequipped.

Forty-one signal repeaters have been installed during the year, making a total of 289 now in use.

Interlocking of Points and Signals.

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

Complete signalling and interlocking has been installed at Ohakune.

The signalling and interlocking installation at Paekakariki has been reorganized to suit up and down working.

Locking alterations have been carried out at Petone Junction, Summit, and Woodville.

Complete point-detection has been installed at Balclutha and alterations made to locking.

The following flag-station sidings and private sidings have been interlocked with the tablet system during the year: Service siding at 9 m. 20 ch. near Mangere; New Zealand Farmers' Fertilizer Company's private siding near Te Papapa; Parker Lamb Timber Company's private siding near Hangatiki; Kakariki Station; ballast-pit siding near Wangaehu; Messrs. Quin Bros. private siding near Otaio; Waitaki Station; Hilderthorpe Station; Richmond Station; Deborah Station; Whitecraig Station; Totara Station; Teschmaker's Station; Messrs. Clark Bros. private siding near Maheno; Waimotu Station; Hillgrove Station; ballast-pit siding near Bushey; Owhiro Station; Titri Station; Clarendon Station; Ewing Phosphate Company's private siding at Clarendon; Crichton Station; Benhar Siding; ballast-pit siding near Balclutha; Kakapuaka Station.

Special switch-locks (Wood's) interlocking the facing-points with home signals have been installed at Ngatira, Kakariki, and Warrington.

Nine switch-out tablet stations have been equipped with special locking arrangements for points and signals—viz., Tarukenga, Wangaehu, Bonny Glen, Kakariki, Herbert, Kartigi, Puke-terahi, Warrington, Purakanui.

Total stations now interlocked, 98; tramway crossings, 7; sidings and flag stations interlocked with tablet, 131; stations where Wood's locks are installed, 289.

The expenditure for the year on signalling and interlocking works was as follows: New works, £11,051 13s. 6d.; maintenance, £15,153 16s.

Block Working (Electric Tablet).

No additions have been made to tablet working.

The total mileage now equipped is 1,657 miles of single line out of 2,950 miles open for traffic.

The number of tablet instruments now in use is 908, at 376 stations.

The total number of automatic tablet exchangers now in use is 345.

Lock and Block.

The electric lock-and-block installation has given satisfaction during the year.

Four new 4-ohm neutral relays have been installed at Islington and Newmarket to replace old-type instruments.

The total mileage equipped is forty-three miles of double line.

There are eighty lock-and-block instruments now in use at thirty-six stations.

Telegraph and Telephone Facilities.

Forty-four miles of new line have been brought into use during the year.

The Morse line between Palmerston North and Napier has been converted to intermittent.

A considerable amount of damage to the railway telegraph-lines in the Christchurch district was caused by heavy snowstorms in July last.

The Morse telegraph-wires between Wellington and Paekakariki have been renewed.

Twenty-three connections to railway telephone circuits, three new connections to public exchanges, and one extension to existing connections have been made.

Five electric bells have been installed.

Total now in use: Morse sets, 286; telephones, 1,621; electric bells, 280; miles of wire, 7,121; miles of poles, 2,606.

Electric Lighting and Power.

Electric-light installations have been made at the following: Newmarket, new car-shops; Huntly, station and signals; New Plymouth, goods-shed; Ohakune, station, yard, signals, orderly-room, and store; Thorndon, sleeping-car shed; Petone, locomotive offices; Te Aro, Defence offices; Christchurch, Transport offices; Ashburton, goods-shed; Kaiapoi, cottages Nos. 27 and 28; Sawyer's Bay, Stationmaster's house; Burke's, station and signals; St. Leonards, station.

Additions and alterations to present installations have been made as follows: Frankton, cottage No. 41 and refreshment-rooms; Thorndon, yard, Foreman's office, District Engineer's office, book-stall, and refreshment-room service; Wellington, Goods office, rifle range, and cottage 99; Addington, locomotive workshops.

The following work has been done in connection with the electrification of machinery in locomotive workshops: Newmarket—Ten additional motors have been installed and brought into use, making a total of twenty-three, aggregating 267½ horse-power, which completes the change from steam into electric drive. Newmarket (new car-shops)—Two additional motors have been installed and brought into use, making the total electric power 194½ horse-power; an electric-driven car traverser has also been installed and brought into use. Frankton—An electric motor

and pump has been installed in connection with the water service; a $7\frac{1}{2}$ -horse-power motor has been obtained for the locomotive machine shop, and will be installed as soon as building is ready. Addington—The main switchboard for eventual complete electrification equipment has been installed; two additional motors have been installed and brought into use, making a total of twenty-three D.C. and eight A.C., aggregating 204 horse-power D.C. and 71 A.C., or a total of 275 horse-power. The installation of an additional 150-horse-power motor is in hand. Hill-side—A small electric motor has been installed to drive a sewing-machine in the locomotive workshops.

Level Crossings—Automatic Alarm-bells.

No additional automatic alarm-bells were installed during the year owing to skilled labour not being available.

The number of crossings equipped with automatic bells is thirty.

Expenditure.

Particulars of the expenditure for the year on electric block working, telegraph and telephone facilities, electric lighting and power, &c., is as follows:—

New works—				£	s.	d.
Electric tablet-working	...	...	...	92	8	3
Telegraph and telephone lines	...	...	...	3,716	6	0
Electric light	...	...	...	4,569	16	2
Electric motor, &c.	...	...	...	3,042	17	10
Level-crossing alarms	...	...	...	...		
				<u>£11,421</u>	<u>8</u>	<u>3</u>
Maintenance—				£	s.	d.
Electric block working and telegraph and telephone lines	...	...	...	14,669	10	8
Lines, &c., maintained by Post and Telegraph Department	...	...	...	1,753	8	6
Electric light	...	...	...	4,853	19	2
Electric motors, cranes, fire-alarms, level-crossing bells, &c.	...	...	...	952	15	4
				<u>£22,229</u>	<u>13</u>	<u>8</u>

LOCOMOTIVE.

Mr. H. H. Jackson, Chief Mechanical Engineer, reports as follows:—

Locomotives.—On the 1st April, 1918, there were 624 engines in service, and on the 31st March, 1919, there were 620 engines. Five second-hand tank engines were sold and were written off stock. One new heavy tank engine, 4-6-4 type, Class Ww, was built in the Government railway workshops.

In the Government railway workshops to date 187 engines have been built, and twenty-four old locomotives have been rebuilt. Five hundred and seven locomotives passed through the workshops during the year, the details of work done being as follows:—

Particulars.	Number and Type.					Total.
	Four-cylinder Balanced-compound Tender Engines.	Tender Engines.	Tank Engines.	Fell Engines.	Single Fairlies.	
Number passed through shops	60	201	234	4	8	507
Built new	..	..	1	..	..	1
Re-erected	..	..	8	..	..	8
Converted	..	1	..	..	..	1
Thoroughly overhauled	19	47	41	3	2	112
Heavy repairs	22	74	53	1	3	153
Light repairs	19	79	131	..	3	232
Painted	18	58	42	4	1	123
Paint touched up	32	103	63	..	7	205

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

At the close of the year there were on order in the railway workshops fourteen engines, consisting of ten Pacific type simple superheated tender engines, Class AB, and four heavy tank engines, 4-6-4 type, Class Ww.

As mentioned in my previous report, the work of building new locomotives was suspended during the year owing to material being unobtainable, and this, together with sale of old locomotives, accounts for a decrease in the total tractive power of 16,876 lb., equal to 0·19 per cent.

Now that hostilities have ceased material may be expected to arrive shortly, when the work of building new locomotives will be resumed.

Boilers.—The work on renewals and repairs has been kept well up to date.

The following statement shows details of boiler-work done :—

Description.	Number passed through Shops.	Heavy Repairs.	Light Repairs.	New Tubes (Sets).	Tubes pieced and Second-hand (Sets).	New Smoke-box Tube-plate.	New Firebox.	New Firebox Tube-plate.	Boilers patched.
Boilers	307	116	191	42	68	1	9	9	98

Ten Class AB boilers were in hand at close of the year.

Carriages.—The stock on the 1st April, 1918, was 1,488, and on the 31st March, 1919, the number was 1,489. One new bogie car was built and added to stock.

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

Particulars.	Number and Type of Carriages.			Total.
	Bogie.	Six-wheel.	Four-wheel.	
Number passed through shops	1,842	81	10	1,933
Built new	1	..	..	1
Converted	13	..	..	13
Thoroughly overhauled	179	1	..	180
Heavy repairs	652	12	..	664
Light repairs	997	68	10	1,075
Painted	553	12	1	566
Paint touched up	644	5	..	649

Thirty-nine cars were under construction in the railway workshops, material for which should shortly be available.

Brake-vans.—The number of brake-vans on the line on the 1st April, 1918, was 444, and the number on the 31st March, 1919, was 444. No new brake-vans were added during the year.

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

Description.	Number passed through Shops.	Thoroughly overhauled.	Heavy Repairs.	Light Repairs.	Painted.	Paint touched up.
Brake-vans	822	40	255	527	167	204

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

Wagons.—The wagon stock on the 1st April, 1918, was 22,073, and the number on the 31st March, 1919, was 22,214. Two wagons were sold. One hundred and forty-three new wagons were built and added to stock.

The carrying-capacity of wagon stock was increased by 2,120 tons, equal to 1·11 per cent., or an equivalent of 353 ordinary wagons.

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

Description.	Number passed through Shops.	Built new.	Re-erected.	Rebuilt.	Thoroughly overhauled.	Heavy Repairs.	Light Repairs.	Painted.	Paint touched up.
Wagons ..	23,151	143	3	14	187	5,110	17,694	3,391	10,951

Nine hundred and nine wagons were under construction in the railway workshops at the close of year, and comprised 138 bogie and 771 four-wheel wagons.

Tarpaulins.—The tarpaulin stock on the 1st April, 1918, was 17,632, and on the 31st March, 1919, the number was 18,232. Six hundred and twelve new tarpaulins were made in railway

workshops ; of this number 600 were added to stock, and twelve were to replace tarpaulins missing at stocktaking ; 696 worn-out tarpaulins were condemned and written off and replaced with a similar number of new tarpaulins.

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

Description.	Number passed through Shops.	Manufactured new.	Condemned and replaced with New Tarpaulins.	Repaired.
Tarpaulins	19,905	612	696	18,597

One thousand three hundred and fifty tarpaulins were being manufactured in the railway workshops at the close of year.

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

Description.	Number passed through Shops.	Heavy Repairs.	Light Repairs.	Painted.	Paint touched up.	Boiler-repairs.					
						Heavy Repairs.	Light Repairs.	New Tubes (Sets).	Tubes pieced (Sets).	New Firebox Tube-plate.	Boilers patched.
Hand-cranes	28	2	26	..	10	..	..	..	..	..	..
Steam-cranes	20	9	11	1	7	1	3	..	..	..	1
Stationary engines	22	2	1	..	..	6	16	2	3	1	7
Pile-drivers, hoisting-engines, &c...	9	2	7	1	3	1	5	..	1	1	2

General.—In addition to the cars, brake-vans, and wagons passing through workshops for repairs as mentioned above, during the year 18,339 cars, 5,201 brake-vans, and 63,554 wagons were repaired by staff at out-depots in order to keep vehicles out of service the shortest possible time.

Axles.—During the year 463 car, van, and wagon axles were replaced with modern steel axles. This number does not include axles for new rolling-stock.

Westinghouse Brake.—No progress was made during the year of equipping the balance of engines and rolling-stock on Westland Section with the Westinghouse brake, owing to want of material. Efficient arrangements are in force for the examination and upkeep of the Westinghouse brake. All new engines and rolling-stock built for sections upon which the air-brake is in operation are equipped with it before being put into service.

Car-lighting.—The oil-gas manufactured at the five separate Pintsch-gas works during the year amounted to 7,496,000 cubic feet, and cost to manufacture 4s. 2·42d. per 100 cubic feet, the increase in cost of production being principally due to enhanced cost of oil, &c.

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

Rail Motor-cars.—The Thomas transmission rail motor-car was out of commission during the year owing to repair parts not being obtainable, as mentioned in my previous report. The Westinghouse petrol-electric rail motor-car is still out of service owing to the reduced time-table still being in operation.

Steamers.—The Railway Department's steamers on Lake Wakatipu service have been maintained in good working-order.

Renewals and Replacements.—During the year five second-hand tank engines and two wagons were sold ; also 696 worn-out tarpaulins were condemned and written off. To replace the engines and wagons sold new stock is under construction ; 696 tarpaulins were made to replace those condemned and written off.

Train Running and Mileage.—There has been an increase of 8,937 miles in train-mileage as compared with 1917–18.

The engine-mileage has decreased by 169,067 miles as compared with 1917–18. The decrease is principally due to the reduction in work-train services.

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

Year.	Train-mileage.	Engine-mileage.	Cost, in Pence, per Train-mile.		
			Locomotive Branch.	Car and Wagon Branch.	Total.
1918–19	7,477,583	9,992,874	34·89	9·83	44·72
1917–18	7,468,646	10,161,941	31·42	9·10	40·52

The increase in the cost per train-mile is distributed as follows :—

Branch.				Wages and Contingencies.	Material.	Total.
				d.	d	d.
Locomotive ..	..	..	..	1·29	2·18	3·47
Car and wagon ..	..	..	..	·56	·17	·73
Totals ..	..	..	..	1·85	2·35	4·20

The increase under the heading “Wages and Contingencies” is principally due to the additional war bonus granted during the year, and to the influenza epidemic, which caused a reduction in the train-mileage without a corresponding reduction in the wages paid.

The increase in cost of material is almost solely due to the increased cost of fuel, which rose from 11·81d. per train-mile in 1917–18 to 13·94d. in 1918–19.

TRAFFIC.

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

Whangarei Section.

Revenue, £54,887; increase, £2,047.

Passengers decreased 9,508.

Season tickets increased 284.

Live-stock increased 1,075.

Goods tonnage increased 7,784; timber decreased 5,800 tons; but minerals increased 10,400 tons and other goods 3,200 tons.

Kaihu Section.

Revenue, £6,101; decrease, £1,070.

Timber decreased 8,300 tons.

Gisborne Section.

Revenue, £30,431; increase, £2,224.

Passengers increased 6,000, and season tickets 30.

Live-stock increased 13,970.

Goods tonnage decreased 4,024 tons. There was an increase of 3,261 tons of timber, but a decrease of 7,275 tons of road-metal.

North Island Main Line and Branches.

Revenue, £2,848,827; increase, £179,462.

The principal items of traffic were—

Passengers (number), 6,605,367; decrease, 13,843.

Season tickets (number), 223,075; increase, 21,042.

Parcels, &c. (revenue), £149,434; increase, £3,725.

Live-stock (number), 3,437,252; decrease, 177,887.

Goods (tons), 1,898,618; increase, 3,940.

The revenue per mile of railway increased from £2,398 4s. 6d. to £2,530 0s. 10s., and per train-mile from 12s. 6½d. to 13s. 5d.

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

Auckland.—Revenue, £1,072,680; increase, £100,278.

Passengers increased 63,931.

Season tickets increased 12,077.

Parcels, luggage, and mails increased £2,968.

Cattle and calves decreased 4,723, and pigs 11,747. Sheep increased 54,270.

Timber increased 1,894 tons, and minerals 22,397 tons. The increase in minerals is chiefly

Waikato coal.

General goods decreased 13,016 tons.

Ohakune.—Revenue, £339,127; increase, £20,688.

Passengers increased 13,389.

Parcels, luggage, and mails increased £411.

Cattle and calves decreased 1,039, sheep 39,420, and pigs 1,147, due chiefly to shortage of space at freezing-works.

Timber decreased 5,336 tons, and minerals (road-metal) 6,256 tons. The output of timber was reduced at the beginning of the year by bush-fires in the vicinity of Ohakune. Some of the sawmills were destroyed.

General goods increased 3,163 tons.

Wanganui.—Revenue, £531,580; increase, £53,045.

Passengers increased 38,348.

Parcels, luggage, and mails increased £994.

Cattle and calves decreased 5,512, sheep 123,774, and pigs 10,223. Stock formerly carried by rail is now being dealt with at recently established local freezing-works.

Timber decreased 659 tons, and minerals (chiefly road-metal) 18,122 tons.

General goods increased 12,948 tons.

Wellington.—Revenue, £905,440; increase, £5,451.

Passengers decreased 129,511. The reduction was caused by the closing of the military training-camps at Trentham and Featherston.

Season tickets increased 8,468.

Parcels, luggage, and mails decreased £647.

Cattle and calves increased 8,742; sheep decreased 40,993, and pigs 1,667.

Timber decreased 86 tons.

General goods increased 3,269 tons, and minerals 3,680 tons.

Picton Section.

Revenue, £30,364; decrease, £919.

Passengers decreased 4,628.

Live-stock increased 1,951.

Goods tonnage decreased 11,483 tons owing to a shortage of shipping for the export of produce.

Nelson Section.

Revenue, £34,636; increase, £1,568.

Passengers increased 1,562.

Live-stock decreased 3,419.

Goods tonnage increased 862 tons.

Westport Section.

Revenue, £103,634; decrease, £4,177.

Passengers increased 2,334.

Goods tonnage decreased 91,663. Timber increased 2,000 tons, but minerals (chiefly coal) decreased 93,150 tons.

Westland Section.

Revenue, £151,970; increase, £2,045.

Passengers decreased 14,756.

Season tickets increased 1,413.

Parcels and luggage decreased £16.

Goods tonnage decreased 70,369 tons. Minerals (chiefly coal) decreased 57,300 tons, and timber 12,300 tons.

South Island Main Line and Branches.

Revenue, £1,721,101; increase, £123,971.

The principal items of traffic were—

Passengers (number), 3,863,225; decrease, 56.

Season tickets (number), 113,028; increase, 5,980.

Parcels (revenue), £93,777; increase, £456.

Live-stock (number), 3,263,545; increase, 346,927.

Goods (tons), 1,977,846; increase, 39,497.

The revenue per mile of railway increased from £1,137 11s. 1d. to £1,225 17s. 1d., and per train-mile from 12s. 5½d. to 13s. 3d.

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

Christchurch.—Revenue, £733,983; increase, £51,657.

Passengers decreased 18,221.

Season tickets increased 4,171.

Parcels and luggage increased £638.

Cattle and calves increased 2,608, sheep 357,638, and pigs 981.

Timber decreased 6,292 tons, and minerals 11,567 tons.

General goods increased 44,346 tons, chiefly due to an early grain season and good crops.

Dunedin.—Revenue, £611,552; increase, £45,725.

Passengers increased 21,085.

Season tickets increased 1,786.

Parcels and luggage and mails normal.

Cattle and calves decreased 6,367, and sheep 58,992; pigs increased 1,031.

Timber decreased 4,316 tons. The fitting-out of troopships increased the timber traffic last year.

General goods increased 16,872 tons, and minerals 17,622 tons, the latter chiefly coal from local mines.

Invercargill.—Revenue, £375,666; increase, £26,689.

Passengers decreased 2,920.

Season tickets increased 23.

Parcels, luggage, and mails decreased £183.

Cattle and calves decreased 7,814. Sheep increased 57,840 (store sheep to Canterbury), and pigs 542.

Timber decreased 774 tons, and general goods 27,312 tons, the latter chiefly due to shortage of shipping for exports.

Minerals increased 10,907 tons (coal from local mines).

Lake Wakatipu Steamers.

Revenue, £6,682; decrease, £128.

Passengers decreased 925.

Live-stock decreased 10,135.

Timber decreased 143 tons, minerals 14 tons, and general goods 312 tons.

The train services have been maintained with punctuality, as will be seen from the following table:—

Average Late Arrival of Trains, Year ended 31st March, 1919.

Year ended	Period ended														Average for Year, in Minutes.
	April 27.	May 25.	June 22.	July 20.	Aug. 17.	Sept. 14.	Oct. 12.	Nov. 9.	Dec. 7.	Jan. 4.	Feb. 1.	Mar. 1.	Mar. 31.		
Express and Mail Trains.															
March 31, 1919	..	3·68	2·04	2·35	1·79	1·81	1·69	1·56	1·61	1·81	4·79	3·53	6·48	5·16	2·94
March 31, 1918	..	5·92	8·66	3·72	1·60	1·27	1·82	1·43	2·43	1·85	3·46	2·19	2·40	4·18	3·14
Long-distance Mixed Trains.															
March 31, 1919	..	6·25	4·20	3·51	3·31	2·51	2·90	2·67	2·34	3·08	5·97	6·38	9·36	8·33	4·67
March 31, 1918	..	7·45	10·57	3·88	2·20	1·80	2·01	1·86	2·67	2·82	3·51	3·53	6·05	8·08	4·34
Suburban Trains.															
March 31, 1919	..	0·83	0·58	0·62	0·37	0·45	0·30	0·40	0·38	0·42	0·62	0·49	0·62	0·79	0·53
March 31, 1918	..	1·23	1·69	0·98	0·59	0·30	0·34	0·25	0·33	0·28	0·58	0·42	0·45	0·69	0·62

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

VICTORIA CROSS.

Andrew, Captain Leslie Wilton Traffic Branch.

THE MOST EXCELLENT ORDER OF THE BRITISH EMPIRE.

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

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

DISTINGUISHED SERVICE ORDER.

Cockerell, Lieutenant Allan Richmond Traffic Branch.
Ennis, Lieut.-Colonel William Oliver Traffic Branch.

MILITARY CROSS.

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

BAR TO MILITARY CROSS.

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

DISTINGUISHED-CONDUCT MEDAL.

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

MILITARY MEDAL.

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

MILITARY MEDAL—*continued.*

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

BAR TO MILITARY MEDAL.

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

MERITORIOUS-SERVICE MEDAL.

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

FOREIGN DECORATIONS.

CROIX DE GUERRE (FRENCH).

Warren, Rifleman Charles Henry	Locomotive Branch.
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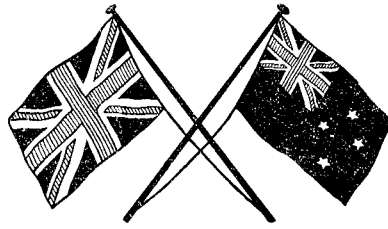
CROIX DE GUERRE (BELGIAN).

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

ORDER OF DANILO (MONTENEGRIN).

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



Roll of Honour.

Railway Employees who have fallen in Defence of the Empire.

Name.	Branch.	Military Unit.
Ahern, L. J.	Locomotive	1st Battalion, N.Z.R.B.
Ahern, R. J.	Locomotive	F Company, 9th Reinforcements.
Aldridge, A. G.	Traffic	Auckland Infantry Battalion.
Ander, E. F.	Locomotive	E Company, 8th Reinforcements.
Andrews, H. L.	Maintenance	Otago Infantry Regiment.
Andrews, J. R. D.	Locomotive	Machine-gun Section, 2nd Battalion, N.Z.R.B.
Bagnall, L. J.	Traffic	1st Battalion, Auckland Regiment.
Ballantyne, A. S.	Traffic	Otago Infantry Battalion.
Banfield, W. H.	Traffic	3rd Battalion, N.Z.F.A.
Bannerman, E. I.	Locomotive	Wellington Infantry Battalion.
Barclay, G. L.	Traffic	1st Battalion, Canterbury Regiment.
Barnard, C. V.	Traffic	2nd Battalion, 3rd N.Z.R.B.
Barry, G.	Maintenance	1st Battalion, Canterbury Infantry Regiment.
Barry, J. P.	Locomotive	2nd Battalion, N.Z.R.B.
Bateman, H. O.	Locomotive	4th Battalion, N.Z.R.B.
Bateman, T. H.	Locomotive	1st Battalion, 3rd N.Z.R.B.
Beaton, R.	Traffic	1st Battalion, Auckland Infantry Regiment.
Beck, G.	Locomotive	2nd Battalion, N.Z.R.B.
Beckman, A.	Traffic	N.Z. Field Engineers.
Begg, A.	Locomotive	4th N.Z. Infantry Brigade.
Bennett, C. F.	Maintenance	D Company, 14th Reinforcements.
Birmingham, W.	Maintenance	3rd Battalion, Canterbury Infantry Regiment.
Blackburn, R. E.	Head Office	N.Z.F.A., 1st Brigade.
Blackie, J.	Traffic	Otago Infantry Regiment.
Blaikie, A. J.	Traffic	A Company, 16th Reinforcements.
Blaikie, S. J.	Traffic	4th Battalion, N.Z.R.B.
Blake, D. H.	Maintenance	No. 5 Company, Machine-gun Corps.
Bock, E. T.	Maintenance	N.Z. Machine-gun Section.
Bollinger, H.	Traffic	2nd Battalion, 3rd N.Z. Rifle Brigade.
Bond, A.	Traffic	Auckland Infantry Battalion.
Bond, R.	Traffic	C Company, 1st Battalion, 3rd N.Z.R.B.
Bowles, P. M.	Traffic	3rd Company, 2nd Battalion, Auckland Infantry Regiment.
Bowles, W. B.	Stores	2nd Battalion, 3rd N.Z. Rifle Brigade.
Boyes, A. C.	Locomotive	2nd Battalion, Otago Regiment.
Braithwaite, H. W.	Traffic	2nd Battalion, 3rd N.Z.R.B.
Brambley, P. R.	Traffic	F Company, 16th Reinforcements.
Bremner, W. L.	Traffic	Canterbury Infantry Regiment.
Brennan, L. J.	Locomotive	Auckland Infantry, 7th Reinforcements.
Brown, J.	Traffic	1st Battalion, Wellington Regiment.
Brown, M. C.	Locomotive	Otago Infantry Battalion.
Brown, N. E.	Locomotive	Canterbury Infantry Battalion.
Bruce, H. S.	Locomotive	Otago Infantry Battalion.
Bryden, W. C.	Locomotive	3rd Battalion, Auckland Infantry Regiment
Brydon, R. O.	Traffic	1st Battalion, N.Z.R.B.
Budge, J. A.	Traffic	3rd Battalion, 3rd N.Z.R.B.
Burke, D. P.	Traffic	Wellington Infantry Battalion.
Burnett, A.	Maintenance	No. 2 Company, N.Z. Engineers.
Burnett, P. J.	Traffic	1st Battalion, Auckland Infantry Regiment.
Burns, A. C.	Traffic	Wellington Infantry Battalion.
Butler, W. M.	Locomotive	A Company, 2nd Battalion, N.Z.R.B.
Cairns, R. J.	Locomotive	2nd Anzac Cycle Corps.
Campbell, T.	Maintenance	2nd Battalion, Auckland Regiment.

ROLL OF HONOUR—*continued.*RAILWAY EMPLOYEES WHO HAVE FALLEN IN DEFENCE OF THE EMPIRE—*continued.*

Name.	Branch.	Military Unit.
Cannell, H. N.	Traffic	17th Company, 2nd Battalion, Wellington Regiment.
Cardno, G. A.	Traffic	1st Battalion, N.Z.R.B.
Carleton, A. H.	Traffic	2nd Battalion, Auckland Infantry Regiment.
Carr, E. M.	Traffic	1st Battalion, 3rd N.Z. Rifle Brigade.
Carruthers, W. T.	Traffic	1st Battalion, Otago Infantry Regiment.
Carter, R.	Traffic	Divisional Signal Corps, N.Z. Engineers.
Cassin, H.	Maintenance	4th Battalion, 3rd N.Z.R.B.
Cavanagh, J.	Traffic	3rd Battalion, 3rd N.Z.R.B.
Charleston, A. A.	Locomotive	Wellington Infantry Battalion, Main Body.
Christie, A.	Traffic	1st Battalion, Wellington Infantry Regiment.
Christie, W. J.	Locomotive	2nd Battalion, 3rd N.Z.R.B., 10th Reinforcements.
Christophers, H. H.	Maintenance	2nd Battalion, N.Z.R.B.
Clapham, H. A. G.	Locomotive	2nd Battalion, N.Z.R.B.
Clark, G.	Maintenance	2nd Battalion, Wellington Infantry Regiment.
Clark, G. K.	Traffic	10th Reinforcements, N.Z. Engineers.
Clark, H. G.	Traffic	2nd Battalion, N.Z.F.A.
Clark, H. J.	Locomotive	Otago Infantry Regiment.
Clark, J. A.	Locomotive	8th Company, 2nd Battalion, Otago Infantry Regiment.
Clark, S. G.	Traffic	Wellington Infantry Battalion.
Clayton, J.	Locomotive	Machine-gun Corps.
Cleave, J. P.	Locomotive	1st Battalion, Auckland Infantry Regiment.
Clive, P. D.	Traffic	13th Company, 2nd Battalion, Canterbury Regiment.
Cloke, J.	Locomotive	4th Battalion, N.Z.R.B.
Close, P. M.	Locomotive	N.Z. Machine-gun Corps.
Cockburn, E.	Traffic	3rd Battalion, 3rd N.Z.R.B.
Codlin, P.	Locomotive	A Squadron, 8th Reinforcements.
Cogle, J. F.	Locomotive	A Company, 3rd Battalion, N.Z.R.B.
Colley, W. L.	Locomotive	Canterbury Infantry Battalion.
Connett, F. C. W.	Locomotive	Samoan Garrison.
Cook, R. J.	Locomotive	Wellington Infantry Regiment.
Coote, P. S.	Locomotive	Canterbury Infantry Battalion.
Corbett, R. S.	Maintenance	11th Company, 1st Battalion, Wellington Regiment.
Couperthwaite, P.	Maintenance	Otago Infantry Battalion.
Craw, G.	Locomotive	3rd N.Z.R.B.
Crean, P. L.	Traffic	B Company, 1st Battalion, N.Z.R.B.
Crimmins, C.	Traffic	3rd Battalion, Auckland Infantry Regiment.
Crosswell, A. G.	Locomotive	N.Z. Field Artillery.
Crouch, F. B.	Traffic	Imperial Army.
Crowe, E. O.	Locomotive	C Company, 44th Reinforcements.
Culpitt, H. W.	Maintenance	2nd Battalion, Canterbury Regiment.
Dale, A. E.	Traffic	Canterbury Infantry, 7th Reinforcements.
Dale, A. E.	Locomotive	2nd Battalion, N.Z.R.B.
Dalley, J. T.	Locomotive	1st Company, 2nd Battalion, Canterbury Infantry Regiment.
Dalley, S. M. C.	Locomotive	2nd Battalion, Canterbury Regiment.
Daniels, D. B.	Locomotive	No. 4 Field Company, N.Z. Engineers.
Darragh, J. A.	Locomotive	1st Battalion, Otago Regiment.
Davidson, J. H.	Locomotive	Wellington Infantry Battalion.
Davies, F.	Traffic	D Company, 1st Battalion, N.Z.R.B.
Davis, F. E.	Traffic	1st Battalion, Otago Infantry Regiment.
Davis, L. H. M.	Traffic	1st Battalion, 3rd N.Z.R.B.
Dent, G. B.	Locomotive	12th Battery, 3rd Brigade, N.Z. Field Artillery.
Dick, H. J.	Traffic	N.Z. Field Engineers.
Dobby, G. T.	Traffic	2nd Battalion, Canterbury Regiment.
Donne, S. E.	Maintenance	Railway Operating Section, N.Z. Engineers.
Downes, T. S.	Maintenance	Otago Infantry Battalion.
Doyle, J. J.	Traffic	A Company, 9th Reinforcements.
Dukes, W. H.	Maintenance	13th Company, 2nd Battalion, Canterbury Regiment.
Duncan, W. M.	Head Office	N.Z. Medical Corps.
Eagleson, R.	Locomotive	1st N.Z. Light Trench-mortar Battery.
Eden, J. A.	Traffic	2nd Battalion, Wellington Regiment.

ROLL OF HONOUR—*continued.*RAILWAY EMPLOYEES WHO HAVE FALLEN IN DEFENCE OF THE EMPIRE—*continued.*

Name.	Branch.	Military Unit.
Edwards, S. G. ..	Locomotive ..	1st Battalion, Auckland Infantry Regiment.
Egan, J. P. ..	Maintenance ..	1st Battalion, Otago Infantry Regiment.
Evans, R. D. J. ..	Locomotive ..	No. 3 Company, N.Z. Engineers.
Falla, L. M. ..	Locomotive ..	N.Z.F.A., 7th Reinforcements.
Farland, C. T. ..	Maintenance ..	1st Battalion, 3rd N.Z.R.B.
Farnsworth, E. E. ..	Traffic ..	1st Battalion, N.Z.R.B.
Fearon, A. E. ..	Traffic ..	F Company, 8th Reinforcements.
Findlay, J. ..	Maintenance ..	Otago Infantry Battalion.
Finlayson, K. C. ..	Traffic ..	Otago Infantry Battalion, Main Body.
Finlayson, P. ..	Maintenance ..	No. 4 Company, Machine-gun Corps.
Fitzpatrick, T. ..	Locomotive ..	C Company, 50th Reinforcements.
Foley, W. ..	Traffic ..	Divisional Signal Company, N.Z. Engineers.
Ford, S. R. ..	Locomotive ..	3rd N.Z.R.B.
Forsyth, N. L. ..	Traffic ..	1st Battalion, Otago Infantry Regiment.
Fotheringham, W. L. ..	Locomotive ..	11th Reinforcements, N.Z. Engineers.
Fowler, R. G. ..	Locomotive ..	2nd Battalion, 5th Reinforcements, N.Z.R.B.
Fox, C. ..	Locomotive ..	2nd Battalion, Auckland Regiment.
Foy, J. M. ..	Traffic ..	2nd Battalion, Auckland Regiment.
French, P. W. ..	Locomotive ..	3rd N.Z.R.B.
Frood, J. ..	Locomotive ..	3rd Battalion, N.Z.R.B.
Fruin, F. G. ..	Maintenance ..	3rd Battalion, N.Z.R.B.
Fry, F. L. ..	Traffic ..	D Company, 10th Reinforcements.
Furk, R. H. ..	Traffic ..	44th Specialists.
Galvin, G. B. ..	Maintenance ..	E Company, 13th Reinforcements.
Gambling, E. W. ..	Traffic ..	1st Battalion, Auckland Infantry.
Gardiner, C. ..	Locomotive ..	2nd Entrenching Battalion.
Gilmour, F. D. ..	Traffic ..	3rd N.Z. Rifle Brigade.
Glastonbury, A. G. ..	Maintenance ..	E Company, 1st Battalion, N.Z.R.B.
Godfrey, J. A. ..	Traffic ..	1st Battalion, Canterbury Infantry Regiment.
Goodhue, C. N. ..	Maintenance ..	A Company, 8th Reinforcements.
Goodhue, L. E. ..	Maintenance ..	3rd Battalion, 3rd N.Z.R.B.
Gordon, J. ..	Maintenance ..	4th Battalion, 3rd N.Z.R.B.
Gordon, W. E. ..	Locomotive ..	2nd Battalion, Otago Infantry Regiment.
Graham, F. J. ..	Traffic ..	1st Battalion, 3rd N.Z.R.B.
Graham, John ..	Traffic ..	2nd Battalion, Canterbury Infantry Regiment.
Grant, W. J. V. ..	Locomotive ..	2nd Battalion, Otago Infantry Regiment.
Green, H. C. ..	Traffic ..	N.Z. Mounted Rifle Brigade, M.G. Squadron.
Green, J. G. ..	Traffic ..	1st Battalion, Auckland Infantry Regiment.
Guinness, W. J. P. ..	Traffic ..	C Company, 2nd Battalion, N.Z.R.B.
Gunn, W. G. ..	Traffic ..	C Company, N.Z. Machine-gun Section.
Hall, A. C. ..	Traffic ..	N.Z. Medical Corps.
Halley, W. ..	Traffic ..	2nd Battalion, N.Z.R.B.
Halsey, W. J. ..	Locomotive ..	Otago Infantry Regiment.
Hamill, C. P. ..	Locomotive ..	5th Battalion, N.Z.R.B.
Hamilton, A. R. ..	Traffic ..	2nd Battalion, Otago Regiment.
Hamilton, A. S. ..	Locomotive ..	9th Company, 2nd Battalion, Wellington Regiment, 1st N.Z. Infantry Brigade.
Hamilton, W. ..	Traffic ..	Otago Infantry Regiment.
Hansen, J. A. ..	Maintenance ..	D Company, 13th Reinforcements.
Harding, A. E. ..	Locomotive ..	1st Battalion, Canterbury Infantry Regiment.
Harding, L. C. ..	Locomotive ..	Otago Infantry Battalion.
Harris, A. S. ..	Maintenance ..	2nd Battalion, Auckland Infantry Regiment.
Harris, J. H. ..	Locomotive ..	2nd Battalion, Canterbury Regiment.
Hartland, J. W. ..	Traffic ..	2nd Battalion, Wellington Regiment.
Hartley, E. ..	Maintenance ..	1st Battalion, Canterbury Infantry Regiment.
Harvey, L. G. ..	Maintenance ..	E Company, 1st Battalion, N.Z.R.B.
Hastings, N. ..	Locomotive ..	Wellington Mounted Rifles.
Haxton, G. W. ..	Traffic ..	3rd Field Company, N.Z. Engineers.
Hayward, A. R. ..	Locomotive ..	Otago Infantry Battalion.
Heard, G. ..	Maintenance ..	3rd Battalion, 3rd N.Z.R.B.
Heaton, E. D. H. ..	Accounts ..	B Company, 4th Battalion, 3rd N.Z.R.B.
Hedges, A. H. ..	Maintenance ..	Otago Infantry Regiment.
Hedlund, A. C. ..	Locomotive ..	2nd Battalion, Auckland Infantry Regiment.
Henderson, I. A. ..	Locomotive ..	No. 2 Field Corps, N.Z. Engineers.
Henderson, W. ..	Maintenance ..	2nd Battalion, N.Z.R.B.
Henry, J. W. ..	Traffic ..	2nd Battalion, Otago Regiment.
Hickey, E. ..	Locomotive ..	H Company, 12th Reinforcements.

ROLL OF HONOUR—*continued.*RAILWAY EMPLOYEES WHO HAVE FALLEN IN DEFENCE OF THE EMPIRE—*continued.*

Name.	Branch.	Military Unit.
Hilton, J. P.	Traffic ..	1st Battalion, N.Z.R.B.
Hislop, R.	Traffic ..	Railway Engineers.
Hislop, W. A.	Locomotive ..	1st Battalion, Otago Infantry Regiment.
Hooper, G. S.	Locomotive ..	E Company, 1st Battalion, N.Z.R.B.
Houghton, R.	Locomotive ..	A Company, 40th Reinforcements.
Houlihan, T.	Traffic ..	2nd N.Z. Entrenching Battalion.
Howells, I. J.	Maintenance ..	1st Battalion, Canterbury Regiment.
Hunter, A. J.	Maintenance ..	N.Z. Engineers.
Hunter, H.	Traffic ..	Otago Infantry Battalion.
Islip, E. E.	Locomotive ..	2nd Battalion, 3rd N.Z.R.B.
Jackson, A.	Locomotive ..	3rd Battalion, N.Z.R.B.
Jackson, C. P. M.	Traffic ..	3rd Battalion, Auckland Regiment.
Jackson, J. G.	Traffic ..	Wellington Infantry Battalion.
Jacobs, H. D.	Traffic ..	N.Z.F.A. (D.A.C.), 7th Reinforcements.
Jessen, J.	Traffic ..	N.Z. Field Artillery.
Johnston, C. G.	Locomotive ..	1st Battalion, 3rd N.Z.R.B.
Johnston, G.	Maintenance ..	N.Z.R.B.
Johnston, J. E.	Traffic ..	B Company, 1st Battalion, N.Z.R.B.
Jury, V. R.	Maintenance ..	N.Z.R.B.
Kelly, F. G.	Traffic ..	Otago Mounted Rifles.
Kennedy, J.	Locomotive ..	3rd Battalion, Canterbury Infantry Regiment.
Kenyon, B. D.	Locomotive ..	N.Z. Engineers, 9th Reinforcements.
Kerambrun, J. B. M.	Locomotive ..	1st Battalion, 3rd N.Z.R.B.
Kilburn, D. A.	Maintenance ..	Signal Section, 1st Battalion, Auckland Regiment.
Kilkenny, M. H.	Traffic ..	No. 2 Company, Machine-gun Corps.
Kimber, G.	Traffic ..	3rd Battalion, Canterbury Regiment.
Kinsella, P. T.	Locomotive ..	2nd Battalion, Wellington Regiment.
Knowles, T. E.	Locomotive ..	West Riding Regiment.
La Broome, W. T.	Traffic ..	1st Battalion, N.Z.R.B.
Laloli, J. H.	Traffic ..	4th Battalion, N.Z.R.B.
Lamb, A. D.	Traffic ..	2nd Battalion, Wellington Regiment.
Lambert, E.	Locomotive ..	Auckland Infantry Battalion.
Lambeth, T. A.	Traffic ..	Otago Infantry Regiment.
Lauder, O. S.	Locomotive ..	8th Company, 1st Battalion, Otago Regiment.
Lennon, G. E.	Traffic ..	1st Battalion, Canterbury Regiment.
Letford, F. E.	Traffic ..	1st Battalion, Canterbury Regiment.
Lilley, C. D.	Traffic ..	1st Company, 2nd Battalion, Canterbury Regiment.
Lindop, W. H.	Maintenance ..	B Company, 7th Reinforcements.
Lock, B. G.	Maintenance ..	No. 3 Company, Machine-gun Corps.
Lockett, R. L. B.	Locomotive ..	Wellington Infantry Battalion.
McAnnalley, H. J.	Locomotive ..	A Company, 4th Battalion.
McArthur, A. A.	Locomotive ..	B Company, 11th Reinforcements.
McCabe, B. A.	Locomotive ..	3rd Battalion, Auckland Regiment.
McCarthy, J. C.	Traffic ..	1st Battalion, Auckland Regiment.
McCombe, J. S.	Locomotive ..	D Company, 12th Reinforcements.
McConnell, C. D.	Traffic ..	2nd Battalion, Auckland Regiment.
McConnell, R. J. P.	Locomotive ..	B Company, 2nd Battalion, 3rd N.Z.R.B.
McCreanor, J.	Traffic ..	2nd Battalion, Auckland Regiment.
McDonald, J.	Maintenance ..	B Company, 4th Battalion, N.Z.R.B.
McEachen, P. J.	Traffic ..	Otago Infantry Battalion.
McFarlane, D. S.	Locomotive ..	Wellington Mounted Rifles.
McGahan, C. W.	Maintenance ..	A Company, 3rd Battalion, N.Z.R.B.
McGee, F. N.	Locomotive ..	No. 1 Field Company, N.Z. Engineers.
McGinn, J. H.	Traffic ..	2nd Battalion, 3rd N.Z.R.B.
McGregor, J.	Locomotive ..	1st N.Z.R.B.
McKay, C. D.	Traffic ..	7th Company, 3rd Battalion, Wellington Regiment.
McKellar, D. I.	Traffic ..	1st Battalion, Otago Regiment.
McKenzie, W. L.	Traffic ..	3rd Battalion, Wellington Regiment.
McKinstry, L. G.	Traffic ..	7th Reinforcements.
McKone, J.	Traffic ..	D Company, 3rd Battalion, N.Z.R.B.
McLaughlin, A. J.	Maintenance ..	K Company, 11th Reinforcements.
McLean, F. A.	Locomotive ..	B Company, 2nd Battalion, N.Z.R.B.
McMahon, E.	Traffic ..	Otago Infantry Battalion.
McMahon, T. J.	Traffic ..	N.Z. Mounted Signal Troop.

ROLL OF HONOUR—*continued.*RAILWAY EMPLOYEES WHO HAVE FALLEN IN DEFENCE OF THE EMPIRE—*continued.*

Name.	Branch.	Military Unit.
McMillan, J. J. G.	Traffic ..	16th N.Z. Company, Imperial Camel Corps
McMurtrie, D. A.	Traffic ..	Otago Infantry Battalion.
McPeak, J. R.	Traffic ..	N.Z. Mounted Rifles Brigade.
McVicar, W. R.	Traffic ..	C Company, 19th Reinforcements.
Mace, W. H. C.	Locomotive ..	2nd Battalion, Auckland Regiment.
Mackay, J. R.	Traffic ..	D Company, 3rd Battalion, N.Z.R.B.
Magnusson, O.	Locomotive ..	3rd Battalion, Wellington Regiment.
Mann, S. L.	Maintenance ..	3rd Battalion, Otago Regiment.
Mansell, F. J.	Traffic ..	1st Battalion, N.Z.R.B.
Marshall, J. T.	Locomotive ..	C Company, 50th Reinforcements.
Martin, C. F.	Traffic ..	3rd Battalion, Wellington Regiment.
Martin, J. H.	Locomotive ..	No. 5 N.Z. Light Railway Operating Section, N.Z. Engineers.
Masciorini, W. J.	Locomotive ..	C Company, 36th Reinforcements.
Massicks, E. J.	Locomotive ..	A Company, 9th Reinforcements.
Mather, A. B. W.	Locomotive ..	Wellington Infantry Battalion.
Matheson, N. M.	Traffic ..	2nd Battalion, Canterbury Infantry Regiment.
Matthews, L. T.	Locomotive ..	1st Battalion, Auckland Regiment.
Mattingley, F. A.	Traffic ..	F Company, 17th Reinforcements.
May, J. G.	Maintenance ..	2nd Battalion, Auckland Regiment.
Melrose, R. M.	Locomotive ..	4th Battalion, N.Z.R.B.
Menzies, J. W. C.	Traffic ..	1st Battalion, 3rd N.Z.R.B.
Menzies, S.	Traffic ..	D Company, 1st Battalion, N.Z.R.B.
Merrin, P. F. J.	Locomotive ..	Special Physical and Bayonet Training Class, Trentham.
Meyenberg, W. R.	Traffic ..	1st Battalion, N.Z.R.B.
Miles, I.	Traffic ..	Canterbury Infantry Battalion.
Millar, J. S.	Locomotive ..	1st Battalion, N.Z.R.B.
Minifie, A.	Maintenance ..	3rd Battalion, Auckland Regiment.
Molloney, J. A.	Locomotive ..	Machine-gun Corps.
Moosman, L. J.	Locomotive ..	A Company, 12th Reinforcements.
Morris, E. G. M.	Locomotive ..	2nd Battalion, Otago Infantry Regiment.
Moyna, E. T. J.	Locomotive ..	2nd Battalion, Canterbury Infantry Regiment.
Moynihan, D.	Traffic ..	1st Battalion, Auckland Regiment.
Muirhead, J.	Locomotive ..	1st Battalion, Otago Regiment.
Mullany, E. J.	Traffic ..	4th Brigade, N.Z.F.A.
Murcott, S. G.	Traffic ..	Otago Infantry Battalion.
Murray, A. R.	Traffic ..	No. 2 Field Ambulance.
Nankivell, A.	Locomotive ..	N.Z.F.A.
Nelson, C. A.	Locomotive ..	3rd Battalion, Canterbury Regiment.
Nicolson, A. J.	Locomotive ..	8th Company, 1st Battalion, Otago Regiment.
O'Connor, P. M.	Locomotive ..	E Company, 13th Reinforcements, N.Z.R.B.
O'Donnell, D.	Maintenance ..	Otago Infantry Battalion.
O'Donnell, P. J.	Traffic ..	3rd Brigade, N.Z.F.A.
O'Keefe, J.	Locomotive ..	Wellington Infantry Battalion.
O'Leary, J. W.	Locomotive ..	C Company, 2nd Battalion, N.Z.R.B.
Olsen, N. C.	Locomotive ..	3rd Battalion, Canterbury Infantry Regiment.
Owens, J. D. H.	Locomotive ..	Otago Infantry Battalion.
Page, W. E.	Traffic ..	2nd Battalion, Canterbury Infantry Regiment.
Paget, A. W.	Traffic ..	No. 4 Field Company, N.Z. Engineers.
Parker, W. E.	Traffic ..	N.Z.F.A., 9th Reinforcements.
Parr, E. A.	Locomotive ..	1st Brigade, N.Z. Div. Artillery.
Patton, H. L.	Traffic ..	1st Battalion, Auckland Regiment.
Pengelly, R.	Locomotive ..	2nd Battalion, Auckland Infantry Regiment.
Percival, H. R.	Locomotive ..	1st Battalion, Wellington Regiment.
Percy, L. C. F.	Cleaner ..	1st Battalion, Wellington Regiment.
Perry, S.	Maintenance ..	B Company, 3rd Battalion, N.Z.R.B.
Pilkington, J.	Locomotive ..	N.Z. Engineers.
Porritt, J. O.	Maintenance ..	1st Brigade, N.Z.F.A.
Porter, S.	Traffic ..	A Company, 12th Reinforcements.
Potts, J. K.	Maintenance ..	Wellington Infantry Battalion.
Pratt, A. M.	Head Office ..	No. 1 Stationary Hospital.
Pugh, F. G.	Traffic ..	A Company, 2nd Battalion, N.Z.R.B.
Quigley, R.	Traffic ..	Canterbury Infantry Battalion.
Radford, E. W.	Locomotive ..	2nd Battalion, Otago Infantry Regiment.
Radford, L. R.	Locomotive ..	3rd Battalion, Wellington Regiment.
Rae, T. H.	Traffic ..	C Company, 2nd Battalion, N.Z.R.B.
Ramsay, R. G.	Traffic ..	C Company, 7th Reinforcements.

ROLL OF HONOUR—*continued.*RAILWAY EMPLOYEES WHO HAVE FALLEN IN DEFENCE OF THE EMPIRE—*continued.*

Name.	Branch.	Military Unit.
Rasmussen, C. L. M.	Locomotive	13th Battery, 3rd Brigade, N.Z.F.A.
Ravenwood, H. C.	Locomotive	1st Battalion, 16th Reinforcements.
Raynor, J.	Locomotive	C Company, 4th Battalion, 3rd N.Z.R.B.
Reed, S. H.	Locomotive	1st Battalion, Canterbury Regiment.
Rendall, T. G.	Traffic	2nd Battalion, Otago Infantry Regiment.
Rennie, J.	Locomotive	Otago Infantry Regiment.
Reynolds, S.	Maintenance	Canterbury Infantry Battalion.
Rice, J.	Traffic	1st Battalion, Auckland Infantry Regiment.
Roberts, J. P.	Traffic	3rd N.Z.R.B.
Roberts, P. G.	Traffic	4th Battalion, N.Z.R.B.
Robertson, A. M.	Locomotive	1st Battalion, Otago Infantry Regiment.
Robinson, A. H.	Locomotive	2nd Battalion, Otago Regiment.
Robinson, H.	Maintenance	N.Z. Field Ambulance, 2nd Battalion, N.Z.R.B.
Rollings, E. A.	Locomotive	1st Battalion, Otago Regiment.
Roger, D.	Maintenance	1st Battalion, Auckland Regiment.
Ross, H. L.	Traffic	1st Battalion, Wellington Regiment.
Ross, J.	Maintenance	C Company, 7th Reinforcements.
Rowland, C. K.	Locomotive	C Company, 4th Battalion, N.Z.R.B.
Rowland, J. B.	Traffic	Machine-gun Squadron, N.Z.M.R.
Russell, G. E.	Locomotive	Auckland Infantry Battalion.
Ryan, T.	Locomotive	3rd Battalion, N.Z.R.B.
Samson, W.	Traffic	1st Battalion, N.Z.R.B.
Sanderson, A. R.	Traffic	2nd Battalion, Auckland Regiment.
Sandford, H. W. H.	Locomotive	2nd Battalion, Canterbury Infantry Regiment.
Sangster, W.	Maintenance	1st Battalion, N.Z.R.B.
Sangwell, W. H. P.	Traffic	1st Battalion, Canterbury Infantry Regiment.
Scannell, M.	Traffic	1st Battalion, Canterbury Infantry Regiment.
Schaw, A. H.	Locomotive	No. 2 Company, N.Z. Engineers.
Scott, A.	Locomotive	D Company, 17th Reinforcements.
Scoullar, W. A.	Traffic	3rd Battalion, 3rd N.Z. Rifle Brigade.
Scully, P. A.	Traffic	2nd Battalion, 3rd N.Z.R.B.
Selby, W. G.	Locomotive	Otago Infantry Battalion.
Shannon, E. A.	Locomotive	Otago Infantry Battalion.
Shaw, G. E.	Traffic	Auckland Infantry Battalion.
Shea, J. H.	Locomotive	3rd Battalion, Wellington Infantry Regiment.
Sherlock, A. C.	Traffic	1st Battalion, Auckland Regiment.
Sherwood, S. H.	Maintenance	2nd Battalion, Wellington Regiment.
Short, J.	Traffic	10th Reinforcements, A.M.R.
Simmonds, W. H. R.	Locomotive	1st Battalion, Auckland Infantry Regiment.
Simpson, H.	Locomotive	2nd Battalion, Otago Infantry Regiment.
Small, C. R.	Locomotive	2nd Battalion, N.Z.R.B.
Smith, B. A.	Traffic	1st Battalion, Canterbury Regiment.
Smith, E.	Traffic	N.Z. Field Engineers.
Smith, W. L.	Locomotive	1st Battalion, N.Z.R.B.
Snelling, J. M.	Locomotive	4th Battalion, N.Z.R.B.
Snow, F. J.	Traffic	N.Z. Machine-gun Battalion.
Sowerby, F. H.	Locomotive	1st Battalion, Wellington Infantry Regiment.
Spowart, M. W.	Locomotive	D Company, 13th Reinforcements.
Stansell, L. B.	Traffic	4th Battalion, N.Z.R.B.
Starkey, L. E.	Locomotive	2nd Battalion, Auckland Infantry Regiment.
Stewart, W. D.	Locomotive	Otago Infantry Battalion.
Stokes, C. H.	Traffic	1st Battalion, Auckland Infantry Regiment.
Storey, T. H.	Traffic	N.Z.R.B.
Strachan, J. B.	Traffic	D Company, 8th Reinforcements.
Strickett, R. G.	Locomotive	E Company, 33rd Reinforcements.
Stuart, G. L.	Locomotive	1st N.Z. Light Trench-mortar Battery.
Stuart, J.	Maintenance	1st Battalion, Otago Infantry Regiment.
Sullivan, F. J.	Traffic	N.Z. Engineers.
Sullivan, J. B.	Locomotive	1st Battalion, N.Z.R.B.
Sutherland, F. N.	Maintenance	1st Battalion, Otago Regiment.
Sutherland, F. V.	Maintenance	Auckland Infantry Regiment.
Sutherland, H.	Locomotive	11th Reinforcements, A.M.R.
Sutherland, T.	Traffic	Otago Infantry Battalion.
Swann, G.	Locomotive	1st Battalion, Otago Infantry Regiment.
Syder, H. C.	Maintenance	4th Reserve Battalion, Canterbury Regiment.
Sykes, J. W.	Traffic	1st Battalion, 3rd N.Z.R.B.
Symonds, A. H.	Locomotive	3rd N.Z.R.B.

ROLL OF HONOUR—*continued.*RAILWAY EMPLOYEES WHO HAVE FALLEN IN DEFENCE OF THE EMPIRE—*continued.*

Name.	Branch.	Military Unit.
Symons, B. ..	Traffic ..	2nd Battalion, N.Z.R.B., 4th Reinforcements.
Tapsell, R. R. ..	Traffic ..	B Company, 2nd Maori Contingent.
Tawhai, H. T. ..	Traffic ..	No. 2 Platoon, 4th Maori Contingent.
Tayler, W. C. ..	Traffic ..	No. 3 Company, N.Z. Machine-gun Corps.
Taylor, J. C. ..	Traffic ..	J Company, 11th Reinforcements.
Taylor, S. A. R. ..	Locomotive ..	Auckland Infantry, 7th Reinforcements.
Terras, R. M. ..	Locomotive ..	4th Battalion, 3rd N.Z.R.B.
Thomas, J. H. ..	Locomotive ..	2nd Battalion, Canterbury Regiment.
Thompson, M. W. ..	Traffic ..	2nd Battalion, Wellington Regiment.
Thrupp, G. E. ..	Traffic ..	8th Wellington Infantry Battalion.
Todd, J. ..	Locomotive ..	2nd Battalion, Canterbury Infantry Regiment.
Tonkin, R. E. ..	Locomotive ..	Auckland Infantry Battalion.
Trewern, H. A. ..	Locomotive ..	Otago Infantry Battalion.
Tucker, J. N. ..	Traffic ..	1st Brigade, N.Z.F.A.
Turner, E. G. ..	Locomotive ..	N.Z.F.A.
Vaughan, R. P. ..	Traffic ..	2nd Battalion, N.Z.R.B.
Vile, F. C. R. ..	Locomotive ..	A Company, 3rd Battalion, N.Z.R.B.
Vincent, A. E. ..	Locomotive ..	2nd Battalion, Canterbury Infantry Regiment.
Wagstaff, F. ..	Traffic ..	31st Specialist Company.
Wakelin, L. T. ..	Traffic ..	4th Battalion, 3rd N.Z.R.B.
Walinek, J. ..	Locomotive ..	Imperial Reserve.
Wallace, G. N. ..	Traffic ..	5th N.Z. Light Railway Operating Section.
Wallace, J. R. ..	Locomotive ..	D Company, 8th Reinforcements.
Wallace, K. J. ..	Locomotive ..	2nd Battalion, N.Z.R.B.
Walters, C. ..	Traffic ..	2nd Battalion, N.Z.R.B.
Ward, A. L. ..	Locomotive ..	Otago Infantry Battalion.
Wareham, W. H. ..	Maintenance ..	1st Battalion, Canterbury Regiment.
Watson, R. ..	Locomotive ..	1st Battalion, Canterbury Infantry Regiment.
Webb, W. W. ..	Maintenance ..	Auckland Infantry Regiment.
Wellings, W. ..	Locomotive ..	1st Battalion, Canterbury Infantry Regiment.
West, J. B. ..	Locomotive ..	Otago Infantry Battalion.
Westerby, W. J. ..	Stores ..	N.Z. Medical Corps.
Westerholm, N. B. O. ..	Locomotive ..	1st Battalion, N.Z.R.B.
Wharepapa, T. ..	Traffic ..	N.Z. Maori (Pioneer) Battalion.
Wheldon, A. J. ..	Locomotive ..	C Company, 45th Reinforcements.
Whishaw, B. G. ..	Locomotive ..	N.Z. Machine-gun Section.
Whitaker, J. H. ..	Traffic ..	Wellington Infantry Battalion.
Whitaker, J. V. ..	Traffic ..	No. 1 Field Company, N.Z. Engineers.
Whitehorn, S. H. ..	Maintenance ..	1st Battalion, Wellington Regiment.
Whitfield, G. E. ..	Maintenance ..	N.Z.F.A. Trench-mortar Battery.
Whiting, N. A. ..	Traffic ..	Canterbury Mounted Rifles.
Wiggins, H. A. ..	Traffic ..	2nd Battalion, 3rd Reinforcements.
Wilkes, R. ..	Locomotive ..	N.Z. Medical Corps.
Willcox, G. H. C. ..	Traffic ..	C Company, 3rd Battalion, N.Z.R.B.
Williams, A. F. S. ..	Locomotive ..	53rd Reinforcements.
Williams, F. W. ..	Locomotive ..	48th Specialists.
Williams, G. ..	Locomotive ..	Otago Infantry Battalion.
Williams, H. J. T. ..	Traffic ..	Canterbury Mounted Rifles.
Williams, J. A. B. ..	Traffic ..	1st Battalion, Otago Regiment.
Williams, W. ..	Locomotive ..	1st Battalion, 3rd N.Z.R.B.
Williams, W. E. ..	Traffic ..	F Company, 3rd Reinforcements.
Willicombe, C. W. ..	Locomotive ..	2nd Battalion, Otago Regiment.
Willis, E. J. ..	Locomotive ..	2nd Battalion, 3rd N.Z.R.B.
Wilson, A. ..	Locomotive ..	Otago Infantry Battalion.
Wilson, A. B. D. ..	Locomotive ..	Canterbury Regiment.
Wilson, D. M. ..	Locomotive ..	2nd Battalion, Otago Infantry Regiment.
Wilson, R. ..	Locomotive ..	2nd Battalion, Wellington Infantry Regiment.
Wilson, V. H. G. ..	Locomotive ..	N.Z.R.B.
Wisnofski, A. C. ..	Locomotive ..	N.Z. Army Ordnance Corps.
Wood, O. J. ..	Locomotive ..	N.Z. Medical Corps.
Woodall, A. D. ..	Locomotive ..	1st Battalion, Auckland Regiment.
Wright, J. ..	Locomotive ..	3rd Battalion, 3rd N.Z.R.B.
Wyatt, A. ..	Maintenance ..	D Company, 11th Reinforcements.
Yorston, T. E. M. ..	Traffic ..	1st Battalion, Auckland Infantry Regiment.
Young, F. G. R. ..	Locomotive ..	N.Z. Engineers.

NEW ZEALAND EXPEDITIONARY FORCES.

EMPLOYEES OF RAILWAY SERVICE WHO HAVE JOINED EXPEDITIONARY FORCES.

Abbott, G. R.	Andrews, J.	Ball, H. E.	Beaumont, H. W.
Abbott, J. H.	Andrews, J. R. D.	Ballantine, D.	Beck, G.
Abbott, V.	Anglim, T.	Ballantyne, A. S.	Beck, G. M.
Abernethy, G. C.	Angove, T. J. W. F. G.	Ballantyne, J. M.	Beck, W. C.
Abraham, C. D.	Angus, A. J. C.	Ballantyne, W. W.	Beekman, A.
Abrahams, H. W.	Angus, N.	Balneaves, A. E.	Beer, A. A. G.
Ackland, C. W.	Angus, P. R.	Banfield, W. H.	Beetham, A. M.
Adams, E. R.	Angus, R.	Banks, C.	Begbie, R. C.
Adams, W. T.	Annan, S. F.	Bannerman, E. I.	Begg, A.
Affleck, K. J.	Annibal, R. H.	Barber, W. H.	Begg, I. W. D.
Agnew, M.	Ansell, F. T.	Barber, W. S. J.	Belesky, T. A.
Agnew, W.	Appleton, G. J. C.	Barclay, A. J.	Bell, G. J.
Ahern, L. J.	Arbuckle, E. A. B.	Barclay, G.	Bell, J. C.
Ahern, R. J.	Ardell, G. C.	Barclay, G. L.	Bell, J. H.
Aickin, F. W.	Ardern, W. C.	Barclay, M.	Bell, J. S.
Aickin, T. R.	Arlidge, A. J.	Barker, C.	Bell, W. E.
Aiken, R. V.	Armstrong, A. A.	Barker, W. E.	Bennett, A.
Aitchison, P.	Armstrong, A. K.	Barker, W. G. D.	Bennett, C. F.
Aitken, C.	Armstrong, D. A.	Barlow, J. S.	Bennett, J. W.
Aitken, J. (casual labourer).	Armstrong, J.	Barnard, C. V.	Bennett, N. V.
Aitken, J. (guard).	Arnold, E. J.	Barnes, F. G.	Bennett, P. C.
Aitken, J. F.	Arrowsmith, J. H.	Barnes, G. R. W.	Benrose, J.
Aitken, W. I.	Arrowsmith, W.	Barnes, H.	Benton, E.
Aitken, W. J.	Arthur, L. H.	Barnes, L. C.	Berkett, H. F.
Aldridge, A. G.	Ash, J. A.	Barnes, R.	Bernhard, G. B.
Alexander, H.	Ash, W. J.	Barnes, W. A.	Berrill, L. M.
Alexander, R. W.	Ashley, A. W.	Barnett, B. S.	Berry, E. D.
Alington, A. L.	Ashley, C. J.	Barr, W. G.	Berry, J. S.
Allan, A. R. L.	Ashton, C. S.	Barrett, J. L.	Berry, R.
Allan, C.	Askew, E. J.	Barrett, W.	Berryman, G.
Allan, L. S.	Askew, T. M.	Barrett, W. (Station-master).	Betts, P. H.
Allen, C.	Astwood, J. H.	Barrett, W. E.	Bicknell, F. G.
Allen, J.	Atchison, A. J.	Barris, W.	Biggs, W. A.
Allen, S. G.	Atkins, A. P.	Barrowman, M. F.	Bilcesdon, A. E.
Allen, W. S.	Atkinson, R. C.	Barry, C.	Billington, T. G.
Allender, L. M.	Atkinson, S.	Barry, G.	Bills, H. B.
Allison, G.	Atkinson, W. L.	Barry, J. (fitter).	Bilson, I. S. D.
Allright, R. S.	Aubrey, W. H.	Barry, J. (platelayer).	Binsted, J.
Alquist, F. W.	Auld, H.	Barry, J. H.	Birchfield, C. D.
Alsweiler, I. J.	Auld, W. R.	Barry, J. P.	Birmingham, W.
Alves, R.	Austin, F. O.	Barter, J. C.	Birt, A. L. J.
Ames, H.	Auton, S. M.	Bartle, J. M.	Birtles, J. A.
Amodeo, L. M.	Avey, G. A.	Bartlett, B. E.	Bishell, I.
Ander, A. E.	Avey, L. T.	Barton, H. A.	Bishop, S. A.
Ander, C. L.		Bashford, R. H. P.	Black, A.
Ander, E. F.		Bassett, H. H.	Black, E.
Anderson, C. E.	Bagnall, L. J.	Batchelor, H. J.	Black, E. R.
Anderson, D. D.	Bailey, A. G.	Bate, L. F.	Black, F. D.
Anderson, H. D.	Bailey, L. A.	Bateman, F. H.	Black, N. J.
Anderson, J. J.	Bailey, S. J.	Bateman, H. O.	Black, T. S.
Anderson, N.	Baillie, F. W.	Bateman, J. E.	Blackburn, A. R.
Anderson, P.	Baillie, W. M.	Bateman, T. H.	Blackburn, N. C.
Anderson, S. C. R.	Bainbridge, C. W.	Battersby, R. W.	Blackburn, P.
Anderson, W. A.	Baker, A.	Baxter, A.	Blackburn, R. E.
Anderson, W. C.	Baker, E. J.	Bayldon, T.	Blackburn, T. V.
Anderson, W. T.	Baker, J.	Beardsmore, G. A.	Blacker, J.
Andrew, A. P. L.	Baker, L.	Beardsmore, J. E.	Blackie, J.
Andrew, L. W.	Baker, W. A.	Beaton, R.	Blacklaws, S. T.
Andrews, A. J.	Baker, W. G. E.	Beaton, T.	Blackmore, N. C.
Andrews, E. W.	Baker, W. J.	Beattie, H. E.	Blackmore, W. J.
Andrews, F. W.	Baldwin, R. L. W.	Beauchamp, E. G.	Blackwell, W. G.
Andrews, H. L.	Ball, F. E.	Beaufort, H. C.	Blaikie, A. J.
			Blaikie, S. J.

EMPLOYEES OF RAILWAY SERVICE WHO HAVE JOINED EXPEDITIONARY FORCES—*continued*.

Blair, L. W.	Bremner, W. L.	Burbush, L. C.	Campbell, T. G.
Blair, R. A.	Brenan, A. T.	Burdett, J.	Campbell, T. M.
Blair, T. R.	Brennan, L. J.	Burge, P.	Campbell, W. A.
Blake, A. J.	Breslin, E.	Burke, C. E.	Campbell, W. F.
Blake, D. H.	Brewin, F. C.	Burke, D.	Campion, J. S.
Blakely, B. W.	Brice, C. C.	Burke, D. P.	Cannell, H. N.
Bland, A. J.	Bridges, A. G.	Burnell, T. J.	Cardno, G. A.
Bland, S. G.	Bright, D. N.	Burnett, A.	Carleton, A. H.
Blandford, C. E.	Bright, J. T.	Burnett, P. J.	Carmichael, P. M.
Blanford, A. B.	Bright, L.	Burnley, H. B.	Carnahan, J. A. M.
Blomfield, L. D.	Britton, E. A.	Burns, A. C.	Carr, E. M.
Bluett, H. W.	Broad, C. O. E.	Burns, C. R.	Carrell, A. L.
Bluett, L. L.	Broad, T. E.	Burns, D.	Carroll, F. J.
Bock, E. T.	Brockliss, F. J.	Burns, F. H.	Carroll, J. D. F.
Bode, J. R.	Brogan, W. A.	Burns, J. J.	Carroll, R. C.
Boesley, G. H. J.	Brookie, V. A.	Burns, T. R. L.	Carroll, T. J.
Boeson, M. C.	Brooks, H. H.	Burrell, F. L.	Carruthers, A. K.
Boggs, S. G.	Brooks, T. E.	Burrell, H. E.	Carruthers, M. T.
Bold, C.	Broome, H. S.	Burt, O. C.	Carruthers, R. A.
Bolger, J. C.	Broomhall, W. W.	Burt, T.	Carruthers, W. T.
Bollingher, H.	Brophy, J.	Burton, H.	Carson, M.
Bolton, J. W.	Brosnahan, D.	Burton, H. T.	Carson, W. J.
Bolton, L. M.	Brosnahan, P. J.	Burton, J. A.	Carter, G.
Bolton, W. E.	Brough, L. H.	Burton, J. W.	Carter, H. M.
Bond, A.	Broughton, D. S.	Burton, T. H.	Carter, R.
Bond, J.	Broughton, E. A.	Busby, G. H.	Carter, T.
Bond, P. R.	Browett, C. G.	Bush, M. E.	Casey, A. B.
Bond, R.	Brown, A. C.	Bustard, T. W.	Casey, E. B.
Bond, V. R.	Brown, A. H.	Butler, G. S.	Casey, J.
Bond, W. C.	Brown, A. W.	Butler, G. T. W.	Casey, J. J.
Bonisch, E. J.	Brown, C. J.	Butler, W. M.	Casey, L. F.
Bonnington, F. S.	Brown, C. S.		Casey, T. J.
Booth, A. W.	Brown, D. A.		Casey, W. P.
Booth, G.	Brown, D. H.		Cash, H. A.
Borland, R. W.	Brown, E.	Caddigan, F. O.	Cassels, A. Mc.
Borlase, W. J.	Brown, E. O.	Cahill, J.	Cassey, C. B.
Borough, J. J.	Brown, E. V. H.	Cahill, S.	Cassidy, J.
Bosley, H. E.	Brown, F. J.	Cain, G. J. T.	Cassin, H.
Boswell, R.	Brown, H.	Cain, J.	Cathcart, W.
Boswell, V. R.	Brown, H. C.	Cains, J. M.	Cavanagh, J.
Bousttridge, F. L.	Brown, H. G.	Cairns, A. N.	Cayford, B.
Bowden, H. G.	Brown, J.	Cairns, J.	Chalmers, C. I. F.
Bowden, J. C.	Brown, J. E.	Cairns, R. J.	Chambers, A.
Bowen, G. J. W.	Brown, M. C.	Calcutt, J. E.	Chambers, E. P.
Bower, J. M.	Brown, N. E.	Caldwell, A. S.	Chambers, P. S. H.
Bowles, P. McL.	Brown, R. J.	Caldwell, R. T.	Chammen, H. F.
Bowles, W. B.	Brown, R. L. T.	Callender, E. J.	Champ, C. N.
Bowman, J.	Brown, W.	Callery, J.	Champion, J. R.
Bowman, R.	Browne, J.	Callery, W. F.	Chapman, E. J.
Bowman, W. F.	Brownlee, J.	Callick, W. S.	Chapman, E. W. S.
Bowmar, A. J.	Brownlie, J. H.	Callon, L. E.	Chapman, H. J. L.
Boyce, F.	Bruce, H. S.	Calton, E. A.	Chappell, M. L.
Boyce, H. B.	Bruce, L.	Cameron, A. A.	Charleston, A. A.
Boyd, J. W.	Brunetti, P. D.	Cameron, C. A.	Charlton, A. R.
Boyd, R. J.	Brunton, W. G.	Cameron, C. W. M.	Charlton, G. S.
Boyes, A. C.	Bryant, F. A.	Cameron, J.	Chave, C. V.
Brabyn, R. G.	Bryant, F. G.	Cameron, J.	Chettleburgh, J.
Bradbury, A. F.	Bryant, T.	Cameron, J. R.	Childs, P. W. A. V.
Bradley, E. J.	Bryden, W. C.	Cameron, L. D.	Chisholm, L.
Bradley, F. S.	Brydon, R. O.	Cameron, R. L.	Chitty, W. W.
Bradshaw, G. B.	Buchanan, R. L.	Campbell, D.	Christensen, E. J.
Brady, J. J.	Buckland, C. R. C.	Campbell, G. M.	Christian, E. G.
Braidwood, C. D.	Buckley, J. H.	Campbell, J.	Christie, A.
Braithwaite, H. W.	Buckley, J. R.	Campbell, J. G.	Christie, J.
Brambley, P. R.	Budge, J. A. †	Campbell, L. H.	Christie, W. C.
Bray, A. P.	Bull, H.	Campbell, M. D.	Christie, W. J.
Bray, B. R.	Bullen, C.	Campbell, R. (clerk).	Christopher, J. G.
Bray, H.	Bullin, A.	Campbell, R. (fireman).	Christophers, H. H.
Brebner, R. B.	Bullock, F. J.	Campbell, R. (machinist).	Chudley, L. W.
Breeze, E. S.	Bulman, J.	Campbell, R. H.	Church, A. E.
Bremner, D.	Bulman, T. A. G.	Campbell, T.	Church, F.

EMPLOYEES OF RAILWAY SERVICE WHO HAVE JOINED EXPEDITIONARY FORCES—*continued*.

Church, G. R.	Collins, J. J.	Crawford, T.	Darling, J. G.
Ciochetto, C. V.	Colston, G. W.	Crawley, J. A. M.	Darragh, J. A.
Clapham, H. A. G.	Comber, M.	Craze, S. F.	Darrock, R.
Clapham, J. J. H.	Condon, R. P.	Creamer, S. C.	Dash, S. H.
Clapp, L. M.	Condon, W.	Crean, P. L.	Dasler, A.
Clapp, W. H. E.	Connell, E.	Creed, H. A. W.	Davidson, A.
Clapperton, G. C.	Connell, J.	Creed, P.	Davidson, H.
Clark, A. J.	Connett, F. C. W.	Creed, R.	Davidson, J. H.
Clark, C. H.	Connolly, A. E.	Creighton, J.	Davidson, R. W.
Clark, F. G.	Connolly, E. J.	Cressey, M. E. G.	Davies, F.
Clark, G.	Connolly, L. J.	Crimins, C.	Davies, J. B.
Clark, G. K.	Connor, A. M.	Crisp, C. A. B.	Davies, W. D.
Clark, H. G.	Connor, B.	Critchfield, J. V.	Davis, C. T. F.
Clark, H. J.	Connor, J.	Crocker, T. R.	Davis, E.
Clark, J. A.	Connor, W. W.	Crockett, R. L.	Davis, F. E.
Clark, J. B.	Cook, R. G.	Cronin, J.	Davis, J. A.
Clark, M. B.	Cook, R. J.	Cronin, T.	Davis, L. H. M.
Clark, S. G.	Cook, T.	Cross, A. C.	Davis, M.
Clark, W. J.	Cooke, R. G.	Crossen, L. J. P.	Davison, J. E.
Clarke, A. T.	Cooke, W. F.	Crossen, M.	Dawson, A. E.
Clarke, D. A.	Coombs, H. F.	Crossen, W.	Dawson, R. S.
Clarke, J. F.	Cooney, J.	Crosswell, A.	Dawson, T. A.
Clarke, T.	Cooney, T.	Crouch, F. B.	Day, W. H.
Clarke, W. K.	Cooper, E.	Crouch, F. H.	Dean, A. J.
Clay, J. O.	Cooper, E. A.	Croucher, A. J. H.	DeClifford, L. J.
Clayton, J.	Coote, P. S.	Croucher, F. G.	Dee, H. W. E.
Cleary, J. J.	Coppin, W.	Crowe, E. O.	Deer, M.
Cleary, L.	Corbett, J.	Crowther, J. R.	Deery, S. H.
Cleave, F. T. R. V.	Corbett, R. S.	Cruickshank, W. H.	De Fillipi, D.
Cleave, J. P.	Corcoran, J. P. A.	Cullen, F. C.	Delahoyde, W.
Clemens, C. C.	Corcoran, P. J. L. H.	Cullen, T.	Delahunty, W. J.
Clements, M. G.	Corder, M. L.	Culley, F. J.	Delaney, J.
Cleverley, F. C.	Cornfoot, A. J.	Culley, J. A.	Delaney, N. L.
Cliffe, W. L.	Cornfoot, G. B.	Culpitt, H. W.	Delany, R. A.
Clingberg, W. C.	Cornwall, J. H.	Cummane, S. L.	De Lucca, F. L.
Clive, P. D.	Corson, J. M.	Cummings, J. S.	Dender, F. A.
Cloke, F. G.	Corston, J. R.	Cummins, G.	Dent, C.
Cloke, J.	Cosgriff, J.	Cundy, J. A. F.	Dent, G. B.
Close, P. M.	Cosgriff, M.	Cunneen, J. P.	Dent, H. S. E.
Clunan, P. J.	Cossins, F. E. W.	Cunningham, F. H.	Deuchrass, W.
Coad, P.	Coster, G. W.	Cunningham, W. H.	Devine, J.
Cobden, L. L. B.	Costigan, D. J. P.	Curnow, J. R.	Devine, P. G.
Cochran, J. I. Y.	Costigan, P.	Curran, T.	Devine, T. E.
Cochran, R. D.	Cotter, F. T. P.	Currie, C.	Devlin, J. M. A.
Cockburn, E.	Cottle, S. H.	Currie, K. A.	Devlin, W. H.
Cockerell, A. R.	Couch, W. E.	Curry, W.	Deyell, H. J.
Cockerell, D. B.	Coughlan, J.	Curtis, C. V.	Dick, H.
Cocklin, J. E.	Couling, J.	Curtis, F. L.	Dick, H. J.
Cockroft, A. G.	Counihan, C. P. F.	Curtis, G. M.	Dick, W. J.
Cockshott, G. A.	Couperthwaite, P.	Curtis, T. H.	Dick, W. T.
Codd, R. E.	Coutts, M.	Curtis, V. A.	Dickson, A. F.
Codlin, P.	Cowan, F. H.		Dickson, H. A.
Codling, P.	Cowens, R. J.		Dickson, L.
Coggins, W. A.	Cowie, J. H.		Diebert, R. P.
Cogle, J. F.	Cowley, A.	Dale, Alfred E.	Diggins, D. P.
Cole, R. S.	Cowley, F.	Dale, Archie E.	Dignan, P. J.
Cole, W. A.	Cox, A. E.	Daley, T. P.	Dilliard, T. W.
Cole, W. S. D.	Cox, A. J.	Dalgleish, J. B.	Dimmock, A. R.
Coleman, J. W.	Coxon, T.	Dallard, E. E.	Dine, R. L.
Coles, F. M.	Crabb, W. T.	Dallard, S. D.	Dingle, E. J.
Colgan, H. R. O.	Crack, T. A. A.	Dalley, C.	Dingwall, J. R.
Colgan, J.	Craig, O.	Dalley, J. J. A.	Diver, F.
Colledge, A. M.	Craighead, L.	Dalley, J. T.	Dixon, R. C.
Colley, W. E.	Craw, G.	Dalley, S. M. C.	Dobby, G. T.
Collic, D. R.	Craw, S. S.	Dalton, R. J. W.	Dobbyn, A. J.
Collier, H.	Crawford, A. D.	Dalton, T. D.	Dobson, W. J.
Collings, W. J.	Crawford, A. N.	Dalzell, A.	Dodd, W. J.
Collins, A. H.	Crawford, E. J.	Dance, W. J.	Dodds, J. D. V.
Collins, D. J.	Crawford, G.	Dandy, H.	Doherty, J.
Collins, H. P.	Crawford, H.	Daniel, J.	Doherty, P.
Collins, J. C.	Crawford, S.	Daniels, D. B.	Doidge, O. J.

EMPLOYEES OF RAILWAY SERVICE WHO HAVE JOINED EXPEDITIONARY FORCES—*continued.*

Doig, J.	Edwards, J.	Ferguson, J. H.	Fotheringham, J. E.
Domigan, W. J.	Edwards, R.	Ferguson, R. (Dunedin).	Fotheringham, W. L.
Don, J.	Edwards, S. G.	Ferguson, R. (Ohakune)	Fouhy, W. C.
Donald, E. J.	Edwards, T. A.	Ferguson, R. W.	Fountain, N. C. M.
Donaldson, A. A.	Egan, J.	Ferguson, W. F.	Fowler, R. G.
Donaldson, J. R.	Egan, J. M.	Ferrall, E. T.	Fox, C.
Donne, S. E.	Egglestone, A. R.	Ferriday, J. M.	Fox, W. M. G.
Donnelly, J.	Elder, T. D.	Field, D. J.	Foy, J. M.
Donovan, C. A.	Eley, A. F.	Fielding, F.	Frame, D.
Donovan, E.	Elias, D. D.	Fielding, J. T.	Frame, F. S.
Doogin, W. L.	Elliott, J.	Finch, J. J.	Frame, G. S.
Dooley, J.	Elliott, J. B.	Findlater, J. S.	Francis, J. A. G.
Doran, W. J.	Elliott, R.	Findlay, A. N.	Francis, W. J.
Dormer, A.	Elliott, R. K.	Findlay, J.	Frank, J. F.
Dormer, H. W.	Elliott, T. H. V.	Finlayson, A.	Fraser, A. A.
Douglas, A. L.	Ellis, L. M.	Finlayson, K. C.	Fraser, G. F.
Douglass, J. R.	Ellis, R.	Finlayson, P.	Fraser, G. T.
Dow, J.	Elmsley, L. A.	Finlayson, W. A.	Fraser, J. C.
Dow, J. W.	Elton, J. S.	Firkin, S. S.	Fraser, W. A.
Dowdle, W. P.	Elvy, G. S.	Firman, A. E.	Fray, J. L. H.
Dowker, R. H.	Elvy, H. L.	Firth, M. J.	Freed, F. B.
Downes, D. E.	Elvy, P. K.	Fischer, O. A. E.	Freeman, J. R.
Downes, G. R.	Emerson, A. A.	Fisher, A. J.	French, J.
Downes, T. S.	Emery, L. A. J.	Fisher, G. H.	French, P. W.
Downs, J.	Emmett, A. L.	Fisher, J. T.	Frood, J.
Dowsett, A. R. D.	English, C.	Fitch, J. F.	Fruin, F. G.
Doyle, J. J.	Ennis, W. O.	Fitzgerald, J.	Fruin, F. L.
Doyle, T. R.	Ericson, J. F.	Fitzgerald, J. G.	Fry, F. L.
Dray, T.	Erikson, Z. H.	Fitzgerald, J. J.	Fry, W.
Dreaver, R.	Ettershank, L. R.	Fitzgerald, P. C.	Fulbrook, E. H.
Drewery, L. O.	Eustace, P. H.	Fitzgerald, W. J.	Fulton, H. J.
Driver, R. T.	Evans, D. T.	Fitzmaurice, G. H. B.	Furber, C. P.
Drought, P. E.	Evans, J. H.	Fitzpatrick, A. F.	Furber, P.
Drummond, C. P.	Evans, J. V.	Fitzpatrick, D.	Furey, D. J.
Drury, A. W.	Evans, R. D. J.	Fitzpatrick, J.	Furey, J. P.
Dry, R.	Evans, Stanley.	Fitzpatrick, T.	Furk, R. H.
Duffy, A. N.	Evans, Stephen.	Fitzsimmons, T.	
Duffy, F. R.	Evans, T. H.	Flannagan, T. W.	
Dukes, W. H.	Evans, W. D.	Flannelly, P. T.	
Dunbar, H. W. F.	Evenden, A. H. W.	Fleming, P. T.	Gaffney, T.
Duncan, J.	Ewart, T.	Fletcher, C. T. W.	Galbraith, A.
Duncan, J. F.	Ewbank, H.	Fletcher, E.	Gall, W.
Duncan, W. M.	Ewert, L.	Flett, J.	Gallagher, A. W.
Dunlop, W. T.		Florance, W. L.	Gallagher, C. A.
Dunn, H.		Floreay, V. C.	Gallagher, E. M.
Dunn, J.		Flugge, A. F.	Gallagher, M. J.
Dunn, S. M.	Fahey, M.	Flynn, A. M.	Galvin, G. B.
Dunstan, G.	Fahey, P. M.	Flynn, D. A.	Gambling, E. W.
Duston, C.	Fahey, S.	Flynn, J. D. J.	Gapes, P. F.
Dwan, A. P.	Fahy, E. W.	Flynn, J. P.	Garard, C. R. E.
Dyer, C. F.	Fahy, L.	Flynn, P.	Gardiner, C.
Dyer, N. T.	Fail, P. G.	Foley, W.	Gardner, J. H.
Dykes, W. H.	Fairbairn, G.	Forbes, J. M.	Gardner, W.
Dysart, J. A.	Falconer, A. D.	Ford, A. J.	Garforth, C. A.
Dysart, P. G.	Falla, L. M.	Ford, S. R.	Garlick, R. T.
	Fama, L. C.	Forde, J.	Garner, A.
	Fanselow, H. A.	Forde, J. P.	Garner, J.
	Fanselow, W. S.	Fordham, R. E. W.	Garrick, C. T.
Eadie, J.	Fanzelow, G. H.	Foreman, J. W.	Garty, F.
Eager, J. L.	Farland, C. T.	Forrest, G. A.	Garvey, P.
Eagleson, R.	Farnsworth, E. E.	Forrest, J. H.	Gassard, E. T. D.
Earley, H. A.	Farquharson, W.	Forrest, J. W.	Gatehouse, C. H.
Ebbett, L. G.	Farrell, E.	Forsey, L. J. A.	Gavin, J. V.
Ede, A. J.	Farrell, L.	Forster, T. H.	Gavin, W. F.
Eden, E. W.	Farrow, W. J.	Forsyth, N. L.	Gaw, E. V.
Eden, J. A.	Fearon, A. E.	Forsyth, R.	Gawn, T. G.
Edgeworth, D.	Feasey, F. D.	Forward, A. R.	Gdanitz, M. P.
Edmonds, A. W.	Felton, T. A.	Foster, A. A.	Gedye, A. E.
Edwards, A. M.	Fenton, J. N.	Foster, E. J. (carpenter).	Gee, A.
Edwards, C. P.	Ferguson, A. F.	Foster, E. J. (painter).	Gembitzky, M. F. F.
Edwards, E.	Ferguson, A. L. S.	Foster, J. N.	Gibb, A.

EMPLOYEES OF RAILWAY SERVICE WHO HAVE JOINED EXPEDITIONARY FORCES—*continued*.

Gibb, J. McF. B.	Grant, D. H.	Hall, W. V.	Harrison, G.
Gibb, R.	Grant, H. W.	Hallett, N.	Harrison, T. A.
Gibbs, L. I.	Grant, J. G.	Halley, V. E.	Harrison, T. H. A.
Gibbs, T. J.	Grant, L. N.	Halley, W.	Hartland, J. W.
Gibbs, W. C.	Grant, R. O.	Halligan, W. J.	Hartley, D.
Giblin, J. F. B.	Grant, W. J. V.	Halpin, A.	Hartley, E.
Gibson, A. C.	Grant, W. W.	Halpin, L. G.	Hartneady, J. J. M.
Gibson, A. W.	Gray, A. F.	Halsey, W. B.	Harvey, C. J.
Gibson, J. A.	Gray, C. B.	Halsey, W. J.	Harvey, H. W.
Gibson, T. A.	Gray, D.	Halverson, P. H.	Harvey, L.
Gifford, H. F.	Gray, E. E.	Hamblin, W. J.	Harvey, W.
Gilbert, J. J.	Gray, F. S.	Hamblyn, H. E.	Harwood, H.
Gilbert, L. C.	Gray, G. C.	Hamill, C. P.	Haslemore, J.
Gilchrist, D. G.	Gray, J. A.	Hamilton, A. M.	Hassett, E.
Gilchrist, G.	Greatbach, J. H.	Hamilton, A. R.	Hastedt, K. G.
Gilding, G. H.	Gredsell, W. J.	Hamilton, A. S.	Hastings, N.
Gillespie, H. W.	Green, C. L. F.	Hamilton, J. E.	Hatch, A.
Gillick, J.	Green, H. C.	Hamilton, J. T.	Hatton, J. E.
Gillon, G. R.	Green, J.	Hamilton, W.	Hatwell, F. A. L.
Gillon, J.	Green, J. G.	Hamilton, W.	Haughton, W. V. K.
Gilmore, A. F.	Green, S. W.	Hamlin, B. L.	Haw, F.
Gilmore, R. J.	Green, T.	Hammond, H.	Hawke, H. G.
Gilmour, F. D.	Green, W.	Hammond, J. C.	Hawkey, T.
Ginnane, J.	Greenfield, A. J.	Hammond, L. J. B.	Hawkins, F. J.
Girven, A.	Greenhalgh, E.	Hampton, R.	Haxton, G. W.
Girven, E. A.	Greenslade, J. G.	Hanan, J. A. N.	Haxton, W. T.
Gjersen, E. W. H.	Greenwood, E. P.	Hancock, A. A.	Hay, D. A. H.
Glading, F. A. W.	Greenwood, S. I.	Hancock, J.	Hay, E.
Glasgow, H. E.	Greer, H. A.	Hancock, J. H.	Hay, J. B.
Glastonbury, A. G.	Gregge, H. A. F.	Handcock, R. A.	Hay, J. D.
Gleeson, J.	Greig, A. M.	Handcock, T.	Hay, W. R.
Goddard, S. W.	Grenfell, G. C.	Hanna, J.	Haydon, A. L.
Godfrey, A. H. L.	Gribble, N. W.	Hanna, R.	Hayes, A. P.
Godfrey, A. T.	Grieve, J.	Hannah, A. D.	Hayes, E.
Godfrey, J. A.	Griffin, M.	Hannah, J.	Hayes, J.
Godfrey, W. A. D.	Griffin, T.	Hannan, W. P.	Hayes, W.
Godfrey, W. G.	Grigg, M. H.	Hannigan, J. P.	Hayles, A.
Goff, W. C. D.	Grigg, N. C. M.	Hanrahan, E.	Hayles, R. F.
Going, J.	Grinter, W.	Hansen, H. R.	Hayward, A. R.
Golding, J. S.	Grose, T. S.	Hansen, J. A.	Head, H. R.
Goldsack, W. G.	Grumball, E.	Hanson, W. P.	Head, O.
Gooch, L. C. H.	Guerin, W. B.	Harbridge, W. H.	Heale, A. H.
Good, R.	Guinness, W. J. P.	Harcus, J.	Healey, R.
Goodall, C.	Gunn, J.	Hardbattle, W. J.	Healy, M.
Goodhue, C. N.	Gunn, W. G.	Hardcastle, L.	Heap, E.
Goodhue, L. E.	Guthrie, A. H.	Hardham, W. J.	Heard, G.
Goodley, A.	Guthrie, A. W.	Hardie, A.	Heath, C. M.
Goodley, J. K.	Guthrie, J.	Hardie, R. G.	Heathcote, R. E.
Goodman, H. L.	Guthrie, J. P.	Hardie, W. A.	Heaton, E. D. H.
Gordon, A. J.	Guthrie, M.	Hardiman, W.	Hebditch, W.
Gordon, J.	Guthrie, P.	Harding, A. E.	Hedge, C. G.
Gordon, R. H.	Guthrie, T. J.	Harding, L. C.	Hedges, A. H.
Gordon, W. D.	Gwilliam, G. W. A.	Hardman, F.	Hedlund, A. C.
Gordon, W. E.	Gwynn, W.	Hardy, C. L.	Heginbotham, G. R.
Gordon, W. J.	Gyllies, R. G.	Hare, G. W.	Helm, A. M.
Gorton, P.	Gyton, E. S.	Hare, J.	Henderson, F.
Goss, H. C. L.		Harkess, W. H.	Henderson, H. C.
Goston, L. J.		Harkness, E.	Henderson, H. H.
Gough, D.		Harland, A. E. B.	Henderson, H. S. L.
Govan, D. A.	Haddock, O. H.	Harley, J. C.	Henderson, J. C.
Gow, R. R.	Hailwood, C.	Harper, J.	Henderson, L. A.
Graham, F. J.	Hailwood, J. W.	Harper, J. L. T.	Henderson, M.
Graham, J.	Haire, G. W.	Harper, J. W.	Henderson, N.
Graham, L.	Hales, R. L. P.	Harpur, W. P.	Henderson, R. (labourer)
Graham, T.	Haley, J. L.	Harris, A. C.	Henderson, R. (porter).
Graham, W.	Halkett, F. A.	Harris, A. S.	Henderson, T. J. F.
Grammer, J.	Hall, A. C.	Harris, E. A. H.	Henderson, T. W.
Grammer, W.	Hall, J. H.	Harris, J. H.	Henderson, W.
Granfell, A. E.	Hall, N.	Harris, J. P.	Henley, J.
Grant, A.	Hall, P. F.	Harris, T.	Henry, A.
Grant, A. G.	Hall, W. E.	Harrison, F. W.	Henry, J. W.

EMPLOYEES OF RAILWAY SERVICE WHO HAVE JOINED EXPEDITIONARY FORCES—*continued.*

Henry, L.	Hopkins, W. A.	Jackson, E. S.	Jones, T. B.
Henson, J. H. H.	Hopkinson, L. V.	Jackson, F.	Jones, V. G.
Henwood, A. L.	Hopkirk, R. E. B.	Jackson, F. C.	Jonson, A.
Herbert, S.	Hornblow, H. H.	Jackson, J. G.	Jordan, S. D.
Herd, J. A.	Hornibrooke, W. T.	Jackson, J. T.	Josland, F. W.
Herman, A.	Horrobin, F. W.	Jackson, R.	Joyce, E. C.
Heslin, P.	Horsnell, C.	Jackson, W.	Joyce, J.
Heslip, W.	Horton, D. D.	Jacobs, H. D.	Judd, E. R.
Hewett, M.	Hotere, J.	Jacobson, E.	Judd, G. J.
Hewson, J. C.	Houghton, R.	Jaggat, A. N.	Judd, J.
Hickey, E.	Houliham, T.	James, C.	Julian, D. M.
Hickey, J. D.	Houston, W. H.	James, R. J.	Julian, K. W.
Hickey, L. V.	Howard, C. C.	Jamieson, S. W.	Jull, A. E.
Hickey, M.	Howard, J. A.	Jamieson, R. L.	Jull, J. A.
Hickland, T. J.	Howard, T. J.	Jamieson, W. H.	Junge, C. R.
Hickman, A. C.	Howden, R.	Jansen, F. A.	Junker, C. F. R.
Hiddlestone, J.	Howell, G. W. J.	Jarrett, M.	Jury, L. A.
Higgins, P. C.	Howell, I. J.	Jarvie, W.	Jury, S. D.
Higginson, N. L.	Howell, S. C.	Jary, R. J.	Jury, V. R.
Hignett, G. H.	Howells, I. J.	Jaspers, L.	
Hill, C. G.	Howie, J. A.	Jeffery, R.	
Hill, C. R.	Howie, S. G.	Jemison, W. L.	
Hill, F.	Howie, W. A.	Jenkin, R. M.	Kane, P. J.
Hill, G. D.	Howie, W. J.	Jenkins, A. A.	Katene, F.
Hill, G. H.	Howlett, L. V.	Jenkins, J. E.	Kay, H.
Hill, H. E.	Hoy, J.	Jenkins, W. A.	Kay, J. P.
Hill, J. E.	Hubbard, C.	Jenks, F. E.	Kaye, C. A.
Hill, R. D. H.	Huckstep, B. C.	Jenner, F. T. R.	Keane, J.
Hill, S. R.	Huckstep, L. S.	Jennings, C.	Keane, T. D.
Hill, W. H. A.	Hudson, C. E.	Jessen, J.	Kear, F.
Hill, W. P.	Hudson, T. H.	Jobberns, J.	Kearin, A.
Hilliard, G. V.	Huggins, W.	Johanson, H.	Kearney, E.
Hills, A. H.	Hughes, B.	Johns, F. T.	Kearney, F.
Hilton, J. P.	Hughes, J.	Johns, P. E. A.	Kearney, J. T.
Hintz, H. A. H.	Hughes, W.	Johnsen, C. S.	Keat, L. I.
Hipwell, A. C.	Hughes, W. C.	Johnson, A. E.	Keats, C.
Hirst, E.	Hunt, A. E.	Johnson, E. G.	Keble, G.
Hislop, A.	Hunt, F.	Johnson, J. W.	Keegan, P. J.
Hislop, J. C.	Hunt, W. T.	Johnson, L. S.	Keen, H. P.
Hislop, W. A.	Hunter, A. J.	Johnson, N. W.	Keenan, P. St. J.
Hislop, W. J.	Hunter, E. G.	Johnson, S. H.	Keirle, H.
Hoare, D.	Hunter, H.	Johnson, W.	Keith, A. C.
Hobbs, A. J. W.	Hunter, W. L.	Johnson, W. J.	Keith, W. H.
Hobbs, R. H.	Hurley, J.	Johnston, C. G.	Keleher, M.
Hoddinott, F. J.	Hurdell, A. W.	Johnston, F. C.	Kelleher, H. W.
Hodgman, G. F.	Hutchings, C. R.	Johnston, G.	Kelleher, J.
Hodgson, O. J.	Hutchins, A. R.	Johnston, H.	Kellett, G. E.
Hoe, J. J.	Hutchison, T. D. H.	Johnston, J. E.	Kellett, J. F.
Hoff, L. P.	Hyland, J. J.	Johnston, J. H.	Kelliher, M.
Hogan, G. B.	Hymen, C. H.	Johnston, N. F.	Kelly, F. G.
Hogan, M. J.	Hynes, J. P.	Johnston, P.	Kelly, L. A.
Hogan, T.		Johnston, T.	Kelly, M.
Hogarth, J. Y.		Johnston, W. (Manu- rewa).	Kemble, A. T.
Hogarth, W. W.		Johnston, W. (Thorn- don).	Kemp, R.
Hogg, R. S.	Ibbotson, H.	Johnston, W. C.	Kennedy, D. C.
Hoglund, W. O.	Iles, W. A.	Johnston, W. J.	Kennedy, H. P.
Holland, A. E.	Ingham, H.	Jones, C.	Kennedy, J.
Holland, E. J. L.	Ingpen, F. G.	Jones, C. B.	Kennedy, J. F.
Hollinger, A. J.	Ingpen, S. E.	Jones, C. J. D.	Kennedy, K. J.
Holmes, F. G.	Ingram, C. D.	Jones, D. R. R.	Kennedy, R.
Holt, J. E.	Ingram, S.	Jones, F. A. A.	Kennedy, W. H.
Holt, J. I.	Irving, R.	Jones, F. R.	Kenny, D. J.
Homer, P. G.	Irwin, E. E.	Jones, J.	Kenyon, B. D.
Hongi, E. W.	Islip, E. E.	Jones, J. A.	Kenyon, G. H. S.
Hood, W. D.		Jones, J. T.	Keogh, D. P.
Hooker, L. N.		Jones, K.	Kerambrum, J. B. M.
Hoole, C.		Jones, R. H.	Kernick, J.
Hooper, G. H.	Jackson, A.	Jones, S. E.	Kerr, C. J.
Hooper, G. S.	Jackson, A. E.	Jones, S. R.	Kerr, C. V.
Hooton, J. H.	Jackson, A. W.		Kerr, E.
Hope, W. F.	Jackson, C. P. M.		Kerr, H. R.

EMPLOYEES OF RAILWAY SERVICE WHO HAVE JOINED EXPEDITIONARY FORCES—*continued.*

Kerr, L.	Latta, S.	Lloyd, D. P.	Macown, D. N.
Kerr, R.	Lauder, O. S.	Lloyd, E. L.	Macpherson, N. L. S.
Kerr, R. J. L.	Laveity, E.	Lloyd, G. M.	Madden, H.
Keyes, W.	Lawless, T.	Lloyd, P. F.	Maddock, H.
Kidd, J. J.	Lawlor, D.	Lloyd, T. E. L.	Madeley, S. T.
Kidson, O. L.	Lawlor, J. W.	Lobb, C.	Magnusson, O.
Kiely, P.	Lawrence, A. G. H. D.	Lock, B. G.	Maher, J.
Kiernan, H. A. D.	Lawrence, D. W.	Lockett, R. L. B.	Main, W. J.
Kilburn, D. A.	Lawson, D. W.	Lockhart, R.	Malcon, F. J.
Kilgour, A.	Lawson, J. S. M.	Lockie, L. W.	Male, W. H.
Kilgour, W. J.	Lawson, T. M.	Lockie, N. J.	Mallett, F. J.
Kilkenny, M. H.	Lawson, W. B.	Logie, E. H.	Malmanche, F. H. T.
Killen, J.	Lawton, M. R.	Lok, J.	Malone, J.
Kilner, F. T.	Leahy, C. S.	Long, H.	Malone, C. D.
Kilpatrick, D.	Leathley, G. W.	Long, T.	Maloney, M.
Kimber, G.	Le Brun, A. W.	Long, W. H.	Maloney, W. J.
King, B. F.	Lechner, H. T.	Longstaff, T.	Mandeno, C. C.
King, C. A.	Leckey, J. C.	Looker, J. H.	Manderson, P.
King, F. E.	Le Comte, A. S. D.	Looney, T.	Mangan, W. R.
King, F. L.	Le Comte, J. P. D.	Lord, I. S.	Manley, C. H.
King, G. H. F.	Le Comte, R. A.	Lorimer, H. S.	Manly, E. G. P.
King, J. C.	Ledingham, A. R.	Louden, J.	Mann, S. L.
King, T.	Ledsham, G. R.	Lough, J.	Mann, W.
Kingi, I.	Lee, E.	Lovatt, R. H.	Manning, H. G.
Kinsella, P. T.	Lee, E. W.	Low, A.	Manning, P. S.
Kippenberger, L. J.	Lee, R. C.	Lowry, A. T. B.	Mansell, F. J.
Kirby, F. W.	Leedon, A. G.	Lucas, E.	Mansfield, J.
Kirk, L. B.	Leeves, E. L.	Lucas, J.	Marks, E.
Kirk, W.	Lefevre, E. A. L.	Luckie, T. R.	Marks, S.
Kirk, W.	Leggett, A. E.	Lucy, T. M.	Marquet, J. D.
Kirker, C. G.	Leigh, T. J.	Luhrs, E. O. M.	Marr, R. M.
Kirkwood, G. H.	Leishman, C.	Luhrs, J. A.	Marriott, P. S.
Kirton, T.	Leitch, A. A. K.	Luks, E. F.	Marsh, G.
Kissell, E. N.	Leitch, R. E.	Lumsden, R.	Marsh, J. W.
Kissell, W. G.	Leitch, W. J.	Lunan, J. W. W.	Marshall, A.
Kitto, E. H.	Lennon, A.	Lundon, J.	Marshall, C. D.
Knaggs, W. D.	Lennon, G. E.	Lupton, R. A.	Marshall, D.
Knight, R. P.	Le Noel, N. E.	Luscombe, C. E.	Marshall, D. C.
Knight, S.	Lenz, W. F.	Iyall, J. R.	Marshall, E. J.
Knights, P. W.	Leopold, H. A.	Lynch, A. P.	Marshall, G. A.
Knights, S.	Lepper, E. A. H.	Lynch, H. D.	Marshall, J.
Knock, G. E.	Lepper, J. O. H.	Lynch, M.	Marshall, J. T.
Knowles, T. E.	Lepper, L. H.	Lynch, R.	Marshall, L. L.
Kookoosache, H. F.	Leslie, C. M. H.	Lynn, G. H.	Marshall, R.
Korner, A.	Leslie, T.	Lyons, D. B.	Martin, A. G.
Kummert, A. W.	Leslie, W.	Lyons, J.	Martin, A. V.
Kunst, F. J. H.	Leslie, W. E.	Lyons, M.	Martin, B.
	Leslie, W. M.	Lyster, W. H.	Martin, C. F.
	Letford, F. E.		Martin, E. G.
	Levick, W. A. P.		Martin, E. R.
La Broome, W. T.	Levis, G. A.	MacArthur, J. I.	Martin, E. W.
Laing, R. F.	Levy, J. C.	Macaskill, M.	Martin, F. O.
Laloli, J. H.	Lewin, H. A.	MacCurdy, A. F. A.	Martin, G. T.
Lamb, A. D.	Lewton, E. J. G.	MacDonald, A.	Martin, G. W.
Lambert, A. H. G.	Leydon, B. E. E.	Macdonald, A. W. C.	Martin, H. A.
Lambert, E.	Lilley, C. D.	Macdonald, E. J.	Martin, H. L.
Lambeth, T. A.	Lilley, E. V.	Mace, H. D.	Martin, J.
Lambie, A. L.	Lilley, O. E.	Mace, W. H. C.	Martin, J. A.
Lammas, A. E.	Lilly, W. H. T.	Mack, J. J. G.	Martin, J. A.
Lamont, A.	Lindop, W. H.	Mack, W. G.	Martin, J. H.
Lamont, P.	Lindsay, F. Y.	Mackay, A. J.	Martin, R. R.
Landrebe, G. H. T.	Lindsay, G. L.	Mackay, G. M.	Martin, S.
Lang, C. H.	Lineen, J.	Mackay, J.	Martin, W. A.
Langford, J. G.	Linehan, C. A.	Mackay, J. R.	Martin, W. J.
Langford, H.	Lister, H. R.	Mackay, N. O.	Martis, B. L.
Lanning, E. W.	Litherland, W. J.	Mackay, R. M.	Masciorini, W. J.
Lanyon, G. J.	Little, C. G.	Mackay, W. M.	Mason, A. G. W.
Larsen, J. E.	Little, G.	Mackenzie, A.	Mason, J. K.
Latham, E. R.	Little, H. G.	Mackley, C.	Mason, S. J.
Latimer, A.	Little, J.	MacLachlan, R.	Massicks, E. J.
Latimer, E. R.	Lloyd, D. J. L.	Maclean, H. E.	Masters, A. R.
Latimer, L. H.			

EMPLOYEES OF RAILWAY SERVICE WHO HAVE JOINED EXPEDITIONARY FORCES—*continued.*

Matches, W. T.	Mills, E.	Moylan, E.	McConnell, C. D.
Mather, A. B. W.	Mills, F.	Moyna, E. T. J.	McConnell, R. J. P.
Matheson, J. T.	Mills, F.	Moynihan, D.	McCormack, F. J.
Matheson, N. M.	Mills, W. B.	Muir, H.	McCormick, A. N.
Matheson, R. D.	Mills, W. G.	Muir, J. C.	McCormick, B.
Matthews, C.	Millward, G. R.	Muir, R. M.	McCracken, J. H.
Matthews, L. T.	Millward, L. D.	Muirhead, J.	McCrae, A. R.
Matthewson, W. G.	Milne, C.	Muirhead, J. W.	McCready, R.
Mattingley, F. A.	Milton, A.	Mulcahy, M.	McCready, W. J.
Maxwell, A. C.	Minifie, A.	Mulholland, G.	McCreanor, J.
Maxwell, A. D.	Minola, D. P.	Mullany, C. L.	McCrorie, H.
Maxwell, A. H.	Mintrom, F. H.	Mullany, E. J.	McCrossen, M.
Maxwell, D. M.	Mischefski, F.	Mulligan, E. J.	McCrossen, W.
Maxwell, J. W.	Mitchell, A. M.	Mullins, B. J.	McCubbin, J. C. C.
May, Frank.	Mitchell, D. C.	Mullins, C.	McCullough, H.
May, Frederick.	Mitchell, G.	Mulrooney, F. M.	McCullough, H. S.
May, J. G.	Mitchell, J. B.	Mulroy, A. P.	McCullough, J.
Mayell, A. E.	Mitchell, J. J.	Mulvihill, W.	McCullough, L. F.
Mayes, C. A.	Mitchell, V.	Munn, S. D.	McCurdy, D.
Mayfield, J.	Moar, J. A. S.	Munn, W. G.	McDonald, C.
Mayhew, J. B.	Mochan, J. R.	Munro, A.	McDonald, D. A.
Maylett, A. T.	Moir, E. P.	Munro, H. A.	McDonald, D. C.
Mayo, C. E.	Mole, H. P.	Munro, P. A.	McDonald, E. J.
Meade, H.	Moller, A. W.	Murch, H. C.	McDonald, H.
Meadowcroft, E. H.	Molloney, J. A.	Murcott, S. G.	McDonald, H. E.
Meads, H. T.	Molloy, J. P.	Murdoch, C. F. P.	McDonald, J.
Meagher, J.	Moloney, W. M.	Murfitt, C. L. A.	McDonald, L. F.
Medlin, H. B.	Monro, W.	Murgatroyd, W. H.	McDonald, M.
Mee, J. E.	Monteith, W.	Murison, A. H.	McDonald, W.
Meehan, H.	Montgomery, G. T.	Murphy, J. P.	McDonald, W. J. C.
Meekin, J.	Montgomery, J. A.	Murphy, N.	McDonnell, J. A.
Meikle, T.	Moody, F. H.	Murphy, T.	McDougall, A.
Melican, M. T.	Moody, L.	Murray, A. I.	McDougall, G. M.
Mellor, L. W.	Moon, W. G.	Murray, A. R.	McDougall, H. F.
Melrose, R. M.	Mooney, E. M. A.	Murray, J.	McDougall, J. M.
Melton, W. E.	Mooney, J. P.	Murray, P. J.	McDowell, J.
Menzies, F. W.	Mooney, T. N.	Murray, W. J.	McDowell, R. J.
Menzies, J. W. C.	Moorcroft, S.	Myerscough, R. G.	McDowell, W. G.
Menzies, S.	Moore, E. S.	McAlinden, C. R. M.	McEachen, P. J.
Menzies, T. D. J.	Moore, G.	McAlister, H. J.	McEnirney, P. J.
Merrin, P. F. J.	Moore, G. R.	McAnelly, J.	McErlean, J. P.
Metcalf, J. A.	Moore, J. C.	McAnnally, H. J.	McEwan, D.
Methven, R.	Moorhouse, W. C. S.	McArley, J. L.	McEwin, J. J.
Metrick, J. H. D.	Moorman, W.	McArthur, A. A.	McFarlane, D. S.
Meyenberg, W. R.	Moosman, L. J.	McArthur, J. N.	McFarlane, H.
Meynell, H. F.	Morey, P. H.	McArtney, A.	McFaul, D.
Meyrick, H. H. L.	Morgan, J. W.	McAuley, F. G.	McFaull, J. E.
Michell, C. H. S.	Morgan, W. T.	McAuley, F. H.	McGahan, C. W.
Micklewright, H.	Moroney, E. J.	McAuliffe, W.	McGhee, F. N.
Middlemass, V. C.	Morris, A. W.	McBride, J.	McGill, A.
Middlemiss, W. T.	Morris, E. G. M.	McCabe, B. A.	McIllicuddy, J. D.
Middleton, W.	Morris, E. W.	McCabe, J. P.	McGillion, M. T.
Milburn, G. K.	Morris, H. W.	McCaffery, W. H. G.	McGinn, J. H.
Milburn, R.	Morris, R.	McCallum, W. A.	McGonagle, D. L.
Mildenhall, F. A.	Morris, R. M.	McCarten, F. E.	McGrail, C. H.
Miles, I.	Morrissey, G. P.	McCarthy, D.	McGrath, G.
Miles, M. F.	Morrison, J.	McCarthy, Edmond.	McGrath, H.
Mill, J. W.	Morrison, K.	McCarthy, Edward.	McGrath, J.
Millar, A. G. J.	Morrison, L. F.	McCarthy, J. C.	McGrath, P. M.
Millar, J. S.	Morrison, W. H.	McCarthy, J. J.	McGrath, T. C.
Miller, A.	Morrow, A. F. H.	McCarthy, L. R. S.	McGregor, A. J.
Miller, A. W. I.	Morrow, J.	McCarthy, W.	McGregor, D.
Miller, G. A.	Morrow, T.	McCarthy, W. J.	McGregor, J.
Miller, H. J.	Morton, T. H.	McCaughan, J. M.	McGuire, P. V.
Miller, W.	Mosley, C. C.	McCauley, J.	McIlroy, H.
Miller, W. R.	Moss, H. O.	McChesney, J. F.	McIlwraith, R.
Milliard, J. F.	Moss, T. M.	McCloy, D. G.	McInnes, A. H.
Milligan, P. E. O.	Motion, W. A.	McCombe, J. S.	McInnes, J. T.
Millin, D.	Mouat, F.	McComish, J. D.	McIntosh, J. B.
Millin, W. G.	Mouat, R. D. W.	McConchie, A. G.	McIntosh, L. L.
Mills, A. C.	Mouritsen, H. M.	McConnachie, D. C.	McIntosh, W.

EMPLOYEES OF RAILWAY SERVICE WHO HAVE JOINED EXPEDITIONARY FORCES—*continued*

McIntosh, W. L.	McMinn, W. E.	Norton, H. W.	Otto, C.
McIvor, J.	McMullen, F.	Norton, J. W.	Otto, W. E.
McKain, E. T.	McMullen, H.	Norton, W. J.	Otway, R. A.
McKay, A.	McMurchie, T.		Overend, W. T.
McKay, A. J. L.	McMurtie, D. A.		Owens, J. D. S.
McKay, C. D.	McNeil, A.		Oxenham, T.
McKay, D. O.	McNeil, J. D.	O'Brien, A. M.	
McKay, M. D.	McNeil, L. A.	O'Brien, D.	Page, F.
McKay, N. O.	McNeill, N. J.	O'Brien, E. A.	Page, S.
McKay, R. W.	McNulty, J. E.	O'Brien, J.	Page, W. E.
McKay, W. E.	McPeak, J. R.	O'Brien, N. W.	Paget, A. W.
McKearney, M. P.	McPherson, G.	O'Brien, W. J.	Pallesen, N.
McKeever, W. B.	McQuarrie, E. D.	O'Callaghan, J.	Palmer, A.
McKellar, A. D.	McQueen, J. A.	O'Callaghan, P. J.	Palmer, L.
McKellar, D. I.	McQuillan, H.	O'Callaghan, T. F.	Parfitt, L. C.
McKellar, P. A.	McQuinn, W.	O'Carroll, T. D.	Parker, F. R.
McKenna, D. T.	McRae, J. W. A.	O'Connell, T.	Parker, H. A. J.
McKenzie, A. H.	McRae, T. M. F.	O'Connell, T. M.	Parker, H. G.
McKenzie, J. T.	McSherry, D.	O'Connor, C.	Parker, J. W.
McKenzie, K.	McSwiggan, C. F.	O'Connor, D. J.	Parker, W. E.
McKenzie, M.	McTaggart, J.	O'Connor, E.	Parker, W. H.
McKenzie, W.	McVicar, W. R.	O'Connor, H. J.	Parkes, A. T.
McKenzie, W. L.	McWilliam, F. D.	O'Connor, J.	Parkes, G. W. M.
McKeown, L. B.		O'Connor, M.	Parkin, G. I. H.
McKersey, R.		O'Connor, M. J.	Parkinson, T.
McKie, R. G.		O'Connor, P.	Parmenter, L. J.
McKimmion, R. A.	Nankivell, A.	O'Connor, P. M.	Parnell, A. J.
McKinstry, L. G.	Nash, F.	O'Connor, T.	Parr, E. A.
McKone, J.	Naughton, J.	O'Connor, T. J.	Parr, R. E.
McKone, M.	Neale, J.	O'Doherty, H. E.	Parr, T. E.
McKoy, C. L. H.	Needham, J. I.	O'Donnell, D.	Parsons, C.
McKubre, J. M.	Nees, W.	O'Donnell, J.	Partington, J. H.
McLachlan, J. D. W.	Neeson, P. J.	O'Donnell, P. J. (clerk).	Parvin, H. A.
McLaren, E.	Neill, C. H.	O'Donnell, P. J. (porter).	Pascoe, A. S.
McLaren, P. A.	Neill, J. H. L.	O'Donohue, D.	Passman, J. W.
McLaughlan, W. H.	Neilsen, E. R. B.	O'Flaherty, M. C.	Pateman, H. E.
McLaughlin, A. J.	Neilson, A. L.	O'Hanlon, F. G.	Patterson, W.
McLay, C. R.	Neilson, J. J.	O'Hanlon, W. H.	Patterson, A. G.
McLay, T. B.	Neilson, L.	Okeby, F. T.	Patterson, C. S.
McLean, A. J. W.	Neilson, W.	O'Keeffe, A.	Patterson, E. W.
McLean, A. R.	Nelson, C. A.	O'Keeffe, J.	Patterson, G.
McLean, C. N.	Nelson, G. O.	Oldham, A. W.	Patterson, G. E.
McLean, Felix A.	Nelson, R.	Olds, F. E.	Patterson, J.
McLean, Francis A.	Nerheny, S.	Olds, H. L.	Patterson, L.
McLean, G. H.	Nesbit, A. O.	Olds, W. K.	Patterson, V. A.
McLean, H. E.	Ness, J. J.	O'Leary, D. A.	Patterson, W. P.
McLean, J. Malcolm.	Nevin, F. L.	O'Leary, J. W.	Patterson, W. S.
McLean, J. Murdock.	Newlands, W.	O'Leary, K.	Pattle, T. T. P.
McLean, L. D.	Newman, A. V.	O'Leary, T. D. J.	Patton, H. L.
McLean, T. H.	Newport, C. W.	Oliver, J. W.	Pauling, W. W.
McLennan, A.	Newsam, C. S.	Oliver, L. D.	Pavitt, J. T.
McLennan, T. F.	Newsham, W. P.	O'Loughlin, W. A.	Payne, A. W.
McLeod, H. N.	Newson, S. S.	Olsen, A. E.	Payne, J. P.
McLeod, J. P.	Newton, A. W. H.	Olsen, A. J.	Peach, E. T.
McLeod, K.	Newton, G.	Olsen, N. C.	Pearce, G. G.
McLeod, S. E.	Newton, H.	Olsen, W. J.	Pearce, J. G.
McLeod, W. P.	Nicholls, C. B.	Olson, J. A.	Pearson, A.
McLeod, W. V.	Nicholls, H. M.	O'Neill, W.	Pearson, J. H.
McLew, L.	Nicholson, C. J. S.	O'Reilly, W.	Pearson, J. W.
McMahon, E.	Nicholson, E. C. E.	O'Reilly, W. B.	Pearson, L. R.
McMahon, T. J.	Nicholson, H. K.	Orr, J. S.	Pearson, W. J.
McManus, B.	Nicol, L. G.	Orr, J. S. H.	Peart, S.
McMaster, P.	Nicolson, A. J.	Ory, J. W.	Peck, G. S.
McMaster, R. C.	Nicolson, J. N.	Osborne, L. K.	Peddle, C.
McMeeking, W. J. N.	Nissen, E. C.	Osborne, M. B.	Peden, J. D.
McMillan, A.	Nixon, F. J.	O'Shea, C.	Pedersen, H.
McMillan, A. T.	Noall, R.	O'Shea, W.	Peel, R.
McMillan, J. J. G.	Nobes, G. T.	O'Sullivan, H. J.	Pemberton, E. J.
McMillan, R. P. B.	Nolan, F.	O'Sullivan, J. F.	Penberthy, B. J.
McMillan, W.	Noon, R. G.	O'Sullivan, L. M.	
McMillan, W. C. A.	Norman, J.	Otten, J. B.	

EMPLOYEES OF RAILWAY SERVICE WHO HAVE JOINED EXPEDITIONARY FORCES—*continued.*

Pengelly, R.	Prestidge, F. W. T.	Reid, T. M.	Roger, D. A.
Pennan, R. P.	Preston, W. H.	Reid, W. M.	Rogers, A. A. H.
Pennell, J. J.	Price, A. W. A.	Reidy, D. B.	Rogers, J.
Pepper, S.	Price, C.	Reidy, P.	Rogers, J. I.
Pepperell, R. A.	Price, H. R.	Rendall, T. G.	Rogers, L. E.
Percival, H. R.	Price, H. M.	Renner, E. H.	Rogers, S. D.
Percy, L. C. F.	Prideaux, W. F.	Rennie, J.	Rogerson, A. W.
Percy, W. M.	Priest, A. C. W.	Rennie, W.	Rogerson, F.
Perkins, B. J.	Pritchard, A. J.	Retallick, W. P.	Rohloff, A. F. R.
Perkins, C. A. R.	Pritchard, A. T.	Revell, H. J.	Rolland, A. F.
Perkins, S.	Pritchard, E. H.	Reynolds, A.	Rollings, E. A.
Perrow, A. W.	Procter, G.	Reynolds, J. A.	Rollo, A. C.
Perry, S.	Proctor, N. C.	Reynolds, L. B.	Rollo, C.
Perry, S. H.	Proffit, H. C.	Reynolds, S.	Ronald, J. A.
Persson, O. E.	Prosper, J.	Rhond, C. E.	Rope, R. P.
Peryer, C. N.	Prosser, J.	Rice, J.	Roper, F. V.
Peryer, S. M.	Pugh, F. G.	Rice, M.	Roper, G. L.
Petersen, J. D.	Pullan, J. H.	Richards, S.	Roskruge, E. R.
Petersen, P. A.	Pullan, R. W.	Richards, T. J.	Ross, A. J.
Petersen, R. F.	Pullin, W. F. G.	Richards, V. N. V.	Ross, C. J.
Petherick, H. M.	Punch, F. W.	Richardson, F. J.	Ross, F.
Petterson, W. C. H.	Purves, T.	Richardson, J.	Ross, H. I.
Pettit, C. A.	Pye, W. V.	Richardson, L. E.	Ross, J.
Phaup, T. W.	Pye, W. W.	Richardson, W. R.	Ross, V. F.
Phelan, P. M.		Richdale, H. T.	Ross, W. G.
Phelan, W. P.		Richdale, W. E.	Rothwell, H.
Phillips, C. T.		Richie, A. H.	Round, T. H.
Phillips, H.	Qualter, M. F.	Rickman, J. G.	Rouse, F. J.
Phillips, J.	Quested, W. P.	Riddler, H.	Rout, E. E.
Phillips, J. H.	Quigley, R.	Riddock, A. J.	Rowe, H. S.
Phillips, J. J.	Quine, R. A.	Ridler, H. T.	Rowe, W. H.
Phillips, J. T.	Quinlan, C. P.	Riesop, C. R.	Rowland, A. A.
Phillips, J. W.	Quinn, C.	Riggs, B.	Rowland, C. K.
Philpott, A. C.	Quinn, E. J. F.	Roach, W. R.	Rowland, J. B.
Pickens, J. J.	Quinn, J. F.	Robb, J.	Rowse, A.
Pickering, L.	Quinn, M. H.	Robb, R. D.	Roxburgh, J.
Pickering, R. H.	Quinn, W. J.	Roberts, D.	Ruane, A. T.
Pickup, W.		Roberts, E.	Rudd, H.
Pilkington, J.		Roberts, E. A. A.	Rudd, J. W.
Pilling, S. C.		Roberts, J. P.	Ruff, A. J.
Pillow, F. W.	Radford, A. B.	Roberts, J. R.	Rumble, C. E.
Piper, A. L.	Radford, E. W.	Roberts, J. S.	Rusbatch, A.
Plumb, S. S.	Radford, L. R.	Roberts, L. R.	Ruscoc, H. L.
Pocknall, W. T.	Rae, F.	Roberts, P. G.	Rush, D.
Pointon, R. J.	Raine, R. F.	Roberts, W. H.	Russell, C. E.
Pollard, T.	Ralph, J. W. A.	Robertson, A.	Russell, F.
Pollock, A. R.	Ralston, W. J.	Robertson, A. M.	Russell, L. E.
Pomeroy, W.	Ramsay, J. F.	Robertson, C. B.	Russell, R. D.
Poole, G. T.	Ramsay, J. W.	Robertson, D. C.	Russell, R. M. L.
Poole, H. D.	Ramsay, M. H.	Robertson, D. H.	Rustbatch, A.
Pooley, A.	Ramsay, R. G.	Robertson, D. L. J.	Rutherford, P. A.
Pope, E. B.	Ramsden, C. E.	Robertson, D. M.	Ryan, A.
Pope, H. A.	Rankin, A. J.	Robertson, F. W.	Ryan, C. P.
Pope, W. B.	Rankin, J. M.	Robertson, J. K.	Ryan, E.
Poppleton, G. P.	Rasmussen, C. L. M.	Robertson, J. T.	Ryan, J. P.
Porritt, J. O.	Rasmussen, L. C.	Robertson, R.	Ryan, L. T. J.
Porteous, J. W.	Rattray, A. B.	Robieson, G. H.	Ryan, P. A.
Porter, J. C.	Ravenwood, H. C.	Robinson, A. H.	Ryan, T. (fettler).
Porter, S.	Rawson, R. C.	Robinson, F. J.	Ryan, T. (porter).
Potter, G. S.	Ray, F. C.	Robinson, G. J.	Ryan, T. J.
Potts, J. K.	Ray, L. W.	Robinson, H.	Ryan, T. P.
Power, A. E.	Rayner, J.	Robinson, H. S.	Ryan, W.
Power, J. M.	Read, F. J.	Robinson, T. V.	Ryan, W. H.
Power, M. J.	Redpath, C. A.	Robinson, W. H.	Ryan, W. J.
Pratt, A. M.	Reed, J. A.	Robson, J. B.	Ryde, B. F. A.
Prendergast, J. J.	Reed, S. H.	Roche, J.	Ryder, B. H.
Prendergast, T.	Reeve, B. L. R.	Rodgers, P. J.	
Prenderville, E. C.	Reeve, E. J.	Rodgerson, R.	
Prentice, L. K.	Reid, James.	Roe, D. H.	
Prentice, W. R.	Reid, John.	Roe, D. J.	Sage, A. H.
Prentis, V. E.	Reid, J. K.	Roger, D.	Salt, C. H.

EMPLOYEES OF RAILWAY SERVICE WHO HAVE JOINED EXPEDITIONARY FORCES—*continued*.

Salt, H. F.	Siddall, C.	Smith, P. C.	Strachan, T. W.
Samson, W.	Sievwright, G. L.	Smith, R. E.	Stratford, L. H.
Samuel, J. J.	Silcock, A. R. F.	Smith, R. J.	Strickett, F. W.
Samuel, W.	Sillick, J. J.	Smith, S. E.	Strickett, R. G.
Sanderson, A. R.	Silvester, G. F.	Smith, W.	Stringer, A. E.
Sandford, H. W. H.	Simmers, G. A. K.	Smith, W. B.	Stringer, N. M.
Sangster, W.	Simmonds, H.	Smith, W. L.	Stringleman, E. S.
Sara, J. E.	Simmonds, L. G.	Smylie, A.	Stuart, G. L.
Sargent, W. J.	Simmonds, W. H.	Smyrk, E. W.	Stuart, J.
Saunders, E.	Simmonds, W. H. R.	Sneddon, D. D.	Stuart, W. G.
Saunders, F. G.	Simmons, W. C.	Snelling, J. M.	Sturgess, F. W.
Saunders, J.	Simmons, W. H.	Snow, R. J.	Sturgess, H. L.
Saunders, W. A.	Simons, A. S.	Snowden, A. C.	Styles, W. W.
Savage, H. G.	Simpkins, H.	Sole, H. J.	Suckling, M. J.
Saville, G. H.	Simpson, A.	Somerville, J. M.	Sullivan, B.
Sawers, J.	Simpson, E. G.	Soulsby, J.	Sullivan, F. J.
Scanlan, T.	Simpson, F. W. (Inver-	Southwell, R. H. S.	Sullivan, J.
Scannell, M.	cargill).	Sowerby, F. H.	Sullivan, J. (iron-ma-
Schaufelberger, F.	Simpson, F. W. (Petone).	Sowerby, L. G.	chinist).
Schaw, A. H.	Simpson, G.	Sparks, A. M.	Sullivan, J. B.
Schaw, H. J.	Simpson, G. R.	Spear, P. B.	Sullivan, S. P.
Schroder, L. W. T.	Simpson, H.	Spencer, H. G.	Sunnex, T. A.
Schroeder, E. P. G.	Simpson, J.	Spencer, R. T.	Suters, C. G.
Schultz, W. T.	Simpson, P. R.	Spiers, B.	Sutherland, A.
Scott, A.	Simpson, S.	Spillane, C.	Sutherland, A. E.
Scott, A. M. L.	Simpson, W. G.	Spowart, M. W.	Sutherland, D. W.
Scott, A. N.	Sims, C. J. G.	Stanborough, H.	Sutherland, F. N.
Scott, A. T.	Sinclair, E. M.	Stanley, B. T.	Sutherland, F. V.
Scott, C.	Sincock, E. L.	Stanley, W. S. T.	Sutherland, H.
Scott, F. W.	Singer, F.	Stanley, W. S. T.	Sutherland, M.
Scott, H. R.	Sinnott, D. F.	Stansell, L. B.	Sutherland, T.
Scott, J. A.	Sired, P. C.	Stanton, A. R.	Sutherland, W. A.
Scott, J. C.	Sirett, G. E.	Starkey, L. E.	Sutton, G. H.
Scott, J. J.	Sirett, G. L.	Starnes, J.	Swann, G.
Scott, W. F.	Sisley, H. C.	Staunton, A. R.	Swanson, A. G. A.
Scott, W. G. R.	Skellon, I. H.	Stead, R. M.	Sweeney, J.
Scoullar, J. S.	Skelton, W. G.	Stedman, S. I.	Sweetman, M.
Scoullar, W. A.	Skilling, E. G.	Steel, J. A.	Swindale, E.
Scully, M.	Skilton, E. A.	Steele, J. W. C.	Swinney, R.
Scully, P. A.	Skjoth, C. H.	Steer, G. S.	Syder, H. C.
Seabourn, A. A.	Slater, D. M.	Steer, W. S.	Sykes, J. W.
Seager, H. E.	Slater, T. G.	Steers, H. A.	Sykes, L. J.
Seccombe, A. P.	Slatter, H. A.	Stemp, H. L.	Syme, R.
Selby, W. G.	Slatter, J. A.	Stephens, F. J.	Syme, R. A.
Semple, J. N.	Slaughter, H. V. M.	Stephenson, A. O.	Symes, H. A.
Semple, W. S.	Sloan, M. J.	Stephenson, T. H.	Symister, H. C.
Setter, W. R.	Sloan, T. C.	Stevens, A. M.	Symister, S. R. W.
Sexton, M. D.	Slodden, J. E.	Stevens, H. E.	Symonds, A. H.
Seyb, J.	Smale, R. R.	Stevens, J.	Symonds, C. J.
Shannon, E. A.	Small, C. R.	Stevens, R. B.	Symonds, C. T.
Shardlow, A. J.	Small, E. M. P.	Stevenson, P. H.	Symons, B.
Sharman, J. I.	Small, F. J. D.	Stewart, A. G.	
Sharp, T.	Smith, A.	Stewart, C.	
Shaw, E. A.	Smith, A. A.	Stewart, C. W.	
Shaw, G. E.	Smith, A. B.	Stewart, D.	
Shea, J. H.	Smith, A. L.	Stewart, D. M. A.	
Sheary, G. H.	Smith, A. V.	Stewart, J.	
Sheldon, G. M.	Smith, B. A.	Stewart, W. D.	
Shelley, J. M.	Smith, C. H.	Stewart, W. E.	
Shepherd, J. W.	Smith, C. L.	Stewart, W. L.	
Shepherd, T.	Smith, C. R.	Still, A. E.	
Sheppard, J. H.	Smith, E.	Stimpson, A. M.	
Sherburd, E. H. C.	Smith, F. H.	Stimpson, C. S.	
Sherlock, H. C.	Smith, F. J.	Stock, E. P.	
Sherlock, W.	Smith, F. W.	Stockdale, T. H.	
Sherratt, A. S.	Smith, G. S.	Stockdale, W.	
Sherwood, S. H.	Smith, H. L. P.	Stokes, A. J. S.	
Shirley, A. E.	Smith, H. M.	Stokes, C. H.	
Shirley, H. H. O.	Smith, J. H. E.	Storey, T. H.	
Shore, W. H.	Smith, L.	Stout, R. G. K.	
Short, J.	Smith, N. R.	Strachan, J. B.	
			Talbot, F. W. J.
			Tandy, J. G.
			Tangney, B.
			Tangney, F.
			Tapsell, R. R.
			Tarrant, L. T.
			Tarrant, W. P.
			Tassell, S. T.
			Tatham, L. J.
			Tawhai, H. T.
			Taylor, A. F.
			Taylor, F. E.
			Taylor, H. A.
			Taylor, H. K.
			Taylor, H. T. H.
			Taylor, J. C.
			Taylor, J. J.

EMPLOYEES OF RAILWAY SERVICE WHO HAVE JOINED EXPEDITIONARY FORCES—*continued.*

Taylor, J. M.	Titchener, W. H.	Vollenaere, A. J.	Weir, J. K.
Taylor, P. A.	Todd, C. M.	Von Keisenberg, L. E.	Weir, R.
Taylor, S.	Todd, J.	Vosper, E. J. L.	Weir, W. C.
Taylor, S. A. R.	Todd, W.		Weld, A. G.
Taylor, T. C.	Tolhurst, H. H.		Wells, W. E. A.
Taylor, W.	Tomkies, W. E.		Wellings, W.
Taylor, W. C.	Tomkins, A. E. W.	Wagstaff, F.	Wellman, G. C.
Taylor, W. L.	Tomkins, W. E.	Wakefield, E. W.	Wells, K. C.
Teague, H.	Toner, E. S.	Wakefield, T. O.	Wellsted, A. W.
Teape, T. H. F.	Toner, J.	Wakelin, H. J.	Welsh, C. W. J.
Teasdale, J. W.	Tonge, C. H. A.	Wakelin, L. T.	Welsh, J.
Telfer, D. J.	Tonkin, R. E.	Walinek, J.	West, H. C.
Tempest, E.	Torrens, A. E.	Walker, A. (fitter).	West, J. B.
Tennet, A. W.	Towers, A. D.	Walker, A. (porter).	West, R. S.
Tepene, A. F. W.	Townes, J. H.	Walker, A. T.	Westerby, W. J.
Tercel, F. J.	Townsend, F. P.	Walker, A. W.	Westerholm, N. B. O.
Tercel, L. A.	Trask, A. E.	Walker, C. E. S.	Westfield, A.
Terras, R. M.	Traver, N. W.	Walker, J.	Westneat, F. R.
Terrell, F. H.	Trench, J.	Walker, P.	Wharepapa, T.
Terry, J. H.	Treise, N. E.	Walker, R. J.	Wheeler, E. R.
Teward, T.	Trevor-Smith, H. S.	Walker, R. R. J.	Wheldon, A. J.
Theakstone, J. E.	Treweek, C. W.	Wall, D. D.	Whishaw, B. G.
Thom, A.	Trewern, H. A.	Wallace, C. D.	Whisker, N. E.
Thomas, A. C.	Triggs, A. W.	Wallace, F. J.	Whitaker, J. H.
Thomas, A. R.	Trim, F. E.	Wallace, G. N.	Whitaker, J. V.
Thomas, C. R.	Tritt, W. C.	Wallace, J.	White, A. G. F.
Thomas, C. W.	Trolove, F. L. A.	Wallace, J. R.	White, A. M. L.
Thomas, D.	Troon, F. A.	Wallace, K. J.	White, C. W. S.
Thomas, F. V.	Troon, H. W.	Wallace, L. R.	White, D. L.
Thomas, G. H.	Trott, V. U.	Wallace, P. C.	White, F. G.
Thomas, G. W.	Trower, A. L.	Wallace, R. W.	White, G. C.
Thomas, J. H.	Trowland, R.	Waller, W. J.	White, J. L.
Thomas, J. S.	Truman, L. R.	Wallis, J.	White, M. J.
Thomas, L. A.	Truman, T. H.	Walls, W. R. G.	White, P.
Thomas, R. P.	Tuck, C. J.	Walsh, B. A.	White, R. L.
Thomas, S.	Tucker, C.	Walsh, F. M.	White, T.
Thompson, A.	Tucker, J. N.	Walsh, L. N. E.	White, T. F.
Thompson, A. A.	Tuckey, L. C.	Walters, C.	White, T. G. O.
Thompson, B. J.	Tullett, A. J.	Walters, J. G. C.	White, W. A.
Thompson, C. C.	Tunbridge, P. A.	Wansbone, J.	White, W. G.
Thompson, C. P.	Turkington, G.	Ward, A. L.	White, W. J.
Thompson, C. W.	Turkington, W.	Ward, B.	Whiteacre, R. G.
Thompson, E.	Turkington, W. M.	Ward, C. T. A.	Whitehead, W. J.
Thompson, J. A.	Turley, J. D.	Ward, C. W.	Whitehorn, S. H.
Thompson, J. H.	Turner, E. G.	Ward, H. T.	Whiten, S.
Thompson, L. A.	Turner, F.	Wareham, W. H.	Whitfield, E. G.
Thompson, M. W.	Turner, W.	Warren, C. H.	Whitfield, G. E.
Thompson, R.	Turner, W. H.	Warren, T. G.	Whiting, G. R.
Thompson, W. J.	Turnpenny, G. J.	Washington, M. C.	Whiting, N. A.
Thompson, W. R.	Turnwald, B. J.	Waters, M.	Whiting, T.
Thomson, D. N.	Tutt, A. D.	Watkins, R.	Whittaker, G. C.
Thomson, E. J.	Twidle, R.	Watling, A. J.	Whittington, S. G.
Thomson, F. H.	Tyack, W. H.	Watson, C. R.	Whittlestone, C. T.
Thomson, G. W. G.	Tye, T.	Watson, C. W. R.	Wiggins, H. A.
Thomson, J. G.		Watson, G. G.	Wiggzell, P. G. A.
Thomson, M. M.		Watson, R.	Wildermoth, L. H.
Thomson, W. T. H.		Watt, G. A.	Wilkes, R.
Thorn, G. B.	Valentine, W. J.	Watt, J. (fitter).	Wilkinson, N.
Thorn, J.	Varney, R. D. A.	Watt, J. (shunter).	Will, A. B.
Thornton, W.	Vaughan, P. J.	Watt, R. J.	Willcox, G. H. C.
Thorpe, H.	Vaughan, R. P.	Wattam, R. E.	Williams, A. J.
Thrupp, G. E.	Vause, F.	Watts, E. F.	Williams, A. P.
Thurlow, G. F.	Vernon, J. S. F.	Weale, J. P.	Williams, A. V.
Thwaites, T.	Veysey, E. W.	Webb, J. S.	Williams, C. F. T.
Tierney, G. T.	Veysey, R.	Webb, W.	Williams, C. R.
Till, A. C.	Vial, J. M.	Webb, W. W.	Williams, F. W. (clerk).
Timings, M. T.	Vile, F. C. R.	Webber, J. H.	Williams, F. W. (fitter).
Timlin, P. J.	Viles, S. S.	Webster, G. F.	Williams, G.
Timmins, E.	Vincent, A. E.	Weeber, R. J. S.	Williams, G. L.
Tims, F. S. V.	Vincent, L. M.	Weenink, C. B.	Williams, H. J. T.
Tippett, A. A.	Voice, H. W.	Weir, A. C.	Williams, J.

EMPLOYEES OF RAILWAY SERVICE WHO HAVE JOINED EXPEDITIONARY FORCES—*continued*.

Williams, J. H.	Wilson, E. H.	Witbroeck, F. C. W.	Wright, J. W.
Williams, J. H. B.	Wilson, F.	Withers, C. H.	Wright, P. J.
Williams, L.	Wilson, F. C.	Withers, M. E.	Wright, W.
Williams, R. E.	Wilson, F. W.	Wood, O. J.	Wright, W. A. & H.
Williams, R. P.	Wilson, G. M.	Woodall, A. D.	Wright, W. J.
Williams, T. E. A.	Wilson, G. R.	Woodfield, J. L.	Wyatt, A.
Williams, T. J.	Wilson, James.	Woodhead, C. D.	Wylde, B.
Williams, T. L.	Wilson, John.	Woodhill, J. T.	
Williams, W.	Wilson, Joseph.	Woodrow, T. M.	
Williams, W. A.	Wilson, J. A.	Woodrow, W. W.	
Williams, W. E. (cleaner).	Wilson, J. C.	Woods, E. L.	
Williams, W. E. (porter).	Wilson, J. M.	Woods, L. V.	Yardley, G. D. K.
Williams, W. H.	Wilson, J. O.	Woods, N. G.	Yates, A. W.
Williams, W. P.	Wilson, J. W.	Woodsford, C.	Yorsten, T. E. M.
Williamson, H. M.	Wilson, R.	Woollett, W.	Young, C. H.
Williamson, L. J.	Wilson, R. G. J.	Woollett, W. H.	Young, F. G. R.
Williamson, N. L.	Wilson, R. J.	Woolley, D. S.	Young, J. B.
Williamson, T. J.	Wilson, R. L.	Wormald, G. H.	Young, J. F. H.
Willicombe, C. W.	Wilson, V. H. G.	Worsfold, J. H.	Young, J. R.
Willis, E. J.	Wilson, W. D.	Worsfold, W. E.	Young, R. R.
Willis, P. G.	Wilson, W. E.	Wotherspoon, J.	Young, R. W. F.
Wills, W. O.	Wilson, W. H.	Wrack, C. S.	Young, W. J.
Willsted, W. B.	Wilton, A. H.	Wray, W. G.	Younge, G. S.
Wilsher, A. E.	Wilton, H. O.	Wray, W. J.	Younger, D.
Wilson, A. (cleaner).	Winder, F. J.	Wren, T.	Youngson, A.
Wilson, A. (porter).	Windus, L. V.	Wren, V.	Yule, A. A.
Wilson, A. D. B.	Winter, A. E.	Wright, A. H. B.	
Wilson, A. G. H.	Winter, D. W.	Wright, C. E.	
Wilson, C. G.	Winter, R. G.	Wright, G. M.	
Wilson, D. M.	Winter, W. G.	Wright, J.	
Wilson, D. V.	Wisnofski, A. C.	Wright, J. H.	Zellman, Otto.

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ACCOMPANYING ANNUAL REPORT OF THE GENERAL MANAGER OF NEW ZEALAND
GOVERNMENT RAILWAYS, 1918-1919.

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2. General Expenditure Account.
3. Details of Classified Expenditure.
4. Classified Expenditure and Revenue, and Proportion of each Class to Mileage and Revenue.
5. Comparative Statement of Passenger and Goods Traffic.
6. Cost of Construction. Net Revenue, and Rate of Interest on Capital.
7. Expenditure under Vote " Additions to Open Lines " charged to Capital Account.
8. Classified Maintenance Expenditure.
9. Statement of Season Tickets issued.
10. Number of Employees.
11. Return of Passenger Bookings at Excursion Fares.
12. Revenue of Stations.
13. Carriage and Wagon Stock, and Tarpaulins.
14. Locomotive Stock.
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UNITED STATES

AGRICULTURAL EXPERIMENT STATIONS
REPORT OF THE DIRECTOR

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4. Details of personnel and proportion of work done to the work.
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95. Details of the work done.
96. Details of the work done.
97. Details of the work done.
98. Details of the work done.
99. Details of the work done.
100. Details of the work done.

RETURN NO. 1.

GENERAL REVENUE ACCOUNT FOR THE YEAR ENDED 31ST MARCH, 1919.

Dr.	£	s.	d.	Cr.	£	s.	d.
To Cash in hand, freights, &c., outstanding at stations, 1st April, 1918 ..	146,811	8	5	By Gross payment to Public Account ..	5,228,962	5	6
Revenue from passenger, parcels, and goods traffic, as per Return No. 5 ..	4,988,632	6	7	Less collections for refund ..	258,116	11	11
				Cash in hand, freights, &c., outstanding at stations, 31st March, 1919 ..	*4,970,845	13	7
					164,598	1	5
					<u>£5,135,443</u>	<u>15</u>	<u>0</u>
To Net payment to Public Account..				By Working-expenses, as per Return No. 4 ..	3,308,574	10	5
Less cash in hand, freights, &c., outstanding at stations, 1st April, 1918, as above ..	4,970,845	13	7	Balance—Net earnings, available for interest ..	1,680,057	16	2
	146,811	8	5	* Receipts as per Treasury accounts ..	£4,975,445	3	2
				Balance, Refund Account, 31st March, 1918, as below ..	20,112	13	1
					4,995,557	16	3
				Balance, Refund Account, 31st March, 1919, as below ..	24,712	2	8
					<u>£4,970,845</u>	<u>13</u>	<u>7</u>
Cash in hand, freights, &c., outstanding at stations, 31st March, 1919, as above	164,598	1	5				
	<u>£4,988,632</u>	<u>6</u>	<u>7</u>				
					<u>£4,988,632</u>	<u>6</u>	<u>7</u>

33

COLLECTIONS FOR REFUND TO HARBOUR BOARDS, SHIPPING COMPANIES, CARRIERS, ETC., FOR THE YEAR ENDED 31ST MARCH, 1919.

Dr.	£	s.	d.	Cr.	£	s.	d.
To Balance brought forward, 1st April, 1918 ..	20,112	13	1	By Treasury payments ..	253,517	2	4
Collections for refund ..	258,116	11	11	Balance, 31st March, 1919, carried forward ..	24,712	2	8
					<u>£278,229</u>	<u>5</u>	<u>0</u>

J. MACDONALD, Chief Accountant.

RETURN NO. 2.

GENERAL EXPENDITURE ACCOUNT FOR THE YEAR ENDED 31ST MARCH, 1919.

[illegible]

J. J. MACDONALD, Chief Accountant.

RETURN NO. 3.
CLASSIFIED EXPENDITURE FOR THE YEAR ENDED 31st MARCH, 1919.

Section.	Maintenance of Way and Works.										Locomotive Power.						Carriages.	Wagons.	Traffic.	Head Office.	Departmental Offices.	Lake Wakatipu Steamers.	Totals.																																																																																																																																																																																																																																																																																																																																																																																																																																						
	Permanent-way.		Structures.		Buildings.		Miscellaneous.		General Charges.		Total.		Working Locomotives.		Fuel and Water.									Oil, Tallow, &c.		Renewals and Repairs.		General Charges.		Total.																																																																																																																																																																																																																																																																																																																																																																																																																															
WAGES AND SERVICES.																																																																																																																																																																																																																																																																																																																																																																																																																																																													
	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.																																																																																																																																																																																																																																																																																																																																																																																																																									
Whangarei	8,894	10	6	2,804	10	7	1,112	5	11	..	..	..	12,811	7	0	4,938	17	11	206	6	6	..	..	..	7,298	6	10	471	8	2	1,445	19	7	9,004	4	1	420	19	6	1,277	16	10	..	..	..	32,730	2	0																																																																																																																																																																																																																																																																																																																																																																																																													
Kaihu	2,214	12	2	1,573	14	0	254	2	10	19	6	2	4,061	15	2	601	2	9	11	12	8	..	..	..	868	12	0	42	2	6	251	8	9	1,378	15	1	47	2	7	33	17	11	..	..	..	6,683	14	0																																																																																																																																																																																																																																																																																																																																																																																																													
Gisborne	9,374	11	4	1,511	6	3	934	6	9	..	..	..	11,820	4	4	2,367	10	3	126	18	9	..	..	..	1,297	8	6	257	0	3	556	12	10	3,981	3	3	235	9	7	169	0	0	..	..	..	20,811	7	9																																																																																																																																																																																																																																																																																																																																																																																																													
North Island Main Lines and Branches	174,764	19	4	54,567	0	5	31,985	18	7	2,233	14	9	..	263,551	13	1	176,815	12	11	12,781	8	9	..	..	..	75,833	16	10	..	..	..	265,430	18	6	36,448	2	4	55,794	11	8	457,792	2	0	21,752	16	3	49,088	7	5	..	..	..	1,149,858	11	3																																																																																																																																																																																																																																																																																																																																																																																																						
South Island Main Lines and Branches	167,834	12	7	35,748	9	1	32,179	10	3	790	1	0	..	236,552	12	11	113,723	19	10	9,867	3	2	..	..	..	57,994	4	7	..	..	..	181,585	7	7	22,384	4	8	35,612	10	2	360,720	1	1	13,006	11	0	33,200	15	9	..	..	..	883,062	3	2																																																																																																																																																																																																																																																																																																																																																																																																						
Westland	22,456	19	0	4,836	9	10	2,253	11	5	73	3	2	..	29,620	3	5	11,041	19	5	520	5	10	..	..	..	4,472	18	9	..	..	..	16,635	4	0	1,447	3	6	5,784	6	3	27,857	8	3	1,178	3	3	4,201	17	8	..	..	..	86,724	6	4																																																																																																																																																																																																																																																																																																																																																																																																						
Westport	6,268	16	10	1,264	11	1	430	12	9	..	..	..	7,964	0	8	6,672	19	4	375	3	4	..	..	..	2,033	8	5	..	..	..	9,081	11	1	610	13	8	5,835	13	7	16,445	10	0	797	5	3	3,166	1	8	..	..	..	43,900	15	11																																																																																																																																																																																																																																																																																																																																																																																																							
Nelson	6,489	3	1	2,521	9	4	497	11	9	78	2	5	..	9,586	6	7	2,550	3	6	105	15	6	..	..	..	1,079	2	0	..	..	..	3,735	1	0	557	14	0	484	14	6	11,347	4	1	265	10	3	190	18	2	..	..	..	26,167	8	7																																																																																																																																																																																																																																																																																																																																																																																																						
Pictou	7,025	14	4	1,805	6	4	523	17	8	16	5	4	..	9,371	3	8	3,095	6	8	98	16	7	..	..	..	1,309	9	5	..	..	..	4,503	12	8	340	5	7	805	10	2	6,775	10	7	229	0	9	165	6	1	..	..	..	22,190	9	6																																																																																																																																																																																																																																																																																																																																																																																																						
Lake Wakatipu Steamers	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	5,012	17	1	..	..	..	5,012	17	1																																																																																																																																																																																																																																																																																																																																																																																																			
Total	405,323	19	2	106,632	16	11	70,171	17	11	3,210	12	10	..	585,339	6	10	322,407	12	7	24,093	11	1	..	..	..	146,429	7	6	..	..	..	492,930	11	2	62,558	14	8	106,571	7	6	895,301	18	5	37,932	18	5	91,494	1	6	5,012	17	1	2,277,141	15	7																																																																																																																																																																																																																																																																																																																																																																																																						
STORES.																																																																																																																																																																																																																																																																																																																																																																																																																																																													
Whangarei	1,455	17	8	482	12	2	738	14	5	..	..	..	2,677	4	3	..	..	..	3,336	10	6	364	11	10	..	892	19	4	..	..	..	4,594	1	8	277	16	7	1,073	15	5	873	10	10	48	4	4	9	3	10	..	..	..	9,553	16	11																																																																																																																																																																																																																																																																																																																																																																																																						
Kaihu	646	18	6	198	11	9	30	14	4	8	1	4	..	884	5	11	..	..	..	481	16	8	40	16	0	..	42	0	0	..	..	..	564	12	8	15	14	10	79	19	9	120	0	8	5	7	4	1	0	10	..	..	..	1,671	2	0																																																																																																																																																																																																																																																																																																																																																																																																					
Gisborne	387	4	3	1,057	10	4	674	1	3	..	..	..	2,118	15	10	..	..	..	4,400	14	4	289	15	4	..	779	10	1	..	..	..	5,469	19	9	307	8	1	314	7	8	438	9	0	26	13	2	5	4	10	..	..	..	8,680	18	4																																																																																																																																																																																																																																																																																																																																																																																																						
North Island Main Lines and Branches	17,693	17	6	16,077	18	0	23,065	8	4	1,763	18	6	..	58,601	2	4	..	..	..	279,374	16	3	12,286	13	0	..	35,091	3	3	..	..	..	326,752	12	6	20,746	18	1	23,166	18	0	37,575	2	4	2,487	8	10	478	9	1	..	..	..	469,808	11	2																																																																																																																																																																																																																																																																																																																																																																																																					
South Island Main Lines and Branches	9,947	6	8	11,201	12	4	25,689	19	11	1,410	17	11	..	48,249	16	10	..	..	..	146,500	9	11	6,207	7	11	..	22,211	6	3	..	..	..	174,919	4	1	9,416	4	8	15,663	15	0	23,991	10	1	1,512	4	11	289	0	2	..	..	..	274,041	15	9																																																																																																																																																																																																																																																																																																																																																																																																					
Westland	2,812	7	9	1,760	1	9	1,473	11	7	56	11	0	..	6,102	12	1	..	..	..	4,994	18	3	943	10	5	..	2,202	9	6	..	..	..	8,140	18	2	884	5	3	2,722	8	10	2,511	0	3	133	19	2	25	13	5	..	..	..	20,520	17	2																																																																																																																																																																																																																																																																																																																																																																																																					
Westport	1,381	8	9	380	1	1	332	2	7	..	..	..	2,093	12	5	..	..	..	3,576	5	7	383	15	6	..	496	18	11	..	..	..	4,457	0	0	205	6	0	973	12	7	1,302	15	7	90	13	11	17	5	1	..	..	..	9,140	5	7																																																																																																																																																																																																																																																																																																																																																																																																						
Nelson	746	9	3	693	13	2	329	17	4	2	17	2	..	1,772	16	11	..	..	..	2,745	7	8	127	8	4	..	532	11	10	..	..	..	3,405	7	10	249	3	1	260	0	9	742	8	0	31	1	9	5	16	10	..	..	..	6,466	15	2																																																																																																																																																																																																																																																																																																																																																																																																					
Pictou	1,690	19	1	745	8	9	167	18	1	1	18	5	..	2,606	4	4	..	..	..	2,074	16	2	123	10	6	..	518	19	9	..	..	..	3,317	6	5	260	4	6	288	1	0	417	17	7	26	16	10	..	..	..	6,921	11	6																																																																																																																																																																																																																																																																																																																																																																																																								
Lake Wakatipu Steamers	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1,860	7	5	..	..	..	1,860	7	5																																																																																																																																																																																																																																																																																																																																																																																																			
Total	36,762	9	5	32,597	9	4	52,502	7	10	3,244	4	4	..	125,106	10	11	..	..	..	448,085	15	4	20,767	8	10	..	62,767	18	11	..	..	..	531,621	3	1	32,363	1	1	44,542	19	0	67,972	14	4	4,362	10	3	836	14	11	1,860	7	5	808,666	1	0																																																																																																																																																																																																																																																																																																																																																																																																					
MISCELLANEOUS.																																																																																																																																																																																																																																																																																																																																																																																																																																																													
Whangarei	20	11	6	77	13	4	107	11	5	..	..	18	11	3	224	7	6	..	..	..	0	15	8	..	..	761	18	8	24	6	0	787	0	4	165	12	7	519	4	0	418	4	6	..	..	..	..	..	..	..	2,114	8	11																																																																																																																																																																																																																																																																																																																																																																																																								
Kaihu	0	3	1	10	11	9	3	4	1	1	2	11	..	1	13	10	16	15	8	..	..	..	..	..	..	29	19	9	1	14	4	31	14	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..

RETURN NO. 5.

COMPARATIVE STATEMENT OF PASSENGER AND GOODS TRAFFIC FOR THE YEAR ENDED 31ST MARCH, 1919.

Section.	Length Open for Traffic.	Passengers.				Live-stock.				Goods.				Gross Total Tonnage.					
		First Class.		Second Class.		Total.	Season Tickets.	Cattle.	Calves.	Sheep.	Pigs.	Total.	Equivalent Tonnage.		Timber.	Minerals.	Other Goods.	Total.	
1918-19.																			
Miles.	Single.	Return.	Single.	Return.	Number.	Number.	Number.	Number.	Number.	Number.	Number.	Number.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	
74	20,532	5,088	79,132	76,478	181,230	1,900	4,859	118	18,144	597	23,718	2,376	35,154	86,698	28,969	150,821	153,197		
..	20	715	12,493	14,938	29,300	25	23	22	68	22	135	13	11,283	279	3,072	14,634	14,647		
..	49	8,868	41,970	32,396	86,852	244	1,451	41	128,236	122	129,850	5,620	11,683	20,114	17,025	48,822	54,442		
..	1,126	400,557	2,277,290	3,535,216	6,605,367	223,075	221,806	24,807	3,094,452	96,187	3,437,252	202,799	223,787	747,699	927,141	1,898,618	2,101,417		
and Branches																			
South Island Main Lines	1,404	254,059	1,213,494	2,035,554	3,863,225	113,028	76,897	9,201	3,150,736	26,711	3,263,545	153,190	100,149	656,784	1,220,913	1,977,846	2,131,036		
and Branches																			
Westland	157	17,802	109,689	163,160	304,041	10,008	5,296	192	33,761	22	39,271	3,127	95,411	364,761	33,926	494,098	497,225		
Westport	36	464	28,600	53,814	83,848	1,036	87	32	1,659	8	1,786	98	5,929	550,220	12,700	568,849	568,947		
Nelson	61	4,431	47,390	53,974	109,263	1,502	317	217	12,024	12	12,570	598	3,205	9,500	20,252	32,957	33,555		
Pictou	56	10,990	33,594	47,392	95,826	298	688	278	117,906	26	118,898	4,959	888	6,751	39,484	47,123	52,082		
Lake Wakatipu steamers	..	4,863	7,050	1,950	15,569	8	168	44	11,046	21	11,279	501	240	1,210	3,239	4,689	5,190		
Totals ..	2,983	723,281	785,666	3,850,702	6,014,872	351,124	311,592	34,952	6,568,032	123,728	7,038,304	373,281	487,729	2,444,007	2,306,721	5,238,457	5,611,738		
1917-18.																			
Whangarei	74	20,291	6,278	80,391	83,778	190,738	1,616	4,811	337	16,889	606	22,643	2,320	40,961	76,325	25,751	143,037	145,357	
Kaihu	20	581	1,304	12,310	14,924	29,119	6	3	2	33	6	44	2	19,630	354	3,404	23,388	23,390	
Gisborne	49	8,391	4,160	38,553	29,744	80,848	214	1,143	117	114,394	226	115,880	4,972	8,422	27,389	17,035	52,846	57,818	
North Island Main Lines	1,126	353,447	422,452	2,161,375	3,681,936	6,619,210	202,033	222,531	27,614	3,244,469	120,525	3,615,139	210,158	227,910	745,991	920,777	1,894,678	2,104,836	
and Branches																			
South Island Main Lines	1,404	236,680	381,814	1,149,119	2,095,668	3,863,281	107,048	88,665	9,546	2,794,250	24,157	2,916,618	142,768	111,520	639,822	1,187,007	1,938,349	2,081,117	
and Branches																			
Westland	157	17,013	24,378	107,554	169,852	318,797	8,595	4,427	273	33,592	95	38,387	2,838	107,726	422,059	34,682	564,467	567,305	
Westport	36	505	1,270	25,315	54,424	81,514	1,113	56	22	1,350	5	1,433	74	3,923	643,367	13,222	660,512	660,586	
Nelson	61	4,103	3,728	44,098	55,772	107,701	1,429	826	204	14,650	39	15,719	873	2,880	9,575	19,640	32,095	32,968	
Pictou	56	11,382	8,672	31,268	49,132	100,454	426	722	507	115,648	70	116,947	4,894	429	6,470	51,707	58,606	63,500	
Lake Wakatipu steamers	..	4,470	2,746	6,636	2,642	16,494	7	262	66	21,086	..	21,414	933	383	1,224	3,551	5,158	6,091	
Totals ..	2,983	656,863	856,802	3,656,619	6,237,872	11,408,156	322,487	323,446	38,688	6,356,361	145,729	6,864,224	369,832	523,784	2,572,576	2,276,776	5,373,136	5,742,968	

RETURN NO. 5—continued.
COMPARATIVE STATEMENT OF PASSENGER AND GOODS TRAFFIC FOR THE YEAR ENDED 31st MARCH, 1919—continued.

Section.	Revenue.										Mileage.													
	Ordinary Passengers.		Season Tickets.		Parcels, Luggage, and Mails.		Total Coaching.		Goods.		Miscellaneous.		Rents and Commission.		Total Goods.		Grand Total Revenue.		Train.		Shunting, &c.		Total.	
	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	Number.	s. d.	Number.	s. d.	Number.	s. d.
1918-19.																								
Whangarei ..	14,714	12 3	1,062	2 11	2,228	18 3	18,005	13 5	33,555	11 2	2,057	3 0	1,268	7 10	36,881	2 0	54,886	15 5	112,406		41,133		153,539	
Kaihu ..	1,840	14 7	85	3 4	547	11 1	2,473	9 0	3,307	17 2	82	2 3	237	9 2	3,827	8 7	6,100	17 7	15,095		2,944		18,039	
Gisborne ..	9,528	17 10	260	16 1	1,588	14 2	11,378	8 1	17,758	15 2	213	11 7	1,080	14 8	19,053	1 5	30,431	9 6	58,097		12,903		70,700	
North Island Main Lines and Branches	1,135,584	15 0	97,666	1 7	149,433	14 5	1,382,684	11 0	1,385,746	3 1	29,655	4 10	50,740	15 5	1,466,142	3 4	2,848,826	14 4	4,246,359		1,256,548		5,502,907	
South Island Main Lines and Branches	583,293	6 11	46,258	19 4	93,776	19 9	723,329	6 0	930,534	9 11	33,951	10 10	33,285	3 10	997,771	4 7	1,721,100	10 7	2,598,272		879,497		3,477,769	
Westland ..	27,670	10 5	3,198	5 11	5,569	11 4	36,438	7 8	108,599	14 7	3,817	5 11	3,114	5 9	115,531	6 3	151,969	13 11	225,503		84,146		309,649	
Westport ..	5,941	12 8	834	15 4	1,072	8 6	7,848	16 6	90,498	11 6	4,517	8 2	769	10 9	95,785	10 5	103,634	6 11	89,576		64,370		153,946	
Nelson ..	9,789	2 6	1,010	13 4	1,726	11 10	12,526	7 8	18,409	11 10	2,528	4 6	1,171	11 11	22,109	8 3	34,635	15 11	74,703		14,815		89,518	
Picton ..	7,913	12 3	359	5 0	1,632	1 1	9,904	18 4	17,522	3 3	2,012	11 8	924	1 2	20,458	16 1	30,363	14 5	57,572		23,416		80,988	
Lake Wakatipu steamers	3,103	18 9	164	12 6	948	0 2	4,216	11 5	2,402	14 4	Cr. 7	3 0	70	5 3	2,465	16 7	6,682	8 0	..		..		..	
Totals ..	1,799,381	3 2	150,900	15 4	258,524	10 7	2,208,806	9 1	2,608,335	12 0	78,827	19 9	92,662	5 9	2,779,825	17 6	4,988,632	6 7	7,477,583		2,379,472		9,857,055	
1917-18.																								
Whangarei ..	14,093	12 3	1,015	6 2	2,255	4 6	17,364	2 11	31,040	16 8	3,124	14 9	1,310	13 10	35,476	5 3	52,840	8 2	109,465		51,457		160,922	
Kaihu ..	1,710	12 0	108	8 0	512	7 3	2,331	7 3	4,550	3 8	81	6 11	208	5 0	4,839	15 7	7,171	2 10	14,723		3,008		17,731	
Gisborne ..	8,617	19 0	261	12 7	1,541	19 3	10,421	10 10	16,378	9 9	419	13 8	986	19 10	17,785	3 3	28,206	14 1	53,197		12,195		65,392	
North Island Main Lines and Branches	1,059,818	9 8	87,573	18 9	145,709	8 3	1,293,101	16 8	1,302,669	19 6	27,730	9 3	45,862	11 3	1,376,263	0 0	2,669,364	16 8	4,263,360		1,274,380		5,537,740	
South Island Main Lines and Branches	527,130	19 0	44,465	5 5	93,320	19 8	664,917	4 1	865,509	9 2	34,354	3 11	32,349	1 9	932,212	14 10	1,597,129	18 11	2,569,275		905,635		3,474,910	
Westland ..	27,345	16 10	2,885	4 7	5,586	2 0	35,817	3 5	110,824	6 11	4,298	16 6	3,074	9 3	118,197	12 8	154,014	16 1	230,572		86,149		316,721	
Westport ..	5,420	9 1	802	15 2	969	13 8	7,192	17 11	95,086	14 11	4,703	2 6	827	19 0	100,617	16 5	107,810	14 4	91,694		66,913		158,607	
Nelson ..	8,898	0 9	924	5 4	1,696	4 5	11,518	10 6	17,697	18 7	2,495	16 5	1,355	17 2	21,549	12 2	33,068	2 8	74,104		14,475		88,579	
Picton ..	7,932	19 5	479	8 4	1,625	4 8	10,037	12 5	18,748	11 1	1,543	7 5	953	3 10	21,245	2 4	31,282	14 9	62,256		24,320		86,576	
Lake Wakatipu steamers	2,953	1 2	159	0 10	892	19 1	4,005	1 1	2,734	8 9	9	4 8	61	13 2	2,805	6 7	6,810	7 8	..		..		..	
Totals ..	1,663,921	19 2	138,675	5 2	254,110	2 9	2,056,707	7 1	2,465,240	19 0	78,760	16 0	86,990	14 1	2,630,992	9 1	4,687,699	16 2	7,468,646		2,438,532		9,907,178	

J. MACDONALD, Chief Accountant.

RETURN No. 6.

ESTIMATED AMOUNT OF EXPENDITURE ON CONSTRUCTION OF RAILWAYS, ROLLING-STOCK, ETC., TO 31ST MARCH, 1919; NET REVENUE, AND RATE OF INTEREST EARNED ON CAPITAL EXPENDED ON OPENED LINES FOR YEAR ENDED SAME DATE.

Section of Railway.	Cost of Construction.		Net Revenue.	Rate of Interest earned.
	Opened Lines.	Unopened Lines.		
	£	£	£	£ s. d.
Whangarei	767,510	..	10,488	1 7 4
Kaibu	99,962	324,852	..	..
"	..	18,065	- 2,395	..
Tauranga	..	..	..	..
"	..	398,376	..	..
Gisborne	682,157	..	- 733	..
"	..	193,510	..	..
North Island Main Lines and Branches ..	16,006,227	..	1,120,117	7 0 0
"	..	959,507	..	..
South Island Main Lines and Branches ..	14,616,816	..	469,571	3 4 3
"	..	222,340	..	..
Westland	2,099,420	..	37,182	1 15 5
"	..	725,766	..	..
Westport	606,225	..	45,200	7 9 1
"	..	96,071	..	..
Nelson	542,534	..	1,194	0 4 5
"	..	36,736	..	..
Picton	683,683	..	- 263	..
"	..	19,117	..	..
Lake Wakatipu steamer service	43,708	..	- 303	..
<i>In suspense—</i>				
Surveys, North Island	..	35,900	..	..
Miscellaneous, North Island	..	5,169	..	..
Surveys, South Island	..	5,752	..	..
Miscellaneous, South Island	..	5,168	..	..
P.W.D. stock of permanent-way	..	46,872	..	..
W.R.D. stock of A.O.L. stores	19,439	..	..	..
	£36,167,681	..	£1,680,058	£4 12 11
		£3,093,201		
Total cost of opened and unopened lines at 31st March, 1919	£39,260,882		..	£4 5 7

NOTE.—The amount stated in this return as the cost of construction of opened lines includes the Provincial and General Government expenditure on railways. It also includes the Midland Railway and expenditure by the Greymouth and Westport Harbour Boards on railways and wharves under the provisions of section 7 of the Railways Authorization Act, 1895, the information regarding the last mentioned being furnished by the respective Boards.

J. MACDONALD, Chief Accountant.

RETURN No. 7.

EXPENDITURE UNDER VOTE FOR ADDITIONS TO OPEN LINES, CHARGED TO CAPITAL ACCOUNT, FOR
THE YEAR ENDED 31ST MARCH, 1919.

						Amount.	Total.
						£ s. d.	£ s. d.
Material on hand at 31st March, 1918	..	..	..	..	..	13,244 1 2	
Expenditure charged to Vote 85 by Treasury	..	..	..	..	..	91,903 8 5	
						105,147 9 7	
Less material on hand at 31st March, 1919	..	..	..	..	..	19,439 0 1	85,708 9 6
Expenditure on works, &c.—							
Way and Works Branch	..	..	..	..	..	29,270 17 11	
Locomotive Branch	..	..	..	..	..	56,437 11 7	85,708 9 6

WAY AND WORKS BRANCH: PARTICULARS OF WORKS, ETC.

Railway.	Work, &c.	Amount.	Total.
		£ s. d.	£ s. d.
Whangarei	Footbridge, Kioreroa Bridge		16 19 5
Gisborne	Additions to workshops and engine-depot		879 10 10
North Island Main Lines and Branches	Sidings, stockyards, crossings, &c.	2,586 9 10	
	Additions to station buildings, extension of station-yards, and other facilities	8,712 7 7	
	Purchase of land	2,525 5 8	
	Additional works, water-services, &c., for Locomotive Branch	1,832 4 6	
	Additions to workshops	121 0 3	
	Tablet-installation	3,263 13 2	
	Telegraph and telephone facilities	702 15 10	19,743 16 10
South Island Main Lines and Branches	Sidings	112 0 11	
	Additions to station buildings, extension of station-yards, and other facilities	4,863 8 5	
	Purchase of land	969 4 0	
	Additions to workshops	121 12 11	
Westland	New locomotive depot	1,881 10 2	7,947 16 5
	Extension of station-yards	281 4 7	
	Additions to workshops	48 14 0	
Picton	Additions to bridges	101 6 0	
	New locomotive depot		431 4 7
			251 9 10
			<u>£29,270 17 11</u>

RETURN No. 7—continued.

LOCOMOTIVE BRANCH: PARTICULARS OF ROLLING-STOCK, ETC.

Description of Stock ordered.	Order.	Number Incomplete on March 31, 1918.	Number Complete on 31st March, 1919.	Number Incomplete on 31st March, 1919.	Expenditure in Year ended 31st March, 1919.
					£ s. d.
Locomotives, Class Bb (Price's contract) ..	W-9	..	..	..	7,847 10 0
Carriages, Class A, 1915-1916 programme ..	B-10	3	..	3	191 1 6
Wagons, bogie, 1915-1916 programme ..	D-10	58	13	45	1,807 12 4
Wagons, four-wheel, 1915-1916 programme ..	E-10	325	35	290	3,658 13 0
Locomotives, Class Ww, sixth lot ..	H-10	..	..	..	248 4 8
Carriages, Classes A and AA, 1916-1917 programme ..	I-10	32	1	31	899 16 0
Brake-vans, Class F, 1916-1917 programme ..	J-10	12	..	12	Cr. 249 2 6
Wagons, bogie, 1916-1917 programme ..	K-10	117	26	91	3,954 1 9
Wagons, four-wheel, 1916-1917 programme ..	L-10	524	69	455	6,940 12 3
Locomotives, Class Ab, second lot ..	N-10	..	..	..	Cr. 484 1 6
Locomotives, Class Ww, seventh lot ..	Q-10	5	1	4	3,143 19 10
Locomotives, Class WAb ..	R-10	..	..	..	1,134 1 11
Fitting Westland rolling-stock with Westinghouse brake ..	S-10	..	..	..	106 5 9
Tarpaulins, 1916-1917 programme ..	T-10	950	600	350	3,734 11 11
Carriages, Class A, 1917-1918 programme ..	V-10	4	..	4	419 16 3
Wagons, four-wheel, 1917-1918 programme ..	W-10	..	..	..	Cr. 624 10 8
Locomotives, Class Ab, third lot ..	X-10	10	..	10	10,179 1 1
Tarpaulins, 1919-1920 programme ..	Y-10	1,000	..	1,000	6,884 12 6
Workshop machinery ..	..	..	..	..	6,645 5 6
Total ..	..	..	..	..	£56,437 11 7
Total locomotives ..	..	15	1	14	..
.. carriages ..	..	39	1	38	..
.. brake-vans ..	..	12	..	12	..
.. wagons, bogie ..	..	175	39	136	..
.. wagons, four-wheel ..	..	849	104	745	..
.. tarpaulins ..	..	1,950	600	1,350	..

EXPENDITURE UNDER THE RAILWAYS IMPROVEMENT AUTHORIZATION ACT, 1914, CHARGED TO CAPITAL ACCOUNT, FOR THE YEAR ENDED 31ST MARCH, 1919.

					£ s. d.
New stations and station-yards, goods-sheds, and terminal facilities at Auckland, Hastings, Wellington, Christchurch, and Addington ..	..	..	..	..	29,508 18 9
Duplications— Horotiu - Frankton Junction } Newmarket - New Lynn }	..	..	..	..	6 8 10
Grade easements— Penrose-Mercer } Palmerston North - Marton } Frankton Junction - Te Kuiti }	..	..	..	..	29,058 9 7
New engine-depot and approach-lines, Auckland ..	..	..	..	..	84 16 3
Additions to workshops, Newmarket ..	..	..	..	..	1,658 19 4
New line—Auckland-Westfield ..	..	..	..	..	114 10 5
Signalling, interlocking, and safety appliances ..	..	..	..	..	18,942 17 9
					<u>£79,375 0 11</u>

J. MACDONALD, Chief Accountant.

RETURN NO. 8.

STATEMENT SHOWING CLASSIFICATION OF EXPENDITURE ON MAINTENANCE OF WAY AND WORKS FOR THE YEAR ENDED 31st MARCH, 1919.

Classification of Work.	SECTIONS.												Totals.							
	Whangarei.		Kaikū.		Gisborne.		North Island Main Lines and Branches.		South Island Main Lines and Branches.		Westland.			Westport.		Nelson.		Pictou.		
	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.		£	s. d.	£	s. d.	£	s. d.	
Track-surfacing	6,894	4 5	1,718	1 5	5,637	17 11	148,164	12 4	147,624	6 2	16,505	6 2	4,603	3 5	4,907	15 8	5,287	17 11	341,343	5 5
Track-renewals	1,871	11 10	751	6 4	116	11 11	22,751	0 9	12,164	15 2	3,778	19 0	1,920	5 5	911	6 9	2,535	18 10	46,801	16 0
Ballasting	509	18 9	231	11 8	576	7 3	7,978	11 1	5,277	18 5	2,990	1 5	802	9 4	131	11 11	57	9 9	18,555	19 7
Banks, cuttings, ditches, tunnels ..	1,095	4 8	160	14 4	3,512	10 4	16,039	8 6	14,586	4 10	2,290	3 9	471	2 0	1,296	2 10	898	7 7	40,349	18 10
Bridges, culverts, drains ..	2,023	2 4	1,510	16 0	1,805	17 1	37,807	13 4	19,385	17 4	4,420	17 0	516	16 4	1,954	19 3	1,342	18 8	70,768	17 4
Fences, gates, cattle-stops, hedges ..	416	9 6	87	15 2	513	18 2	8,751	14 0	9,307	9 1	1,257	11 8	137	7 1	858	9 2	468	5 8	21,798	19 6
Roads, approaches, &c. ..	122	13 6	7	11 5	122	15 10	3,109	4 1	1,751	7 8	423	9 1	94	11 5	40	17 4	717	3 2	6,389	13 6
Water-services, signals, cranes, appliances ..	493	9 9	137	2 4	346	6 5	28,683	0 11	19,575	15 11	1,062	19 2	722	1 8	118	1 1	256	16 4	51,395	13 7
Wharves	309	1 0	39	12 7	..	..	139	4 10	2,187	15 11	87	13 6	415	15 7	289	4 4	71	1 2	3,539	8 11
Buildings	1,958	11 9	288	1 3	1,789	0 5	63,144	3 3	65,327	16 6	4,153	16 1	902	8 4	827	10 3	833	4 2	139,224	12 0
Miscellaneous	..	..	28	10 5	..	..	4,431	7 5	2,459	14 3	147	10 11	..	..	80	19 7	20	3 0	7,168	5 7
General charges	18	11 3	1	13 10	125	7 6	3,401	12 10	1,412	17 4	87	6 5	92	18 1	45	0 8	36	8 2	5,221	16 1
Totals	15,712	18 9	4,962	16 9	14,546	12 10	344,401	13 4	301,061	18 7	37,205	14 2	10,678	18 8	11,461	18 10	12,525	14 5	752,558	6 4
Rate per average mile opened ..	212	6 10	248	2 10	296	17 5	305	17 5	214	8 7	236	19 7	296	12 10	187	18 0	223	13 5	252	5 7

RETURN No. 9.

STATEMENT OF SEASON TICKETS ISSUED FOR THE YEAR ENDED 31st MARCH, 1919.

Description of Tickets.					Number.	Amount.		
						£	s.	d.
Travellers' annual, all lines	...	...	...	...	12	1,018	13	7
Travellers' annual, North Island	...	...	...	...	60	3,808	4	1
Travellers' annual, South Island	...	...	...	...	27	1,621	17	9
Reporters' annual	...	...	...	...	76	894	19	8
Sectional annual, North Island	...	...	...	...	422	16,070	4	7
Sectional annual, South Island	...	...	...	...	273	9,888	7	8
Tourist, all lines	...	...	...	...	273	3,933	9	2
Tourist, North Island	...	...	...	...	1,883	17,017	7	11
Tourist, South Island	...	...	...	...	121	1,085	17	4
School	...	...	...	...	32,854	21,633	10	10
Twelve-trip weekly	...	...	...	...	74,272	11,972	1	3
Weekly workmen's	...	...	...	...	214,154	21,877	13	4
All other season	...	...	...	...	26,697	40,078	8	2
Totals	...	...	...	...	351,124	150,900	15	4

J. MACDONALD, Chief Accountant.

RETURN NO. 10.

COMPARATIVE STATEMENT OF THE NUMBER OF EMPLOYEES FOR YEARS 1917-18 AND 1918-19.

Department.				Whangarei.	Kaihu.	Gisborne.	North Island Main Line and Branches.	South Island Main Line and Branches.	Westland.	Westport.	Nelson.	Picton.	Stores.	Total.
1917-18.														
General	..	..	..	4	1	3	365	116	23	5	4	3	136	660
Traffic	..	..	..	43	6	15	2,340	1,929	122	73	52	32	..	4,612
Maintenance	..	..	..	60	21	42	1,754	1,267	146	32	40	48	..	3,410
Locomotive	..	..	..	47	5	19	2,163	1,768	161	115	21	21	..	4,320
Totals..	..	..	..	154	33	79	6,622	5,080	452	225	117	104	136	13,002
1918-19.														
General	..	..	..	4	1	3	362	118	24	5	4	3	137	661
Traffic	..	..	..	42	6	16	2,280	1,886	118	77	47	33	..	4,505
Maintenance	..	..	..	63	20	52	1,700	1,238	148	36	44	46	..	3,347
Locomotive	..	..	..	45	5	18	1,970	1,501	181	115	21	22	..	3,878
Totals..	..	..	..	154	32	89	6,312	4,743	471	233	116	104	137	12,391

RETURN NO. 11.

RETURN SHOWING NUMBER OF PASSENGER TICKETS ISSUED AT CHEAP EXCURSION RATES FOR YEAR ENDED 31ST MARCH, 1919.

Sections.	SCHOOLS, FACTORIES, AND FRIENDLY SOCIETIES.				HOLIDAY EXCURSIONS.				GROSS TOTAL—SCHOOL AND HOLIDAY EXCURSIONS.			
	Schools, Factories, and Friendly Societies.		Schools only.		Schools, Factories, and Friendly Societies.		Second Class.		Total.		Revenue.	
	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	£	s. d.
Total, year ending—												
31st March, 1896	63,598	5,949	38,467	108,014	7,246	50,511	239,164	289,675	50,232	397,689	57,478	18 8
31st March, 1897	44,610	5,993	33,925	84,528	5,616	58,464	313,724	372,188	63,439	456,716	69,055	2 8
31st March, 1898	39,963	5,398	35,064	80,425	5,569	66,012	383,569	449,581	80,822	530,006	86,392	6 2
31st March, 1899	45,748	6,192	39,955	91,895	6,215	70,531	411,747	482,278	84,794	574,173	91,010	7 2
31st March, 1900	37,839	5,616	31,164	74,619	4,752	81,528	501,176	582,704	96,134	657,323	100,906	11 3
31st March, 1901	38,864	5,602	34,550	79,016	5,234	87,544	541,624	629,168	102,932	708,184	108,167	7 5
31st March, 1902	42,506	5,736	37,708	85,950	5,466	95,628	588,813	684,411	136,813	770,391	142,279	16 10
31st March, 1903	41,540	6,048	41,555	89,143	6,050	84,448	517,566	602,014	103,279	691,137	109,329	19 9
31st March, 1904	50,364	6,975	54,344	111,883	7,424	100,417	594,967	695,384	123,624	807,067	133,049	3 7
31st March, 1905	52,742	7,359	53,558	113,659	7,490	100,968	592,485	693,453	130,068	807,112	137,559	12 9
31st March, 1906	55,478	7,715	57,027	120,220	7,882	110,823	626,852	737,675	140,939	857,895	148,822	12 4
31st March, 1907	48,044	7,837	39,783	95,864	6,514	125,280	731,132	856,412	194,185	952,076	200,700	1 1
31st March, 1908	51,031	8,163	53,886	113,080	7,604	113,617	618,518	732,135	141,519	845,215	149,124	7 3
31st March, 1909	55,199	9,266	52,579	117,944	7,641	122,312	667,867	790,179	160,471	907,223	174,112	12 1
31st March, 1910	53,917	7,811	53,677	115,405	7,964	128,277	735,561	863,838	211,133	979,243	219,098	2 5
31st March, 1911	66,381	10,799	66,695	143,875	9,488	107,208	576,251	683,459	155,444	827,334	164,933	5 6
31st March, 1912	62,289	8,924	63,612	134,825	9,702	135,590	704,883	840,473	206,472	975,298	216,175	8 4
31st March, 1913	63,040	9,723	61,134	133,897	9,509	159,730	804,965	964,695	271,611	1,098,592	281,121	6 2
31st March, 1914	111,029	18,246	59,712	188,987	13,235	131,416	683,851	815,267	210,109	1,004,254	223,344	9 1
31st March, 1915	47,846	7,974	48,197	104,017	7,919	144,260	782,355	926,615	259,547	1,030,632	267,466	12 3
31st March, 1916	43,038	8,198	36,091	87,327	6,072	136,401	763,690	900,091	269,097	983,418	275,170	14 9
31st March, 1917	38,477	8,788	32,901	80,166	6,159	168,098	735,468	903,566	313,006	983,732	319,166	4 10
31st March, 1918	591	124	743	1,458	131	20,148	110,482	130,630	62,908	132,083	63,100	2 6
31st March, 1919*	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	

* The issue of school, factory, and friendly-society, and holiday excursion tickets was suspended in connection with staff-saving time-table on 23rd April, 1917.

RETURN NO. 12.

STATEMENT OF REVENUE FOR EACH STATION FOR THE YEAR ENDED 31ST MARCH, 1919.

Stations.	NUMBER OF TICKETS.						Cattle.	Calves.	Sheep.	Pigs.	Timber, Hundreds of Superficial Feet.	Minerals.	OUTWARD.															INWARD.						Stations.		
	First-class Single.	First-class Return.	Second-class Single.	Second-class Return.	Total.	Number of Season Tickets.							Other Goods.	Ordinary Passengers.	Season Tickets.	Parcels.	Luggage, Mails, &c.	Goods.	Miscellaneous.	Rents and Commission.	Total Value forwarded.	Cattle.	Calves.	Sheep.	Pigs.	Timber, Hundreds of Superficial Feet.	Minerals.	Other Goods.								
NORTH ISLAND MAIN LINES AND BRANCHES																																				
Auckland (Coaching) (Goods).	45,066	10,054	220,196	109,110	384,426	13,445	203	6	291	4,222	23,883	45,392	131,538	179,891	19 9	15,934	9 10	11,738	14 0	5,205	17 5	Cr. 111 15 0	474 5 11	541 7 10	212,674	19 9	358	35	2,124	640	96,291	107,581	106,678	Auckland (Coach.).		
Newmarket	3,570	2,206	27,767	31,107	64,650	5,157	14				2,871	187	4,307	7,733	14 8	992	15 6	284	15 3	86 0 6	7,635	2 11	66 13 4	1,201	19 7	18,001	1 9	12	60	26,235	14,714	4,712	Newmarket.			
Mount Eden	1,065	627	19,503	25,313	46,508	1,890	82	1	4		7,405	12,466	2,195	3,115	5 9	600	19 7	117	6 1	27 10 4	4,671	13 8	209 0 1	487	6 0	9,229	1 6	2,002	518	28,287	8,105	2,194	Mount Eden.			
Avondale	419	349	20,897	70,451	92,116	30,263	90	60	4	6	55	31,356	1,560	3,888	10 2	3,953	14 4	158	2 3	11 12 9	6,538	3 9	6 12 4	32	15 0	14,589	10 7	458	72	30,701	5,374		Avondale.			
Henderson	535	633	14,794	39,289	55,251	7,169	1,043	206	11,416	425	5,858	365	3,979	3,910	9 4	1,301	18 3	417	7 6	14 2 7	2,915	10 9	18 19 1	65	14 2	8,644	1 8	389	100	3,197	32	3,277	8,861	3,974	Henderson.	
Helensville	6,012	1,304	24,590	15,898	47,804	470	7,873	528	49,305	2,068	10,122	46	7,767	7,274	12 7	388	9 4	1,068	6 11	34 2 6	10,039	17 9	99 7 7	173	12 0	19,078	8 8	1,467	634	6,726	72	5,146	7,372	13,963	Helensville.	
Wellsford	878	94	6,853	3,583	11,408	52	8,664	132	20,007	58	2,975	765	994	2,438	12 3	30	11 0	212	10 11	5 4 9	4,640	14 7	2 15 5	17	4 8	7,347	13 7	595	520	2,707	1,465	1,204	2,361	Wellsford.		
Rangauai	864	21	2,405	163	3,453		2,120	44	12,286	469	172		376	1,392	1 4			54	0 5	7 19 3	1,890	16 4	1,433	16 2	2 0 0	4,780	13 6	297	103	1,503	2,837	2,589	1,600	Rangauai.		
Remuera	883	787	2,534	4,569	8,773	2,344	329	24			24	7	14	396	1 11	842	17 7	135	18 7	2 19 5	196	7 8	11 6 0	122	0 0	1,707	11 2	821	5	747		67		Remuera.		
Green Lane	1,399	2,418	13,345	28,693	45,855	7,939					20	15	44	1,704	8 1	1,615	6 11	41	13 4	6 5 5	101	5 1	3 16 10	29	10 0	3,502	5 8	12			395	Green Lane.				
Ellerslie	1,103	3,078	15,475	37,740	57,396	9,235	14	2			2	87	117	2,595	7 10	1,810	19 10	1,522	11 3	7 7 10	117	14 5	11 19 3	64	0 0	6,130	0 5	25			782	Ellerslie.				
Penrose Junction	401	1,143	7,269	14,322	23,135	2,672	678	779	5,810	604	670	5,291	48,893	1,390	7 8	448	3 1	66	3 11	9 19 6	13,728	9 0	11 0 8	4	10 0	15,658	13 10	28,287	1,289	227,434	15,596	7,919	16,218	12,527	Penrose Junction.	
Onchurcha Town	334	127	9,643	7,293	17,397	5,242	19	3			5,161	2,804	1,591	1,137	11 4	1,188	3 5	120	2 1	11 14 5	1,272	19 9	8 15 3	115	0 0	3,854	6 3	171			5,949	2,880	Onchurcha Town.			
Wharf							3	1	48	55		16,362	14,493					22	15 10	1 15 9	8,318	7 3	434	19 7		8,777	18 5	13			8,655	22,811		Wharf.		
Otauhu	833	1,963	14,293	52,169	69,258	6,622	3,768	494	19,515	708	45	224	23,214	4,937	12 11	1,274	6 1	158	6 0	37 16 3	14,732	2 5	8 7 7	7 0 0	21,155	11 3	9,410	257	85,690	2,658	4,755	28,391	10,200	Otauhu.		
Papatoetoe	443	1,557	8,141	26,420	36,561	2,767	371	56	1,538	4	392	1,819	1,366	2,733	0 1	870	8 6	711	0 8	14 11 7	1,028	2 9	12 3 0	34	15 3	5,404	1 10	2,520	41	8,232	12	3,008	2,268	2,704	Papatoetoe.	
Papakura	785	1,395	16,183	39,735	58,098	3,122	865	305	17,027	588	741	2,946	846	5,637	11 0	914	14 3	721	4 11	27 12 9	1,671	13 8	25 1 7	8 6 0	9,006	4 2	738	44	8,208	41	4,116	4,702	5,890	Papakura.		
Drury	378	149	6,291	5,018	11,836	136	186	115	3,800	545	380	55	2,283	1,457	9 5	92	12 3	542	3 8	12 0 4	935	14 9	22 5 5	15	3 0	3,077	8 10	241	21	1,382	25	3,434	2,001	1,878	Drury.	
Pukekohe	2,122	765	22,386	8,237	33,510	306	5,304	704	11,753	3,636	327	33	7,555	6,210	18 8	198	19 11	474	11 10	65 7 11	6,939	3 8	231	10 9	492	16 0	14,613	8 9	2,352	116	5,633	243	4,463	10,181	8,365	Pukekohe.
Tuakau	764	144	8,711	4,500	14,119	278	1,778	499	30,973	1,085	5	29	2,269	2,415	4 8	183	13 6	387	5 9	22 0 9	2,767	15 8	53 17 9	71	5 0	5,901	3 1	717	48	9,574	287	1,589	2,827	3,768	Tuakau.	
Pokeno	221	103	4,343	2,648	7,315	76	709	280	6,347	559	26		462	1,072	5 11	63	3 11	427	13 2	6 6 11	683	15 5	38 0 6	7 0 0	2,298	5 10	777	56	4,062	46	1,385	569	2,423	Pokeno.		
Mercer	944	570	12,796	6,370	20,680	111	2,461	140	12,042	672	13,090	4,510	3,920	3,807	13 1	69	8 4	939	5 4	20 9 7	6,295	17 4	42 8 3	53	1 0	11,228	2 11	1,449	123	11,749	63	4,151	3,269	3,269	Mercer.	
Huntly	1,193	351	23,087	12,486	37,117	4,583	1,101	116	7,621	467	1,580	308,114	2,197	5,751	10 11	965	9 0	422	6 7	40 1 6	145,415	18 6	550	19 1	198	13 6	153,344	19 1	1,132	581	3,846	114	6,096	4,037	7,049	Huntly.
Taupiri	244	32	4,122	2,038	6,436	28	945	334	9,838	721	141	210	918	1,046	15 3	18	4 3	309	0 9	8 10 9	1,444	5 6	44 17 9	0 5 0	2,871	19 3	1,193	76	3,335	61	1,111	1,229	2,456	Taupiri.		
Ngaruawahia	1,238	297	16,280	4,791	22,606	300	1,168	30	18,786	3,221	94	63,860	11,989	3,993	0 3	184	8 6	196	9 4	68 12 8	42,941	13 5	692	2 1	64	9 3	48,140	15 6	4,324	474	63,343	3,059	4,665	2,318	9,586	Ngaruawahia.
Frankton Junction	8,781	1,087	64,298	15,306	89,672	87	12,631	<																												

RETURN NO. 12—continued.
STATEMENT OF REVENUE FOR EACH STATION FOR THE YEAR ENDED 31ST MARCH, 1919—continued.

Stations.		NUMBER OF TICKETS.					Number of Season Tickets.	OUTWARD.										INWARD.										Stations.					
		First-class Single.	First-class Return.	Second-class Single.	Second-class Return.	Total.		Cattle.	Calves.	Sheep.	Pigs.	Timber, Hundreds of Superficial Feet.	Minerals.	Other Goods.	Ordinary Passengers.	Season Tickets.	Parcels.	Luggage, Mails, &c.	Goods.	Miscellaneous.	Rents and Commission.	Total Value forwarded.	Cattle.	Calves.	Sheep.	Pigs.	Timber, Hundreds of Superficial Feet.		Minerals.	Other Goods.			
NORTH ISLAND MAIN LINES AND BRANCHES—continued.																														NORTH ISLAND MAIN LINES AND BRANCHES—continued.			
Fordell	398	65	3,672	690	4,825	45	632	5	27,328	61	2,772	Tons. 2,666	Tons. 1,382	£ s. d. 745 8 7	£ s. d. 53 4 3	£ s. d. 183 16 4	£ s. d. 16 17 11	£ s. d. 2,543 8 1	£ s. d. 10 19 4	£ s. d. 6 5 0	£ s. d. 3,559 19 6	693	173	21,088	58	878	Tons. 476	Tons. 1,151	Fordell.				
Turakina	309	239	3,715	1,118	5,381	81	605	218	26,742	512	853	503	1,652	871 5 4	49 18 9	168 13 8	14 19 10	2,107 11 5	12 13 8	2 10 0	3,227 12 8	688	81	8,222	..	1,001	327	1,409	Turakina.				
Greatford	705	196	3,721	1,723	6,345	9	1,076	3	24,429	2	602	1,894	1,294 19 1	5 5 9	209 9 7	21 13 4	3,179 12 10	13 9 4	11 15 2	4,736 5 1	619	87	24,207	..	1,148	2,529	1,826	Greatford.					
Halcombe	278	214	5,015	5,954	11,461	155	131	48	17,318	145	4,206	6	2,306	1,455 6 11	92 5 5	140 4 0	21 4 10	4,207 2 8	6 14 5	53 19 6	5,976 17 9	1,205	15	25,633	..	1,685	2,183	1,179	Halcombe.				
Feilding	7,008	1,044	31,518	11,791	51,361	197	7,359	439	157,138	928	921	90	10,038	13,404 8 9	339 4 11	1,013 11 6	258 8 9	18,889 3 10	89 19 2	294 15 6	34,289 12 5	3,618	923	125,528	2,533	23,628	7,690	14,353	Feilding.				
Palmerston North	23,890	3,499	131,018	30,989	189,396	757	5,667	641	45,285	597	6,172	2,448	22,423	58,513 18 3	2,287 13 4	3,505 1 10	1,594 13 0	28,135 13 5	316 12 5	1,036 11 9	95,390 4 0	3,095	258	43,745	5,199	38,407	15,600	35,593	Palmerston North.				
Ashhurst	449	174	6,657	4,600	11,880	35	701	81	26,982	175	60	1,006	1,432	6,519 14 11	22 16 6	163 4 10	27 13 7	2,883 13 8	13 10 10	80 7 8	4,727 18 4	361	85	4,496	17	4,634	2,040	1,710	Ashhurst.				
Longburn	429	474	9,365	13,598	23,866	130	4,620	539	67,995	1,038	1,818	1,957	11,820	2,136 0 9	76 19 3	341 0 6	16 13 10	14,548 2 11	13 18 5	80 2 5	17,212 18 1	786	3	82,583	38	2,896	3,976	3,617	Longburn.				
Foxton	930	240	13,701	7,183	22,054	199	89	1	6,353	294	1,650	362	11,362	2,895 6 9	132 15 6	281 12 11	26 12 10	11,046 7 7	1,189 7 1	301 13 0	15,873 15 8	517	44	7,163	102	9,458	9,339	13,764	Foxton.				
Shannon	802	157	10,724	6,189	17,872	39	1,057	147	21,218	1,249	313	168	8,746	3,474 8 8	25 7 8	311 12 4	58 6 2	6,542 2 7	20 16 4	14 2 0	10,446 15 9	830	54	6,470	391	3,186	4,497	5,616	Shannon.				
Levin	2,503	563	17,455	5,267	25,788	64	3,529	609	31,135	1,555	1,755	1,870	5,581	6,519 14 11	62 11 4	1,139 13 3	96 16 10	5,116 19 7	29 6 6	28 2 8	12,993 5 1	1,268	170	23,108	261	5,160	2,250	5,337	Levin.				
Otaki	1,735	306	12,644	3,269	17,954	42	2,546	175	27,846	112	267	80	5,617	4,073 12 0	37 6 3	2,062 19 7	58 16 0	4,823 9 10	21 19 7	226 7 9	11,304 11 0	1,412	64	10,295	32	4,484	1,457	4,060	Otaki.				
Paekakariki	2,924	2,801	22,217	27,198	55,140	112	1,213	161	28,156	46	1,882	73	2,416	6,904 2 3	87 4 1	1,405 2 6	19 10 6	2,687 16 8	4 10 8	1,029 18 0	12,138 4 8	256	39	2,978	6	3,717	2,577	3,163	Paekakariki.				
Johnsonville	1,483	4,868	9,458	35,937	51,746	7,726	692	107	12,860	77	30	17	529	3,820 11 4	1,709 12 1	313 15 10	18 1 8	888 14 3	5 19 4	32 15 6	6,789 10 0	7,135	1,077	60,162	291	1,944	3,351	1,081	Johnsonville.				
Thorndon (Coaching)	31,826	20,828	109,993	96,795	259,442	7,073	..	..	..	..	..	..	..	99,058 9 10	2,919 11 8	9,985 10 2	2,294 7 8	Cr. 193 8 7	73 5 9	437 6 3	114,575 2 9	..	..	..	..	..	..	..	Thorndon (Coaching).				
Lambton (Coaching)	28,850	33,906	104,652	121,145	288,553	15,795	..	..	..	..	..	..	..	35,891 16 5	8,838 17 1	2,124 4 0	2,038 17 8	Cr. 18 4 10	328 11 6	597 10 6	49,801 12 4	..	..	..	..	..	..	..	Lambton (Coaching).				
Wellington (Goods)	..	..	..	..	..	..	473	49	2,199	38	16,984	72,909	109,372	..	..	..	..	175,895 0 9	2,932 6 9	2,101 4 4	180,928 11 10	801	60	2,702	..	98,589	36,560	119,240	Wellington (Goods).				
Wellington (Wharf)	..	..	..	..	..	..	..	..	..	..	428	1,037	16	..	..	..	..	71 7 3	..	..	71 7 3	..	..	..	..	..	24	6,427	Wellington (Wharf).				
Central Booking-office	13,977	822	18,355	770	33,924	4,392	..	..	..	..	..	..	..	50,064 19 1	10,863 5 4	..	..	Cr. 6 4 2	87 15 1	..	61,009 15 4	..	..	..	..	..	..	..	Central Booking-office.				
Ngahauranga	308	574	6,166	10,263	17,261	893	40	..	91	..	..	97	10,385	565 8 1	140 7 8	29 2 0	7 15 10	3,560 16 5	57 12 3	..	4,361 2 3	10,456	257	304,383	21,790	120	10,070	2,140	Ngahauranga.				
Petone	4,081	11,190	33,974	80,458	129,703	34,856	192	52	1,245	..	369	17	15,712	7,308 1 11	5,056 4 2	157 13 0	70 9 0	5,998 11 1	87 6 10	83 2 6	18,761 8 6	11,632	210	458,830	726	33,265	17,136	1,672	Petone.				
Lower Hutt	5,607	15,920	25,822	67,666	115,015	27,027	16	2	322	..	73	44,726	938	8,349 1 9	4,832 17 2	1,285 17 7	118 3 6	7,967 15 2	37 7 0	189 12 0	22,780 14 2	116	..	777	..	5,725	3,066	8,519	Lower Hutt.				
Upper Hutt	3,595	12,390	23,540	126,073	165,508	3,840	736	104	4,923	1,279	1,170	2,627	1,359	11,671 10 9	933 2 10	1,869 18 5	42 16 3	1,684 1 1	140 12 4	52 11 0	16,394 12 8	562	1	2,860	742	6,336	5,179	6,023	Upper Hutt.				
Kaitoke	82	70	896	910	1,958	..	3	..	..	..	122	19	3,532	243 0 5	..	93 17 11	0 19 3	566 1 7	3 5 0	18 14 9	925 18 11	53	..	306	..	218	15	326	Kaitoke.				
Featherston	7,165	3,227	17,853	67,990	96																												

RETURN No. 12—continued.

STATEMENT OF REVENUE FOR EACH STATION FOR THE YEAR ENDED 31st MARCH, 1919—continued.

Stations.	OUTWARD.																										INWARD.										Stations.	
	NUMBER OF TICKETS.					Cattle.	Calves.	Sheep.	Pigs.	Timber, Hundreds of Superficial Feet.	Minerals.	Other Goods.	Ordinary Passengers.	Season Tickets.	Parcels.	Luggage, Mails, &c.	Goods.	Miscellaneous.	Rents and Commission.	Total Value forwarded.	Cattle.	Calves.	Sheep.	Pigs.	Timber, Hundreds of Superficial Feet.	Minerals.	Other Goods.											
	First-class Single.	First-class Return.	Second-class Single.	Second-class Return.	Total.																																	
SOUTH ISLAND MAIN LINES AND BRANCHES—																																						
Lytelton (Wharf)	31,642	25,968	43,680	71,147	172,437	9,097	288	3	28,063	1,480	125,273	119,404	159,603	18,034	10 10	1,800	15 9	787	10 10	110	19 6	85,686	4 10	12,097	2 0	789	1 0	119,306	4 9	284	25	4,593	354	6,928	Tons. 8,012	Tons. 169,977	Lytelton (Wharf).	
Heathcote	386	1,807	2,535	19,030	23,758	2,361	..	..	..	..	3,379	4,757	13,757	..	..	..	..	..	..	..	3,243	8 1	..	..	..	..	..	..	2,218	1 5	..	..	1,984	43,606	..	..	Heathcote.	
Woolston	240	357	1,354	4,942	6,893	1,196	8	..	22	..	..	..	..	..	..	..	..	..	..	..	723	14 7	3 16 3	83	10 0	..	..	3,243	8 1	..	..	1,984	43,606	..	..	Woolston.		
Opawa	296	382	1,390	2,472	4,540	2,252	..	..	..	..	..	3,837	6,895	271	5 0	223	9 3	60	16 7	1 9 0	..	2,881	16 5	6 0 0	25	0 0	3,469	16 3	25	3	6	3	2,763	5,445	8,408	Opawa.		
Christchurch (Coaching) (Goods)	59,367	27,844	177,943	113,288	378,442	22,452	114	14	87	10	19,184	2,059	66,109	98,014	10 1	7,703	10 5	9,223	12 6	3,528	17 11	54	5 5	167	5 10	1,264	2 9	119,847	14 1	591	9	156	43	84,372	84,442	129,273	Christchurch (C'ch'g) (Goods)	
Addington	618	190	6,503	1,460	8,771	2,039	5,369	895	250,700	4,512	6,131	297	30,550	1,478	7 7	220	11 10	588	14 10	63	4 1	57,985	18 9	3,086	7 6	1,489	12 4	62,561	18 7	14,220	1,248	426,144	14,753	23,792	13,043	47,239	Addington.	
Riccarton	612	64	1,895	226	2,797	416	..	..	..	..	1,040	29	5,179	510	13 2	60	9 1	17	19 7	12	7 5	1,225	13 9	9 9 1	31	5 0	1,867	17 1	..	..	..	..	8,474	5,593	10,111	Riccarton.		
Papanui	1,616	383	5,634	2,005	9,638	1,530	39	2	148	5	463	44	3,713	1,371	11 8	242	11 5	104	9 6	39	14 8	1,697	2 9	5 5 5	42	10 0	3,503	5 5	..	..	49	11	590	..	2,821	2,256	2,079	Papanui.
Styx	84	18	824	409	1,335	51	6	1	127	7	..	11	1,611	99	19 3	32	3 4	19	14 2	..	14	3	571	6 3	0 9 3	..	..	725	6 6	..	..	6	..	..	..	79	104	Styx.
Belfast	411	639	3,949	11,827	16,826	283	449	28	988	49	128	54	22,245	1,063	8 4	176	5 4	70	0 7	13	2 6	8,464	18 5	23	5 2	114	12 6	9,925	12 10	1,993	37	321,830	3,206	5,170	7,632	7,250	Belfast.	
Kaipoi	1,232	1,854	11,992	26,966	42,044	491	789	182	13,817	726	2,142	72	20,741	4,073	8 8	328	11 1	465	17 0	83	7 2	6,713	11 2	86	11 9	170	4 5	11,921	11 3	1,037	5	130,988	185	3,932	5,116	4,478	Kaipoi.	
Rangiora	2,686	3,265	20,221	24,306	50,477	307	1,279	282	43,692	1,817	620	76	10,496	6,226	12 1	233	15 7	467	1 4	102	1 9	5,187	17 4	78	3 11	190	13 3	12,486	5 3	574	12	20,354	121	3,569	8,129	8,408	Rangiora.	
Cust	133	84	1,706	871	2,794	113	260	56	23,491	172	40	9	4,493	370	17 11	79	13 8	91	5 6	..	..	1,939	11 8	4 7 0	3	10 0	2,498	0 9	..	..	135	2	7,359	119	1,402	1,002	1,039	Cust.
Bennetts	23	8	407	285	723	7	10	..	..	..	..	..	793	86	15 3	4 2 3	3 13	3 Cr.	1 12 2	..	..	246	15 11	0 6 11	1	0 0	341	1 5	..	..	11	..	..	..	86	646	Bennetts.	
Oxford East	299	36	2,707	985	4,027	42	465	18	38,065	283	38	113	2,975	747	18 7	34	13 3	297	9 2	14	15 7	1,912	3 9	13	13 11	24	13 9	3,045	8 0	372	154	17,108	22	2,006	1,645	3,814	Oxford East.	
Sefton	100	88	1,499	1,345	3,032	138	243	40	7,209	279	38	14	4,463	389	10 8	90	10 11	179	17 0	7	8 0	1,530	11 2	3	0 9	65	8 0	2,175	7 4	66	1	4,539	466	1,038	868	900	Sefton.	
Amberley	785	131	2,855	1,271	5,042	64	682	131	61,123	97	9	46	2,497	876	4 3	42	14 3	162	7 10	21	13 9	2,066	6 1	5 1 10	124	5 6	3,298	13 6	411	160	16,039	55	900	916	1,205	Amberley.		
Waipara	1,198	125	4,897	1,046	7,266	29	949	53	120,646	83	55	38	3,497	1,755	16 5	19	19 6	236	6 0	7	14 0	5,702	7 1	17	7 9	97	10 0	7,837	0 9	169	29	4,216	843	80	537	Waipara.		
Mina	306	7	1,224	55	1,592	3	701	19	53,114	134	45	28	1,371	556	9 0	1 15 3	238	19 4	9	7 11	3,219	10 3	22	7 11	18	12 6	4,067	2 2	684	296	17,762	14	1,490	641	1,977	Mina.		
Parnassus	806	13	1,440	52	2,311	..	1,480	42	56,062	15	34	..	578	1,015	13 5	..	..	125	18 8	10	4 1	3,200	2 1	12	7 6	24	7 6	4,397	13 1	1,871	28	9,304	1	338	159	1,370	Parnassus.	
Waikari	751	264	4,225	3,398	8,638	27	240	18	24,710	5	35	13	2,672	1,583	11 8	24	15 11	99	0 7	17	13 2	1,058	9 7	3 4 4	30	10 0	3,717	5 3	111	19	6,319	13	1,902	493	856	Waikari.		
Hawarden	489	39	1,598	78	2,204	9	794	36	72,381	51	10	6	3,772	558	15 11	5 17 6	123	17 2	12	6 3	4,409	18 8	12	14 2	10	1 0	5,133	11 0	268	3	10,378	..	1,148	529	1,285	Hawarden.		
Culverden	2,191	65	6,900	8	8,531	8	2,408	77	93,025	107	233	18	4,281	3,373	13 0	6 9 3	311	12 2	44	14 0	6,964	18 3	382	7 9	111	2 6	11,194	16 11	2,077	383	33,857	73	5,168	1,394	3,242	Culverden.		
Hornby	142	122	2,009	1,324																																		

RETURN No. 12—continued.

STATEMENT OF REVENUE FOR EACH STATION FOR THE YEAR ENDED 31ST MARCH, 1919—continued.

Stations.	OUTWARD.																				INWARD.										Stations.														
	NUMBER OF TICKETS.					Cattle.	Calves.	Sheep.	Pigs.	Timber, Hundreds of Superficial Feet.	Minerals.	Other Goods.	Ordinary Passengers.	Season Tickets.	Parcels.	Luggage, Mails, &c.	Goods.	Miscellaneous.	Rents and Commission.	Total Value forwarded.	Cattle.	Calves.	Sheep.	Pigs.	Timber, Hundreds of Superficial Feet.	Minerals.	Other Goods.																		
	First-class Single.	First-class Return.	Second-class Single.	Second-class Return.	Total.																																								
SOUTH ISLAND MAIN LINE AND BRANCHES—continued.																																													
Waikanae	151	22	1,280	1,159	2,612	43	114	2	2,466	22	22	1,955	505	296	19	5	19	10	7	50	12	8	4	5	9	749	17	10	3	6	6	1,125	12	9	34	..	494	..	331	606	1,009	Waikanae.			
Milburn	54	42	1,319	760	2,175	1	101	5	7,245	33	..	1,778	9,205	280	19	10	0	11	9	30	15	10	3	0	11	3,060	13	1	35	13	4	26	0	0	3,437	14	9	47	4	1,685	33	292	10,237	929	Milburn.
Milton	1,591	595	10,983	4,181	17,359	76	432	42	31,168	210	252	20,095	7,647	4,088	11	1	85	1	11	281	0	1	54	17	6	11,880	15	8	214	14	7	173	6	7	16,778	7	5	364	11	8,986	57	1,536	8,562	8,507	Milton.
Waitahuna	104	32	1,759	1,153	3,048	29	182	2	10,820	..	1	50	1,098	587	12	10	7	11	7	63	1	0	7	11	7	11,381	6	9	16	8	8	3	5	0	1,789	18	6	130	35	1,969	10	737	1,087	1,419	Waitahuna.
Lawrence	1,140	257	6,907	2,560	10,864	12	189	11	16,540	4	52	40	3,016	2,546	14	8	64	7	7	244	3	4	26	19	11	4,957	5	10	9	14	7	13	6	0	7,862	11	11	108	2	3,718	..	859	2,428	2,471	Lawrence.
Beaumont	582	12	2,444	146	3,184	..	79	..	5,570	76	9	6	3,073	1,038	3	10	..	..	..	131	16	0	18	12	2	3,788	4	2	6	8	8	3	8	6	4,986	13	4	21	..	1,652	2	1,217	386	2,030	Beaumont.
Lovell's Flat	130	22	1,513	744	2,409	17	19	31	10,837	5	14	37,908	1,377	400	19	0	16	17	9	43	8	0	4	3	9	13,789	19	0	357	15	2	18	15	0	14,631	17	8	34	74	4,023	..	428	677	1,204	Lovell's Flat.
Stirling	602	161	8,104	3,298	12,165	106	2,272	225	5,567	456	17	102,350	2,211	2,568	17	0	95	7	6	120	15	1	14	3	4	40,236	4	6	905	3	0	27	10	0	43,968	0	5	322	10	3,300	396	3,459	1,856	4,378	Stirling.
Balclutha	2,290	594	20,659	4,121	27,664	24	2,285	208	52,146	35	4,360	371	10,433	5,695	14	0	51	9	4	562	14	9	99	4	7	11,381	6	9	41	17	2	84	2	0	17,916	8	7	1,335	58	35,587	17	4,505	4,210	5,580	Balclutha.
Owaka	244	16	4,177	600	5,037	12	601	61	13,971	78	15,296	85	3,997	1,128	2	0	9	8	0	401	9	5	13	5	0	4,322	7	2	55	12	2	60	12	6	5,990	16	3	896	212	28,743	..	1,082	6,785	2,924	Owaka.
MacLennan	74	17	2,216	2,417	4,724	..	179	27	2,406	128	28,898	61	2,412	898	10	0	..	..	..	55	3	10	1	17	5	5,949	10	11	94	12	9	..	..	..	7,099	19	11	170	63	2,274	..	309	452	1,312	MacLennan.
Waivera	182	41	1,855	815	2,893	10	93	4	19,935	3	..	12	1,376	664	3	9	19	1	2	87	11	10	8	2	9	1,444	9	6	11	11	11	..	..	..	2,235	0	11	54	3	4,115	..	1,119	2,265	2,275	Waivera.
Clinton	598	281	10,028	6,242	17,149	16	608	111	27,091	17	..	7	1,223	2,806	18	2	9	19	9	113	13	6	16	4	11	2,326	11	7	10	18	9	366	4	10	5,650	11	6	142	59	6,466	..	596	2,093	1,183	Clinton.
Waipahi	204	50	1,698	1,290	3,232	2	437	4	15,974	..	..	28	1,671	565	16	2	1	3	6	95	19	5	6	5	10	1,969	10	8	5	14	1	71	7	11	2,715	17	7	114	3	4,908	..	150	1,377	957	Waipahi.
Tapanui	401	83	2,528	665	3,737	..	320	16	10,458	37	95	40	863	1,075	14	6	..	..	..	95	12	6	9	14	6	1,279	0	6	1	12	7	2	1	9	2,463	16	4	36	1	511	28	1,744	2,604	1,534	Tapanui.
Kelso	161	20	1,481	653	2,315	3	198	2	14,413	..	74	12	949	493	10	4	1	15	3	96	9	5	6	8	7	1,659	5	4	0	14	8	42	12	6	2,300	16	1	42	4	409	..	526	919	941	Kelso.
Heriot	392	42	4,124	1,550	6,108	10	588	2	39,408	57	58	6	3,525	1,433	2	6	5	17	6	161	9	4	13	7	11	5,166	12	4	8	19	7	61	16	3	6,851	5	5	289	100	3,667	5	1,665	3,250	2,631	Heriot.
Pukerua	108	36	2,054	2,608	4,806	65	1,391	207	24,182	..	242	1,337	3,224	709	3	9	45	16	6	133	15	5	6	18	8	3,587	16	7	2	14	0	106	4	10	4,592	9	9	765	45	1,695	8	2,737	3,594	2,817	Pukerua.
Gore	3,698	873	33,225	7,752	45,548	606	1,160	241	49,876	..	1,845	9,044	15,105	10,297	12	0	498	5	1	1,139	2	4	241	10	0	14,189	3	11	72	9	9	1,607	17	6	28,046	0	7	686	69	9,816	7	9,636	3,834	16,947	Gore.
Riversdale	262	106	3,638	2,133	6,326	32	382	1	45,286	..	48	12	4,727	1,049	11	4	29	9	10	271	19	9	13	10	7	5,123	12	10	11	13	2	87	18	9	6,587	16	3	131	10	2,332	..	952	2,523	2,676	Riversdale.
Switzers	143	40	2,414	1,795	4,392	19	298	1	7,328	55	90	42	779	996	0	7	12	18	6	52	9	4	6	14	4	1,513	5	10	6	10	4	..	..	..	2,587	18	11	75	22	1,666	..	1,407	1,383	1,753	Switzers.
Balfour	147	70	2,025	1,325	3,567	92	378	89	17,306	3	4	6	3,136	863	7																														

RETURN No. 13.

STATEMENT OF CARRIAGE, BRAKE-VAN, AND WAGON STOCK, AND TARPULINS, FOR THE YEAR
ENDING 31ST MARCH, 1919.

Description.	Class.	Whangarei.	Kaiti.	North Island Main Line and Branches.	Gisborne.	South Island Main Line and Branches.	Westland.	Westport.	Nelson.	Pictou.	Total.
CARRIAGES.											
Sleepers, bogie, 50 ft. ..	AA	..	..	14	..	..	..	..	..	..	14
First-class, bogie, 50 ft. ..	AA	..	..	34	..	..	..	..	..	..	34
Ladies' (composite), bogie, 50 ft. ..	AA	..	..	6	..	..	..	..	..	..	6
Second-class bogie, 50 ft. ..	AA	..	..	32	..	..	..	..	..	..	32
Royal saloon, bogie, 50 ft. ..	AA	..	..	2	..	..	..	..	..	..	2
" " 44 ft. ..	A	..	..	..	..	1	..	..	..	..	1
Gallery-cars, bogie, 44 ft. ..	A	..	..	..	..	5	..	..	..	..	5
Saloon, bogie, 44 ft. ..	A	..	..	..	..	1	..	..	..	..	1
" " 41 ft. ..	A	..	..	5	..	4	..	..	..	..	9
" " 39½ ft. ..	A	..	..	7	..	7	..	..	..	..	14
" " 37½ ft. ..	A	..	..	2	..	..	..	..	..	..	2
" " 35 ft. ..	A	..	..	1	..	..	2	..	..	..	3
Ladies' (composite), bogie, 47½ ft. ..	A	..	..	..	..	4	..	..	..	..	4
Motor-train, bogie, 60 ft. ..	A	..	..	4	..	1	..	..	..	..	5
First-class, bogie, 50 ft. ..	A	..	..	31	..	..	..	..	..	..	31
" " 47½ ft. ..	A	..	..	41	..	61	..	..	..	2	104
" " 44 ft. ..	A	..	..	2	..	2	..	..	..	..	4
" " 43 ft. ..	A	..	..	11	..	..	..	..	..	..	11
" " 30 ft. ..	B	..	..	..	..	1	..	..	..	..	1
Composite, bogie, 60 ft. ..	A	..	..	8	..	..	..	..	..	..	8
" " 50 ft. ..	A	..	..	54	..	1	..	..	..	..	55
" " 47½ ft. ..	A	..	..	104	2	93	10	1	4	2	216
" " 46 ft. ..	A	..	..	..	..	7	..	..	..	..	7
" " 44 ft. ..	A	11	..	59	3	84	8	2	1	3	171
" " 43 ft. ..	A	..	..	8	..	..	..	..	..	..	8
" " 42½ ft. ..	A	..	..	13	..	30	..	..	..	..	43
" " 39½ ft. ..	A	..	..	2	..	4	..	1	2	1	10
" " 30 ft. ..	B	..	..	16	..	20	..	..	..	..	36
" " 6-wheel ..	C	2	2	..	3	5	2	..	..	..	14
Second-class, bogie, 52 ft. ..	A	..	..	1	..	..	..	..	..	..	1
" " 50 ft. ..	A	..	..	84	..	1	..	..	..	..	85
" " 47½ ft. ..	A	..	..	95	..	106	3	3	..	..	207
" " 46 ft. ..	A	..	..	..	..	4	..	..	..	..	4
" " 44 ft. ..	A	2	..	86	..	101	8	3	3	3	206
" " 43 ft. ..	A	..	..	17	..	..	..	..	..	..	17
" " 42½ ft. ..	A	..	..	1	..	14	..	..	..	..	15
" " 39½ ft. ..	A	..	..	10	..	..	3	..	..	..	13
" " 35 ft. ..	A	..	..	3	..	..	..	..	..	..	3
" " 30 ft. ..	B	..	..	6	..	17	..	..	..	1	24
" " 6-wheel ..	C	5	2	..	5	15	2	..	4	..	33
" " 4-wheel ..	D	5	..	..	..	2	..	..	..	..	7
Postal, bogie, 50 ft. ..	A	..	..	8	..	2	..	..	..	..	10
" " 44 ft. ..	A	..	..	3	..	4	..	..	..	..	7
" " 39½ ft. ..	A	..	..	2	..	..	..	..	..	..	2
" " 30 ft. ..	B	..	..	..	..	1	..	..	..	..	1
" " composite, 44 ft. ..	A	..	..	1	..	..	..	..	..	..	1
Rail-motor, 58 ft. ..	..	..	..	1	..	..	..	..	..	..	1
" " 42½ ft. ..	..	..	..	1	..	..	..	..	..	..	1
Totals..	..	25	4	775	13	598	38	10	14	12	1,489
BRAKE-VANS.											
Brake-vans, 4-wheel ..	F	6	2	8	2	53	7	2	4	3	87
" " bogie ..	F	4	..	206	2	114	9	5	3	3	346
" " Fell ..	F	..	..	7	..	..	4	..	..	..	11
Totals..	..	10	2	221	4	167	20	7	7	6	441
WAGONS.											
Horse-boxes ..	G	2	..	133	1	110	6	..	1	4	257
Cattle ..	H	19	..	276	4	211	24	4	5	4	547
Sheep ..	J	6	..	925	40	725	17	..	10	29	1,752
Covered goods ..	K	8	1	263	2	359	24	5	6	3	671
Sleeping-vans ..	K	..	..	25	..	41	3	1	1	..	71
High sides ..	L	79	4	5,064	47	4,508	208	17	103	154	10,184
" " ..	La	..	..	500	..	1,526	..	..	..	..	2,026
Wharf ..	Lb	..	..	..	..	..	45	..	..	..	45
Low sides ..	M	22	12	426	40	841	50	24	14	21	1,450
" " steel ..	Ma	..	..	148	12	..	..	..	..	..	160
Work-train ..	Mb	..	..	110	..	35	..	..	..	..	145
Timber ..	N	112	40	91	..	165	36	32	8	..	484
Iron hopper ..	O	..	..	39	..	..	..	..	..	..	39
" " for ballast ..	Ob	..	..	10	..	..	..	..	..	..	10
Platform coal ..	P	169	..	29	..	..	..	..	..	..	198
Movable hopper ..	Q	..	..	..	..	..	495	673	..	..	1,168
Frozen meat ..	W	..	..	208	..	71	..	..	15	..	294
Cool, insulated ..	X	6	..	173	..	29	3	..	..	..	211
" " ventilated ..	Xa	1	1	122	..	95	..	..	..	7	226
" " ..	Xb	1	..	68	..	56	..	..	..	..	125
Work-train hopper ..	Y	..	..	..	..	25	..	..	..	..	25
" " ..	Yb	..	..	211	..	119	20	..	..	..	350
High side, bogie ..	R	..	2	222	..	51	9	..	..	..	284
" " ..	Rb	..	..	70	..	21	..	..	..	..	91
" " ..	Rd	..	..	64	..	..	..	..	..	..	64
" " ..	Rn	..	..	40	..	..	..	..	..	..	40

RETURN No. 13—continued.

STATEMENT OF CARRIAGE, BRAKE-VAN, AND WAGON STOCK, AND TARPAULINS, FOR THE YEAR
ENDING 31ST MARCH, 1919—continued.

Description.	Clas.	Whangarei.	Kaihu.	North Island Main Line and Branches.	Gisborne.	South Island Main line and Branches.	Westland.	Westport.	Nelson.	Pictou.	Total.
<i>WAGONS—continued.</i>											
Sheep, bogie	S	..	..	73	..	52	..	..	..	..	125
Cattle, „	T	..	..	49	..	26	..	..	..	..	75
Platform, „	U	8	..	211	40	82	28	2	4	6	381
Gas-storeholders, bogie	U _A	..	..	9	..	5	..	..	..	..	14
Platform, „	U _B	..	..	107	..	90	44	..	..	..	241
Horse-boxes, „	U _G	..	..	27	..	24	..	..	..	..	51
Frozen meat, „	V	..	..	54	..	75	..	..	..	..	129
„ „	V _B	..	..	103	..	40	..	..	..	..	143
Covered goods, „	Z	..	..	61	..	27	..	..	..	..	88
„ „	Z _P	..	..	23	..	27	..	..	..	..	50
Totals.. .. .	..	433	60	9,934	186	9,436	1012	758	167	228	22,214
TARPAULINS	..	112	24	7,909	115	9,220	335	52	175	290	18,232

RETURN No. 14.

STATEMENT OF LOCOMOTIVE STOCK FOR THE YEAR ENDING 31st MARCH, 1919.

Class.	Type.	Cylinder.		Coupled Wheels.		Truck Wheels.		Whangarei.	Kaiku.	North Island Main Line and Branches.	Gisborne.	South Island Main Line and Branches.	Westland.	Westport.	Nelson.	Picton.	Total.
		Dia- meter.	Stroke.	No.	Dia- meter.	No.	Dia- meter.										
A	Tender (4-cyl. balanced compound)	12 & 19	22	6	4 6	6	30½	..	..	50	..	7	..	..	..	..	57
AA	Tender	18	24	6	4 1	6	30	..	..	10	..	..	..	..	..	..	10
AB	"	17	26	6	4 6	6	26½	..	..	9	..	9	..	..	..	..	18
AB	" (409)	17	26	6	4 6	6	30½	..	..	..	..	1	..	..	..	..	1
B	"	16	22	8	3 6½	4	30½	..	..	..	..	8	..	..	..	..	8
BA	"	16	22	8	3 6½	4	26½	..	..	..	..	10	..	..	..	..	10
BB	"	17	22	8	3 6½	4	26½	..	..	30	..	..	..	..	..	..	30
Bc	" (compound)	11½ & 19	20	8	3 7	2	28	..	..	1	..	..	..	..	..	..	1
C	Tank	9½	18	4	2 6½	2	18	..	..	2	..	..	..	2	..	..	4
D	"	9½	18	4	3 0½	2	18	..	..	3	..	9	1	..	..	..	15
F	"	10½	18	6	3 0½	..	..	..	2	24	..	37	5	2	1	1	71
FA	"	12	18	6	3 0½	2	24	3	..	4	1	3	1	2	3	2	19
H	" (Fell)	14	16	4	2 8	2	30	..	..	6	..	..	..	..	..	..	6
J	Tender	14	20	6	3 6½	2	24½	..	..	14	..	14	..	..	..	..	28
K	"	12	20	4	4 1½	4	30½	..	..	2	..	6	..	..	..	..	8
L	Tank	12	18	4	3 6½	6	26½	..	..	9	..	1	..	..	..	..	10
LA	"	12	18	4	3 9	4	26½	..	..	..	..	..	5	..	..	..	5
M	"	13	20	4	3 6½	6	28½	..	..	4	..	..	..	..	..	..	4
N	Tender	15	20	6	4 1½	4	28½	..	..	10	..	..	2	..	..	..	12
NA	" (compound) ..	10 & 17	20	6	4 1	4	30	..	..	2	..	..	..	..	..	..	2
NC	"	10 & 17	20	6	4 1	4	30	..	..	2	..	..	..	..	..	..	2
O	"	15	18	8	3 0½	2	28½	..	..	6	..	..	..	..	..	..	6
OA	" (compound) ..	11 & 18	20	8	3 7	2	30	..	..	1	..	..	..	..	..	..	1
OB	"	16	20	8	3 7	2	30	..	..	2	..	..	..	..	..	..	2
OC	" (compound) ..	11 & 18	20	8	3 7	2	30	..	..	1	..	..	..	..	..	..	1
P	"	15	20	8	3 5	2	26½	..	..	4	..	6	..	..	..	..	10
Q	"	16	22	6	4 1½	4	30	..	..	6	..	7	..	..	..	..	13
R	Single Fairlie ..	12½	16	6	3 0½	4	36½	..	..	10	..	7	..	..	..	..	17
S	"	13	16	6	3 0½	4	36½	..	..	4	..	..	..	..	..	..	4
T	Tender	15	18	8	3 0½	2	24½	..	..	2	..	4	..	..	..	..	6
U	"	16	20	6	4 6	4	30½	..	..	..	..	9	..	..	..	..	9
UA	"	16	20	6	4 1½	4	30	..	..	..	..	6	..	..	..	..	6
UB	"	16	20	6	4 1½	4	26½	..	..	..	..	20	..	..	..	..	20
UB	"	16	22	6	4 1½	4	30	..	..	..	..	2	..	..	..	..	2
UC	"	16	22	6	4 1½	4	30	..	..	..	..	10	..	..	..	..	10
UD	"	16½	22	6	4 10	4	28	..	..	2	..	..	..	..	..	..	2
V	"	15	20	6	4 1½	4	26½	..	..	3	..	10	..	..	..	..	13
W	Tank	14	20	6	3 0½	4	28½	..	..	..	..	..	2	..	..	..	2
WA	"	14	20	6	3 3½	4	28½	..	..	3	5	..	3	..	..	..	11
WA	" (converted) ..	14	20	6	3 6½	4	24½	..	..	3	..	1	..	..	..	..	4
WAB	"	17	26	6	4 6	4	30½	..	..	2	..	..	..	..	..	..	2
WB	"	14	20	6	3 3½	4	25	6	..	..	..	..	1	5	..	..	12
WD	"	14	20	6	3 3½	6	25	..	..	11	..	4	3	..	..	..	18
WE	"	16	22	6	3 6½	8	30½	..	..	1	..	..	1	..	..	..	2
WF	"	14	22	6	3 9	6	30½	..	..	18	..	16	..	..	1	3	38
WG	"	14	22	6	3 9	8	26½	..	..	20	..	..	..	..	..	..	20
WH	"	12	18	6	3 1	4	24½	..	..	2	..	..	..	..	..	..	2
WJ	"	17	20	8	3 7	2	30	..	..	1	..	..	..	..	..	..	1
WW	"	15½	22	6	3 9	8	26½	..	..	43	..	3	..	..	..	..	46
X	Tender (4-cyl. balanced compound)	13½ & 22	22	8	3 9	2	30½	..	..	18	..	..	..	..	..	..	18
..	Small Tank	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	1
Totals		..	..	..	..	..	..	10	2	346	6	210	24	11	5	6	620

RETURN No. 15.

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

	Area in Square Miles.	Population.	Average Miles open.	Gauge.	Total Cost.	Cost per Mile.	Population per Mile of Railway.	Cost per Head of Population.	Train-miles run.	Gross Earnings.	Earnings per Train-mile.	Working-expenses.	Working-expenses per Train-mile.	Profit on Working.	Net Earnings per Train-mile.	Percentage of Net Earnings to Capital.	Percentage of Working-expenses to Earnings.	Earnings per Head of Population.	Passengers carried.*	Tonnage of Goods.	Earnings per Average Mile open.	Working-expenses per Average Mile open.	Net Earnings per Average Mile.	Expenses.					Number of Locomotives.	Number of Passenger-carriages.	Number of Wagons and Brake-vans.	Year ending
																								Maintenance per Mile of Railway.	Locomotive, Car, and Wagon per Train-mile.	Traffic per Cent. of Revenue.	General Charges (including Compensation, &c.) per Cent. of Revenue.					
Victoria ..	87,884	1,424,000	4,152	Ft. in. 5 3	£ 56,655,910	£ 13,645	343	£ s. d. 39 15 8	13,626,371	£ 6,562,259	d. 115-58	£ 4,188,046	d. 73-76	£ 2,374,213	d. 41-82	4-19	63-82	£ s. d. 4 12 2	105,753,073	6,231,093	£ 1,585	£ 1,012	£ 573	£ 228	d. 33-46	18-57	1-92	817	1,641	20,292	30 June, 1918.	
New South Wales ..	309,460	1,879,949	4,679	4 8½	75,050,450	16,039	402	39 18 5	18,143,267	8,954,880	118-46	5,940,447	78-58	3,014,433	39-88	4-10	66-34	4 15 3	94,304,516	11,293,060	1,968	1,305	663	219	36-45	19-38	5-06	1,282	1,659	22,859	„ „	
Queensland ..	670,500	688,532	5,295	3 6	39,471,799	7,454	130	57 6 7	10,319,694	4,023,921	93-58	3,410,157	79-31	613,764	14-27	1-55	84-75	5 16 11	25,682,368	4,154,441	762	646	116	161	29-68	24-22	1-72	658	817	14,371	„ „	
South Australia ..	380,070	439,275	2,235	(3 6) (5 3)	18,354,171	8,229	196	41 15 8	5,440,515	2,331,549	102-85	1,747,055	77-07	584,494	25-78	3-18	74-93	5 6 2	18,936,104	2,767,734	1,043	782	261	136	43-33	18-30	1-44	489	636	9,483	„ „	
Western Australia ..	975,920	309,407	3,463	3 6	17,760,566	5,129	89	57 8 1	4,094,510	1,816,388	106-47	1,451,334	85-07	365,054	21-40	2-05	79-90	5 17 5	16,081,695	2,259,070	524	419	105	104	38-48	20-92	2-39	424	409	10,069	„ „	
Tasmania ..	26,215	203,874	591	(3 6) (2 0)	4,979,399	8,471	345	24 8 5	1,056,373	356,735	81-04	277,952	63-14	78,783	17-89	1-58	77-91	1 14 11	1,874,029	388,630	603	470	133	123	28-44	17-86	4-63	80	175	1,813	„ „	
New Zealand ..	103,861	746,673	2,090	3 6	16,404,076	7,849	357	21 19 5	3,968,708	1,469,665	89-00	929,737	56-22	539,928	32-78	3-29	63-26	1 19 4	4,955,553	2,624,059	712	450	262	173	18-46	16-67	3-00	293	550	9,792	31 Mar., 1899.	
„ ..	103,861	758,616	2,099	3 6	16,703,887	7,958	361	22 0 5	4,187,893	1,623,891	93-00	1,052,358	60-31	571,533	32-69	3-42	64-80	2 2 10	5,468,284	3,127,824	774	501	273	188	21-32	16-17	2-93	304	577	10,295	„ 1900.	
„ ..	103,861	815,349	2,174	3 6	17,207,328	7,915	375	21 2 1	4,620,971	1,727,236	89-75	1,127,848	58-58	599,388	31-17	3-47	65-30	2 2 4	6,243,593	3,339,687	794	519	275	196	19-99	17-15	2-09	306	603	10,868	„ 1901.	
„ ..	103,861	833,137	2,227	3 6	18,170,722	8,159	374	21 16 2	5,066,360	1,874,586	88-75	1,252,237	59-32	622,349	29-43	3-43	66-80	2 5 0	7,356,136	3,529,177	842	562	280	196	21-35	17-78	3-03	362	701	12,444	„ 1902.	
„ ..	103,861	857,985	2,262	3 6	19,081,735	8,436	379	22 4 10	5,443,333	1,974,038	87-00	1,343,415	59-23	630,623	27-77	3-30	68-05	2 6 0	7,575,390	3,730,394	873	594	279	204	21-36	18-24	3-19	372	751	12,992	„ 1903.	
„ ..	103,861	882,097	2,305	3 6	20,692,911	8,977	383	23 9 2	5,685,399	2,180,641	91-75	1,438,724	60-48	741,917	31-27	3-58	65-98	2 9 5	8,306,383	4,072,576	943	622	321	213	22-21	17-22	3-14	377	809	13,433	„ 1904.	
„ ..	103,861	908,114	2,347	3 6	21,701,572	9,141	387	23 17 11	6,107,079	2,209,231	86-50	1,492,900	58-46	716,331	28-04	3-30	67-58	2 8 8	8,514,112	4,011,511	938	634	304	217	21-05	18-28	3-10	389	864	13,885	„ 1905.	
„ ..	103,861	933,111	2,391	3 6	22,498,972	9,410	391	24 2 3	6,413,573	2,349,704	87-75	1,621,239	60-47	728,465	27-28	3-24	69-00	2 10 4	8,826,382	4,241,422	980	676	304	229	21-99	18-86	3-01	395	906	14,127	„ 1906.	
„ ..	103,861	961,604	2,427	3 6	23,504,272	9,570	396	24 8 10	6,755,454	2,624,600	93-00	1,812,482	64-21	812,118	28-79	3-45	69-06	2 14 7	9,600,786	4,592,099	1,078	744	334	253	23-37	18-90	2-80	398	966	14,605	„ 1907.	
„ ..	103,861	985,318	2,469	3 6	24,365,647	9,861	399	24 14 7	7,051,274	2,761,938	93-75	1,949,759	66-18	812,179	27-57	3-33	70-59	2 16 1	9,756,716	4,834,534	1,114	786	328	258	24-96	19-40	2-76	410	1,002	15,475	„ 1908.	
„ ..	103,861	1,016,044	2,556	3 6	27,762,592	10,351	398	27 6 6	7,458,236	2,929,526	94-00	2,114,815	67-89	814,711	26-11	3-13	72-19	2 17 8	10,457,144	4,871,874	1,148	828	320	258	25-56	20-73	3-16	452	1,116	16,476	„ 1909.	
„ ..	103,861	1,035,211	2,704	3 6	28,513,476	10,494	383	27 10 10	7,889,166	3,249,790	98-75	2,169,474	65-84	1,080,316	32-91	3-80	66-76	3 2 9	11,141,142	5,223,414	1,203	803	400	230	25-35	18-96	2-96	465	1,140	17,220	„ 1910.	
„ ..	103,861	1,055,640	2,742	3 6	29,606,546	10,723	385	28 1 0	8,141,075	3,494,182	102-75	2,303,272	67-75	1,190,910	35-00	4-06	65-92	3 6 2	11,200,613	5,555,292	1,275	840	435	254	25-81	18-10	2-81	478	1,166	18,036	„ 1911.	
„ ..	103,861	1,081,344	2,801	3 6	30,506,089	10,864	386	28 4 2	8,371,687	3,676,509	105-25	2,465,896	70-52	1,210,613	34-73	3-98	67-07	3 8 0	20,336,577	5,599,756	1,314	881	433	263	27-30	18-27	2-76	493	1,212	18,521	„ 1912.	
„ ..	103,861	1,111,592	2,840	3 6	31,611,220	11,053	391	28 8 9	9,016,224	3,971,002	105-50	2,705,609	71-84	1,265,393	33-66	4-04	68-13	3 11 5	22,310,867	5,957,005	1,400	954	446	271	28-20	19-40	2-64	513	1,282	19,515	„ 1913.	
„ ..	103,861	1,139,669	2,861	3 6	32,355,087	11,309	398	28 7 9	9,319,268	4,043,328	104-00	2,880,323	74-00	1,163,005	30-00	3-61	71-24	3 10 11	23,173,472	5,661,340	1,416	1,008	408	268	29-72	20-73	2-91	534	1,363	20,251	„ 1914.	
„ ..	103,861	1,150,430	2,917	3 6	34,133,825	11,702	394	29 13 5	9,383,420	4,105,457	104-75	2,920,455	74-54	1,185,002	30-21	3-53	71-14	3 11 4	23,542,903	6,075,282	1,410	1,002	408	254	30-26	21-20	2-98	557	1,397	21,226	„ 1915.	
„ ..	103,861	1,152,048	2,959	3 6	34,857,882	11,780	389	30 5 2	9,356,522	4,548,356	116-50	2,910,883	74-50	1,637,473	42-00	4-72	64-00	3 19 0	24,600,693	5,960,562	1,540	985	555	251	29-77	19-60	2-50	585	1,452	21,994	„ 1916.	
„ ..	103,861	1,150,605	2,970	3 6	35,378,664	11,912	387	30 15 0	9,146,331	4,800,810	125-75	2,926,864	76-63	1,873,946	49-12	5-30	60-97	4 3 5	24,782,602	5,826,265	1,619	987	632	244	30-88	18-87	2-47	607	1,480	22,380	„ 1917.	
„ ..	103,861	1,154,559	2,977	3 6	36,001,432	12,029	389	32 0 11	7,468,646	4,687,700	150-50	3,042,907	97-54	1,644,793	52-96	4-60	64-91	4 1 3	21,438,325	5,373,136	1,578	1,023	555	240	40-02	20-38	2-67	624	1,488	22,517	„ 1918.	
„ ..	103,861	1,175,325	2,993	3 6	36,167,681	12,084	393	30 15 6	7,477,583	4,988,632	160-00	3,308,575	105-97	1,680,057	54-03	4-65	66-32	4 4 11	22,030,327	5,611,738	1,670	1,107	563	252	44-35	20-73	2-70	620	1,489	22,658	„ 1919.	

RETURN No. 16.

RETURN SHOWING THE MILEAGE, CAPITAL COST, TRAFFIC, REVENUE, AND EXPENDITURE OF THE NEW ZEALAND GOVERNMENT RAILWAYS FROM 1ST APRIL, 1914, TO 31ST MARCH, 1919.

MILEAGE, CAPITAL COST, TRAFFIC, AND REVENUE.

Year.	Miles.	Capital Cost.	Train-mileage.	Passengers.		Season Tickets.		Coaching.		Cattle.	Sheep.	Pigs.
				No.	Revenue	No.	Revenue.	Revenue.	Revenue.			
1914-1915	2,955	£ 34,133,825	9,383,420	13,565,772	£ 1,329,233	302,912	£ 153,150	£ 227,521	£ 237,521	No. 314,219	No. 6,923,306	No. 163,155
1915-1916	2,970	34,857,882	9,356,522	14,201,506	1,566,380	330,622	156,322	236,705	236,705	371,529	7,204,826	182,443
1916-1917	2,970	35,378,664	9,146,331	14,173,115	1,717,847	355,832	155,201	243,832	243,832	402,174	7,106,174	163,370
1917-1918	2,993	36,001,432	7,468,646	11,408,156	1,663,922	322,487	138,675	254,110	254,110	362,134	6,356,361	145,729
1918-1919	2,993	36,167,681	7,477,583	11,377,521	1,799,381	351,124	150,901	258,524	258,524	346,544	6,568,032	123,728

Year.	Timber.	Minerals.	Other Goods.	Total.	Goods Revenue.	Miscellaneous Revenue.	Rents and Commission.	Total Revenue.	Revenue per Train-mile.
1914-1915	Tons. 621,963	Tons. 2,988,028	Tons. 2,466,836	Tons. 6,076,827	£ 2,249,399	£ 69,646	£ 76,508	£ 4,105,457	d. 104.75
1915-1916	625,866	2,831,959	2,504,439	5,962,264	2,423,493	81,391	84,065	4,548,356	116.50
1916-1917	579,428	2,787,523	2,459,314	5,836,265	2,498,862	98,473	86,595	4,800,810	125.75
1917-1918	523,784	2,572,576	2,276,776	5,373,136	2,465,241	78,761	86,991	4,687,700	150.50
1918-1919	487,729	2,444,007	2,306,721	5,238,457	2,608,336	78,828	92,662	4,988,632	160.00

EXPENDITURE.

Year.	Expenditure per Train-mile.	Expenditure per Cent. of Revenue.	Maintenance of Way.			Locomotive Power.			Carriages and Wagons.		
			Amount.	Per Cent. of Revenue.	Per Mile of Railway.	Amount.	Per Cent. of Revenue.	Per Train-mile.	Amount.	Per Cent. of Revenue.	Per Train-mile.
1914-1915	d. 74.54	£ 71.14	£ 738,550	17.99	£ 254.02	£ 954,868	23.26	d. 24.42	£ 228,145	£ 5.56	d. 5.84
1915-1916	74.50	64.00	740,349	16.30	251.00	934,737	20.58	23.98	225,968	4.98	5.79
1916-1917	76.63	60.97	720,840	15.04	243.52	937,780	19.56	24.61	238,868	4.98	6.27
1917-1918	97.54	64.91	710,655	15.18	239.54	962,222	20.56	30.92	283,248	6.05	9.10
1918-1919	105.97	66.32	752,558	15.10	252.28	1,075,439	21.59	34.52	306,308	6.15	9.83

Year.	Traffic.			Head and Departmental Offices.			Lake Wakatipu Steamers.		
	Amount.	Per Cent. of Revenue.	Per Train-mile.	Amount.	Per Cent. of Revenue.	Per Train-mile.	Amount.	Per Cent. of Revenue.	Total Expenditure.
1914-1915	£ 870,392	£ 21.20	d. 22.26	£ 122,415	£ 2.98	d. 3.13	£ 6,085	£ 88.83	£ 2,920,455
1915-1916	889,991	19.60	22.83	113,461	2.50	2.91	6,377	88.04	2,910,883
1916-1917	904,318	18.87	23.73	118,456	2.47	3.10	6,602	91.89	2,926,864
1917-1918	954,142	20.38	30.66	124,976	2.67	4.02	7,664	112.53	3,043,907
1918-1919	1,032,609	20.73	33.14	134,636	2.70	4.32	6,985	104.53	3,308,575

RETURN No. 17.

STATEMENT OF RAILS RELAID DURING THE YEAR ENDING 31ST MARCH, 1919.

Weight.	Whangarei-Kawakawa.	Kaihu.	Gisborne.	North Island Main Line and Branches.	South Island Main Line and Branches.	Westland.	Westport.	Nelson.	Picton.	Total.
RAILS RELAID :—										
55 lb. steel	..	..	..	8	32	..	..	..	..	40
70 "	..	..	..	899	438	227	10	..	..	1,574
100 "	..	..	..	..	44	..	..	..	..	44
Totals	..	..	..	907	514	227	10	..	..	1,658

RETURN No. 18.

STATEMENT OF SLEEPERS RELAID AND REMOVED DURING THE YEAR ENDING 31ST MARCH, 1919.

Description.	Whangarei-Kawakawa.	Kaihu.	North Island Main Line and Branches.	Gisborne.	South Island Main Line and Branches.	Westland.	Westport.	Nelson.	Picton.	Total.
SLEEPERS RELAID :—										
Ironbark	..	..	676	..	443	83	12	..	..	1,214
Jarrah	1,801	..	32,367	285	27,179	1,072	306	186	6,698	69,824
Silver-pine	..	..	232	4	1,452	1,874	2,076	386	97	6,121
Totara	47	658	43	..	3	..	..	..	..	751
Puriri	5	58	531	..	..	..	..	..	..	594
Birch	..	..	2	..	29	..	..	..	..	31
Matai	..	..	2	..	..	..	..	..	..	2
Blue-gum	..	..	..	..	734	..	..	..	..	734
Mixed	..	..	144	..	..	..	..	..	..	144
Totals	1,853	716	33,907	289	29,840	3,029	2,394	572	6,795	79,485
SLEEPERS REMOVED :—										
Totara	488	213	6,712	..	2,753	..	..	..	11	10,177
Jarrah	..	..	6,281	..	4,587	..	..	..	935	11,803
Silver-pine	240	..	386	270	6,765	2,018	1,547	188	2,131	13,575
Puriri	987	63	881	..	114	..	..	..	..	2,045
Ironbark	..	..	759	..	601	..	..	..	..	1,360
Powellized	..	..	843	..	3,877	..	..	..	..	4,720
Matai	..	..	127	..	2,404	..	..	..	..	2,531
Birch	..	..	1,565	..	3,681	27	84	154	3,118	8,629
Grey-gum	..	..	331	..	186	..	..	..	..	517
Blue-gum	..	..	..	..	155	..	..	..	..	155
Creosoted	..	..	616	..	2,151	..	..	..	..	2,767
Kauri	138	440	400	..	..	..	..	..	..	978
Brush-box	..	..	..	..	..	..	..	..	600	600
Maire	..	..	211	..	..	..	..	..	..	211
Mixed	..	..	10,675	..	..	..	..	..	..	10,675
Totals	1,853	716	29,787	270	27,274	2,075	1,631	342	6,795	70,743

RETURN No. 19.

RETURN OF NUMBER OF STATIONS AND PRIVATE SIDINGS ON EACH SECTION FOR THE YEAR ENDING 31ST MARCH, 1919.

Sections.	Length.	Number of Stations and Stopping-places in the Time-tables.	Number of Private Sidings.		
			At Stations.	Out of Stations.	Total.
Whangarei	M. 74 ch. 28	33	6	4	10
Kaihu	19 41	12	1	1	2
Gisborne	49 10	17	6	3	9
North Island Main Line and Branches ..	1,135 8	397	122	39	161
South Island Main Line and Branches ..	1,405 9	515	178	24	202
Westland	157 26	71	22	7	29
Westport	35 78	17	2	1	3
Nelson	60 20	23	3	..	3
Picton	56 12	23	4	..	4
Totals	2,992 67	1,108	344	79	423

RETURN NO. 20.
COMPARATIVE STATEMENT OF MILEAGE OF RAILWAYS OPEN FOR TRAFFIC AND UNDER MAINTENANCE ON 31ST MARCH, 1919.

Section.	Mileage open for Traffic on 31st March, 1918.		Additional Lengths opened during Year.		Reduced Mileage equivalent to Maintenance for whole Period.		Length closed during Year.		Net Addition to Mileage open for Traffic.		Net Addition to Mileage under Maintenance.		Total Mileage open for Traffic on 31st March, 1919.		Equivalent Total Mileage maintained during Financial Year ended 31st March, 1919.	
	Line opened.	Date of Opening.	Line opened.	Date of Opening.	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.
Whangarei-Kawakawa	..	..	..	..	..	..	..	..	..	..	..	..	74	28	74	28
Kaihu	..	..	..	..	..	..	..	..	..	..	..	..	19	41	19	41
North Island Main Lines and Branches	..	..	..	..	..	..	..	..	..	..	..	..	1,135	3	1,135	3
Gisborne	..	..	..	..	..	..	..	..	..	..	..	..	49	10	49	10
South Island Main Lines and Branches	..	..	..	..	..	..	..	..	..	..	..	..	1,402	65	1,402	65
Ditto, Private Line—Nightcaps Branch	..	..	..	..	..	..	..	..	..	..	..	..	2	24	2	24
Westland	..	..	..	..	..	..	..	..	..	..	..	..	157	26	157	26
Westport	..	..	..	..	..	..	..	..	..	..	..	..	35	78	35	78
Nelson	..	..	..	..	..	..	..	..	..	..	..	..	60	20	60	20
Pictou	..	..	..	..	..	..	..	..	..	..	..	..	56	12	56	12
Totals	..	..	..	..	..	..	..	..	..	..	..	..	2,992	67	2,992	67

RETURN NO. 21—continued.
STATEMENT SHOWING WEIGHTS OF RAILS IN VARIOUS LINES ON 31st MARCH, 1919—continued.

Line.	40 lb. Iron.	40 lb. Steel.	45 lb. Steel.	52 lb. Iron.	52 lb. Steel.	53 lb. Steel.	55 lb. Steel.	56 lb. Iron.	56 lb. Steel.	65 lb. Steel.	70 lb. Iron.	70 lb. Steel.	100 lb. Steel.	Total.
Brought forward	..	..	..	..	..	..	..	..	..	..	..	..	..	..
South Island Main Lines and Branches—continued.	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Ngapara Branch	..	..	..	..	..	11 44	8 52	..	3 45	..	..	..	..	15 9
Livingstone Branch	..	..	..	..	..	..	..	..	1 39	..	..	..	..	11 75
Waitema Branch	..	..	..	0 59	..	0 17	..	..	1 0	..	..	..	..	8 65
Port Chalmers Branch	..	..	..	..	..	1 49	0 19	..	0 59	..	..	1 9	..	1 26
Walton Park Branch	..	..	..	..	..	1 57	..	..	..	..	..	0 1	..	2 49
Fernhill Branch	..	..	..	..	..	65 72	3 0	..	65 59	..	..	..	..	1 57
Otago Central Railway	..	..	..	..	..	6 34	0 69	..	1 57	..	..	..	..	134 51
Outram Branch	..	..	..	..	..	1 29	18 26	..	15 9	..	..	..	..	9 0
Lawrence Branch	..	..	..	..	..	18 70	20 4	..	3 43	..	..	0 6	..	34 63
Catin's River Branch	..	..	..	0 25	..	10 40	9 3	..	6 58	..	..	..	..	42 68
Tapanui Branch	..	..	..	..	..	..	12 55	..	..	..	..	0 2	..	26 21
Waikaka Branch	..	..	..	..	..	9 1	..	..	..	..	..	0 34	..	12 57
Wyndham Branch	..	..	..	..	..	1 54	25 8	..	7 3	..	..	..	..	9 35
Seaward Bush Branch	..	..	..	..	..	44 59	..	..	23 56	..	9 63	..	..	33 65
Invercargill—Kingston	..	..	..	..	..	17 76	8 6	..	10 21	..	..	..	..	87 0
Makarewa—Tuatapere	..	..	..	..	..	..	..	..	..	..	..	24 44	..	48 23
Thornbury—Nightcaps	..	..	..	..	..	..	..	..	..	..	..	..	..	24 51
Forest Hill Branch	..	..	..	..	..	..	2 8	..	0 1	..	..	..	..	12 66
Mararoa Branch	..	..	..	..	..	0 24	..	..	0 1	..	..	..	..	10 41
Wairua Plains Railway	..	..	..	5 76	..	4 22	..	..	0 72	..	..	25 31	..	36 41
Riversdale—Switzers	..	..	..	..	..	1 77	11 69	..	..	..	..	0 1	..	13 67
Westland Section—	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Greymouth—Otira	..	..	..	..	..	17 57	..	..	11 28	..	..	21 43	..	50 48
Greymouth—Ross	..	..	..	..	..	18 26	..	..	17 43	..	..	2 40	..	38 29
Stillwater—Inangahua	..	..	..	..	..	31 25	13 29	..	6 64	..	..	5 35	..	56 73
Blackball—Ngahere	..	..	..	..	..	..	1 0	..	2 31	..	..	..	..	3 31
Greymouth—Rewanui	..	..	..	..	..	0 15	..	..	4 61	..	..	3 9	..	8 5
Westport—Mokihui	..	..	..	0 16	..	10 20	..	..	0 49	..	..	19 12	..	30 17
Westport—Te Kaha	..	..	..	1 1	..	0 2	5 55	..	0 4	..	..	..	..	5 61
Nelson—Glenhope	..	..	..	0 1	..	24 41	17 60	..	16 75	..	..	..	..	60 20
Pictou—Whararui	..	..	..	0 1	..	17 2	22 48	..	16 29	..	..	0 2	..	56 12
Totals	18 69	62 73	6 27	28 54	24 22	658 47	345 19	2 11	511 79	23 22	9 63	1,299 11	1 50	2,992 67

RETURN NO. 22.

SOUTH ISLAND MAIN LINES AND BRANCHES.

SHOWING MILEAGE OF TRACK IN MAIN LINES AND SIDINGS OPEN FOR TRAFFIC ON 31ST MARCH, 1919, ON THE SOUTH ISLAND MAIN LINES AND BRANCHES.

Line of Railway.	Main Line.		Branches.	Total Railway.	Sidings.			Total Equivalent of Single Track.
	Single.	Double.			Main Line.	Branches.	Total.	
CHRISTCHURCH DIVISION :—	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.
Main Line	211 57	17 72	..	229 49	102 0	..	102 0	331 49
Rangiora-Sheffield and Eyreton Junction - Bennett's	..	..	53 56	328 32	..	5 41	37 8	58 97
Waipara-Parnassus ..	..	..	44 1			4 45		48 46
Southbridge and Little River Branches	..	..	48 7			7 28		55 35
Springfield and White Cliffs Branches	..	..	83 72			8 43		92 35
Rakaia and Ashburton Forks Branch	..	..	22 20	328 32	..	3 16	37 8	25 36
Mount Somers Branch ..	..	..	27 36			1 73		29 29
Albury Branch	..	..	36 13			3 13		39 26
Waimate Branch	..	..	12 67			2 69		15 56
Totals, Christchurch Division	211 57	17 72	328 32	558 1	102 0	37 8	139 8	697 9
DUNEDIN DIVISION :—	165 40	11 24	..	176 64	74 52	..	74 52	251 36
Main Line	165 40	11 24	37 41	301 12	..	3 31	33 35	40 72
Duntroon Branch	..	..	0 63			1 72		2 55
Oamaru-Breakwater Branch ..	..	..	27 4			2 59		29 63
Ngapara & Livingstone Branches	..	..	8 65			0 63		9 48
Waihemo Branch	..	..	1 26			3 65		5 11
Port Chalmers Branch	..	..	2 49			0 79		3 48
Walton Park Branch	..	..	1 57			0 26		2 3
Fernhill Branch	..	..	134 51			10 61		145 32
Otago Central Railway	..	..	9 0			0 63		9 63
Outram Branch	..	..	34 68			3 16		38 4
Lawrence Branch	..	..	42 68			4 60		47 48
Catlin's River Branch	..	..	..	..	..	..	..	..
Totals, Dunedin Division ..	165 40	11 24	301 12	477 76	74 52	33 35	108 7	586 3
INVERCARGILL DIVISION :—	82 41	..	..	82 41	35 21	..	35 21	117 62
Main Line	82 41	..	26 21	315 67	..	2 62	41 27	29 3
Tapanui Branch	..	..	36 41			3 29		39 70
Waimea Plains Branch	..	..	13 67			2 3		15 70
Switzer's Branch	..	..	12 57			1 77		14 54
Waikaka Branch	..	..	9 35			1 0		10 35
Wyndham Branch	..	..	33 65			3 9		36 74
Seaward Bush Branch	..	..	87 0			11 35		98 35
Kingston Branch	..	..	48 23			9 32		57 55
Makarewa-Orepuki Branch ..	..	..	24 51			4 2		28 53
Thornbury-Wairio and Wairio- Nightcaps Branches	..	..	12 66			1 15		14 1
Forest Hill Railway	..	..	10 41			1 3		11 44
Lumsden-Mararoa Branch ..	..	..	..	..	..	..	..	..
Totals, Invercargill Division	82 41	..	315 67	398 28	35 21	41 27	76 48	474 76
Grand Totals—Whole Line..	459 58	29 16	945 31	1,434 25	211 73	111 70	323 63	1,758 8

RETURN No. 23.

STATEMENT SHOWING APPROXIMATELY SLEEPERS LAID AND REMOVED UP TO 31st MARCH, 1919.

Year.	Approximate Length opened each Year.			Sleepers.	
	North Island.	Middle Island.	Total.	Laid during Construction. (2,100 per mile.)	Removed during Maintenance.*
	M. ch.	M. ch.	M. ch.		
1867	..	45 70	45 70	96,338	..
1870-71	..	18 58	18 58	39,323	..
1871-72	..	11 68	11 68	24,885	..
1872-73	..	27 62	27 62	58,327	..
1873-74	10 55	11 21	21 76	46,095	..
1874-75	61 19	126 78	188 17	395,240	..
1875-76	69 23	248 4	317 27	666,409	..
1876-77	64 24	152 39	216 63	455,254	..
1877-78	103 76	94 58	198 54	417,217	..
1878-79	27 19	56 46	83 65	176,006	..
1879-80†	26 33	40 73	67 26	141,382	..
1880-81	68 39	32 71	101 30	212,888	74,261
1881-82	22 67	40 16	63 3	132,379	73,947
1882-83	2 2	40 19	42 21	88,751	106,763
1883-84	22 19	22 50	44 69	94,211	125,632
1884-85	56 0	24 0	80 0	168,000	148,325
1885-86	43 26	47 52	90 78	191,048	137,993
1886-87	58 72	11 39	70 31	147,814	139,040
1887-88	11 47	17 32	28 79	60,874	122,027
1888-89	18 31	..	18 31	42,814	108,690
1889-90	11 57	20 68	32 45	68,381	129,634
1890-91	28 21	5 68	34 9	71,636	133,954
1891-92	..	27 27	27 27	57,408	139,912
1892-93	17 26	..	17 26	36,382	132,569
1893-94	28 38	33 58	62 16	130,620	155,827
1894-95	16 62	27 24	44 6	92,558	170,681
1895-96	14 73	3 48	18 41	38,876	188,291
1896-97	3 64	1 11	4 75	10,370	210,588
1897-98	27 46	10 2	37 48	78,960	243,479
1898-99	22 46	11 13	33 59	70,848	282,326
1899-1900	..	19 26	19 26	40,582	302,354
1900-1901	4 30	103 38	107 68	226,485	345,433
1901-1902	11 20	12 32	23 52	49,665	369,339
1902-1903	28 40	27 43	56 3	117,679	330,029
1903-1904	33 12	4 44	37 56	79,170	309,296
1904-1905	17 61	27 75	45 56	95,970	302,252
1905-1906	23 5	8 52	31 57	66,596	309,183
1906-1907	..	50 7	50 7	105,184	283,293
1907-1908	10 38	4 61	15 19	31,999	331,678
1908-1909	186 21	23 21	209 42	440,003	279,190
1909-1910	3 60	31 43	35 23	74,104	236,390
1910-1911	14 64	29 76	44 60	93,975	282,682
1911-1912	23 30	23 1	46 31	97,414	273,586
1912-1913	25 37	26 77	52 34	110,092	235,378
1913-1914	..	3 6	3 6	6,458	261,748
1914-1915	40 22	51 3	91 25	191,756	227,674
1915-1916	7 43	7 73	15 36	32,445	157,970
1916-1917	..	..	..	..	86,595
1917-1918	22 70	..	22 70	48,038	88,540
1918-1919	..	..	..	..	70,743
Totals	..	..	..	6,218,915	7,907,292

* Complete information not recorded until 1890-91.

† Nine months only.

RETURN No. 24.
STATEMENT OF ACCIDENTS FOR THE YEAR ENDING 31ST MARCH, 1919.

	Train Accidents.						Accidents on Line (other than Train-running).						Shunting Accidents.						Accidents on Wharves and in Sheds.						Accidents in Workshops.						Total.																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																	
	Passenger.			Employees.			Other Persons.			Employees.			Other Persons.			Employees.			Other Persons.			Employees.			Other Persons.																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																							
	Fatal.	Serious.	Minor.	Fatal.	Serious.	Minor.	Fatal.	Serious.	Minor.	Fatal.	Serious.	Minor.	Fatal.	Serious.	Minor.	Fatal.	Serious.	Minor.	Fatal.	Serious.	Minor.	Fatal.	Serious.	Minor.	Fatal.	Serious.	Minor.																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																					
Whangarei	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	

RETURN NO. 25.

LOCOMOTIVE RETURNS FOR THE YEAR ENDED 31ST MARCH, 1919.

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

WHANGAREI SECTION.

D ..	1	15	..	5,746	5,746	79	1	25	£	£	£	£	£	13-53	0-17	2-80	5-26	21-76	69	D.
FA ..	3	17	20,569	9,130	13,606	1,084	70	353	324	4	67	126	521	1-73	0-44	3-56	6-20	11-93	514	FA.
WB ..	6	17	91,837	22,846	69,123	4,641	303	1,350	2,889	271	2,646	2,973	8,779	5-98	0-56	5-48	6-15	18-17	1,152	WB.
Totals ..	10	..	112,406	31,976	84,589	5,804	374	1,728	3,464	338	3,229	3,996	11,027	5-32	0-52	4-95	6-13	16-92	1,735	
General charges	..	..	..	..	..	..	..	..	..	..	..	..	1,870	..	..	..	..	2-87	..	
				12,038	156,420								12,897					19-79	..	
				2,881	2,881*								218†					..	..	
Totals ..	..	..	112,406	31,976	..	..	..	..	..	..	..	..	12,679	..	..	..	..	..	..	

KAIHU SECTION.

F ..	2	15	15,095	2,944	4,527	315	41	210	284	22	458	457	1,221	3-75	0-27	5-98	5-96	15-96	312	F.
General charges	..	..	..	..	..	..	..	..	..	..	..	..	262	..	..	..	..	3-42	..	
				329	18,368				..				1,483					19-38	..	
				329	329*				..				18†					..	..	
Totals ..	..	..	15,095	2,944	..	..	..	..	..	..	..	..	1,465	..	..	..	..	..	..	

GISBORNE SECTION.

FA ..	1	15	2,127	637	3,430	464	42	206	105	31	436	317	889	2-05	0-61	8-53	6-21	17-40	153	FA.
WA ..	5	15	55,970	11,898	32,333	3,501	180	1,052	2,331	205	4,292	1,933	8,761	7-76	0-68	14-28	6-44	29-16	706	WA.
Totals ..	6	..	58,097	12,535	35,763	3,965	222	1,258	2,436	236	4,728	2,250	9,650	6-93	0-67	13-45	6-40	27-45	859	
General charges	..	..	..	..	..	..	..	..	..	..	..	..	1,212	..	..	..	..	3-45	..	
				13,729	84,361								10,862					30-90	..	
				13,661	13,661*								1,130†					..	..	
Totals ..	..	..	58,097	12,535	..	..	..	..	..	..	..	..	9,732	..	..	..	..	..	..	

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

† Credits for same from Maintenance Branch.

RETURN NO. 25—continued.

LOCOMOTIVE RETURNS FOR THE YEAR ENDED 31ST MARCH, 1919—continued.

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

NORTH ISLAND MAIN LINE AND BRANCHES.

A	50	985,730	77,018	1,721	1,064,469	575,641	43,383	1,629	14,634	20,145	2,478	47,372	23,493	93,488	4,54	0,56	10,68	5,30	21,08	9,235	A.
AA	10	137,140	11,006	4,348	152,494	121,479	5,857	260	2,538	3,937	541	11,109	3,982	21,410	9,38	0,56	17,48	6,27	33,69	1,701	AA.
AB	9	300,745	6,955	2,033	307,903	117,295	9,434	446	3,234	8,161	1,354	40,902	17,125	67,542	2,62	0,43	13,13	5,50	21,08	7,291	AB.
B	30	674,123	71,952	1,583	747,658	472,019	24,361	948	7,378	8,161	1,354	40,902	17,125	67,542	2,62	0,43	13,13	5,50	21,08	7,291	B.
Bc	20	8,738	1,424	..	10,162	8,175	501	20	178	759	27	132	255	1,419	0,93	0,36	5,33	10,31	16,93	146	Bc.
C	2	..	5,939	..	5,939	1,434	156	14	84	23	9	88	218	580	4,99	0,11	1,64	4,06	10,80	571	C.
D*	3	..	12,882	..	12,882	1,460	110	7	67	268	6	25	28	62	1,90	0,54	6,79	7,60	16,83	14	D.*
E (simple)	1	318	566	..	884	316	32	..	16	7	..	..	..	..	..	..	..	..	..	14	E (simple).
F	24	3,546	254,450	21,557	279,553	98,008	7,135	330	2,199	4,966	394	5,421	10,201	20,982	4,26	0,34	4,65	8,76	18,01	4,043	F.
FA	4	478	52,917	2,161	55,556	22,944	1,422	55	431	1,408	85	1,379	2,158	5,030	6,08	0,37	5,96	9,32	21,73	729	FA.
H	6	28,269	16,582	..	44,851	48,479	2,780	132	1,318	4,699	171	4,412	2,614	11,896	25,14	0,92	23,61	13,99	63,66	1,283	H.
J	14	35,866	39,990	54	75,910	37,767	2,212	122	967	1,369	134	3,027	2,516	7,046	4,33	0,42	9,57	7,95	22,27	970	J.
K	2	1,828	445	..	2,273	848	54	5	28	18	4	64	65	131	1,90	0,42	6,76	6,86	15,94	33	K.
L	9	33,826	26,948	305	61,079	25,123	1,547	78	521	734	87	1,745	1,922	4,488	2,88	0,34	6,86	7,55	17,63	930	L.
M	4	11,965	16,572	..	28,537	11,075	892	27	263	335	49	977	982	2,343	2,82	0,41	8,22	8,26	19,71	496	M.
N (simple)	9	111,545	20,157	593	132,295	73,814	3,555	168	1,425	2,470	204	6,515	3,108	12,297	4,48	0,37	11,82	5,94	22,31	1,427	N (simple).
N (compound)	1	7,545	1,576	..	9,121	4,965	269	11	129	159	16	425	233	833	4,18	0,42	11,19	6,13	21,92	113	N (compound).
NA	2	3,252	7,432	..	10,684	7,164	331	7	71	48	17	631	371	1,067	1,08	0,38	14,18	8,33	23,97	173	NA.
NC	2	35,897	2,100	..	37,997	25,110	1,475	65	515	329	84	2,298	774	3,485	2,08	0,53	14,51	4,89	22,01	321	NC.
O	6	14,898	12,202	18	27,118	16,051	1,002	61	397	264	61	1,408	880	2,613	2,34	0,54	12,46	7,79	23,13	416	O.
OA	1	198	636	..	834	500	29	1	8	50	2	41	29	122	14,39	0,58	11,80	8,34	35,11	16	OA.
Ob	2	41,545	2,985	34	44,564	25,776	1,213	51	519	645	70	2,277	1,070	4,062	3,48	0,38	12,26	5,76	21,88	478	Ob.
OC	1	336	5,193	..	5,529	3,811	175	10	75	55	11	337	216	619	2,39	0,48	14,62	9,38	26,87	102	OC.
P	4	6,976	19,948	2,581	29,505	16,332	780	60	436	1,060	51	768	1,012	2,891	8,62	0,42	6,25	8,23	23,52	446	P.
Q	6	86,663	14,195	809	101,667	77,942	3,115	162	1,262	4,739	194	5,234	2,612	12,779	11,19	0,46	12,35	6,17	30,17	1,084	Q.
R	10	21,625	68,296	166	90,087	40,231	3,071	130	1,194	807	171	3,349	3,430	7,757	2,15	0,46	9,14	8,92	20,67	1,329	R.
S	4	..	21,080	..	21,080	10,170	536	14	104	233	33	881	808	1,955	2,65	0,38	10,03	9,20	22,26	252	S.
T	2	385	4,236	..	4,621	3,245	158	9	85	66	10	187	171	434	3,43	0,52	9,71	8,88	22,54	60	T.
U	2	31,771	4,061	101	35,933	21,352	1,135	48	449	925	64	1,912	877	3,778	6,17	0,43	12,77	5,86	25,23	402	U.
V	3	300	7,264	..	7,564	4,695	306	22	160	60	20	399	323	802	1,90	0,64	12,66	10,25	25,45	188	V.
WA	3	2,954	38,134	120	41,208	18,287	1,229	61	437	1,552	80	1,850	1,743	5,225	9,04	0,47	10,77	10,15	30,43	505	WA.
WA (converted)	3	27,935	11,042	40	39,017	18,287	1,234	76	579	179	75	1,537	989	2,780	1,10	0,46	9,46	6,08	17,10	576	WA (converted).
WAB	2	58,182	2,955	1,646	62,733	33,245	2,625	67	675	591	147	3,053	1,154	4,945	2,26	0,56	11,67	4,41	18,90	414	WAB.

RETURN No. 25—continued.

LOCOMOTIVE RETURNS FOR THE YEAR ENDED 31ST MARCH, 1919—continued.

Type.	Number of Engines.	Engine-mileage.			Quantity of Stores.				Cost.				Cost per Engine-mile, in Pence.				Type.					
		Detail.			Running.				Running.				Running.									
		Train.	Shunting and Empty.	Work-train.	Total.	Coal.	Oil.	Tallow.	Waste.	Repairs.	Wages and Material.	Stores.	Fuel.	Wages.	Total.	Repairs.		Wages and Material.	Stores.	Fuel.	Wages.	Total.
NORTH ISLAND MAIN LINE AND BRANCHES—continued.																						
WD	11	20	98,590	28,709	1,242	128,541	81,442	4,263	162	1,320	6,209	225	7,309	3,384	17,127	11-59	0-42	13-65	6-32	31-98	1,674	WD.
WE	1	15	3,993	7,628	63	11,684	7,086	470	22	221	493	27	651	421	1,592	10-13	0-55	13-37	8-65	32-70	234	WE
WF	18	25	235,976	89,842	3,341	329,159	192,593	10,007	450	3,868	6,083	590	15,453	9,298	31,424	4-43	0-43	11-27	6-78	22-91	4,189	WF.
WG	20	25	218,109	77,815	22,398	318,322	194,997	10,851	437	3,636	8,941	623	15,997	8,970	34,531	6-74	0-47	12-06	6-76	26-03	3,976	WG.
WH	2	20	234	26,428	71	26,733	8,651	778	30	291	184	53	715	1,137	2,089	1-65	0-48	6-42	10-21	18-76	397	WH.
WJ	1	20	1,092	304	..	1,396	1,222	64	4	28	189	5	100	57	351	32-49	0-86	17-19	9-80	60-34	21	WJ.
WW	43	25	708,415	125,114	4,243	837,772	475,686	26,833	1,069	8,143	18,252	1,533	39,228	20,868	79,881	5-23	0-43	11-24	5-98	22-88	9,429	WW.
X	18	20	305,371	32,955	1,448	339,774	292,947	26,247	664	5,711	16,759	1,349	25,924	8,993	53,025	11-84	0-46	18-31	6-35	37-45	3,301	X.
Small tank†	1	6	..	4,304	..	4,304	..	..	..	..	9	..	..	..	9	0-50	..	..	..	0-50	..	Small tank.†
Rail motor No.1	1	20	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	Rail motor No.1
Rail motor No.2	1	20	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	Rail motor No.2
Totals	349	..	4,246,359	1,232,237	70,846	5,549,442	3,201,270	201,627	7,934	65,594	124,140	11,415	266,591	143,038	545,184	5-37	0-49	11-53	6-19	23-58	61,238	
General charges	..	..	..	..	..	..	..	..	..	..	..	..	..	..	76,955	..	..	..	..	3-33	..	
															622,119	..	..	..	..	26-91	..	
															4,123	..	..	..	..	..	..	
Totals	..	..	4,246,359	1,232,237	24,311	5,502,907	..	..	..	..	..	..	..	..	617,996	..	..	..	..	..	..	

* Does not include cost of gang, fuel, and stores for one locomotive hired to Stores Branch. † Mileage run by engines performing work-train services for Maintenance Branch "working-expenses" classifications. ‡ Credits for same received from Maintenance Branch. 1 D sold in December. 1 J converted to W.A. 1 W.A. transferred to Gisborne Section in June. 1 W.D. transferred to Westland Section in October. 1 W.F. transferred to Picton Section in January.

RETURN NO. 25—continued.

LOCOMOTIVE RETURNS FOR THE YEAR ENDED 31ST MARCH, 1919—continued.

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

SOUTH ISLAND MAIN LINE AND BRANCHES.																									
A (compound)	7	30	115,933	6,760	..	122,693	60,701	4,463	151	1,491	lb.	7,672	257	£	5,035	£	2,426	£	15,390	15-01	0-50	9-85	4-74	30-10	A (compound).
AB (simple) 409	1	30	10,850	720	..	11,570	6,377	384	6	140	lb.	1,260	24	£	558	£	261	£	2,103	26-14	0-50	11-57	5-41	43-62	116 AB (simple) 409.
AB ..	9	30	253,641	10,764	..	264,405	105,949	6,833	213	2,504	213	7,679	415	£	9,366	£	4,200	£	21,660	6-97	0-38	8-50	3-81	19-66	1,796 AB.
B ..	8	20	152,236	20,523	630	173,389	114,189	5,971	153	1,723	153	5,513	343	£	9,964	£	4,539	£	20,359	7-63	0-48	13-79	6-28	28-18	1,738 B.
BA ..	10	20	98,243	15,899	1,315	115,457	81,150	4,620	157	1,596	157	9,141	280	£	7,121	£	3,425	£	19,967	19-00	0-58	14-80	7-12	41-50	1,471 BA.
D ..	9	18	1,779	30,813	799	33,391	9,922	632	49	464	49	229	41	£	711	£	1,145	£	2,126	1-65	0-29	5-11	8-23	15-28	787 D.
F ..	37	20	59,851	416,746	292	476,889	213,829	14,141	679	5,700	679	7,943	787	£	12,306	£	19,340	£	40,376	4-00	0-40	6-19	9-73	20-32	7,392 F.
FA ..	3	20	24,962	18,616	1,434	45,012	15,516	1,431	90	754	90	474	94	£	1,311	£	1,680	£	3,559	2-52	0-50	6-99	8-96	18-97	732 FA.
J ..	14	25	159,027	32,070	4,877	195,974	95,773	4,901	306	2,602	306	3,551	309	£	6,483	£	5,390	£	15,733	4-35	0-38	7-94	6-60	19-27	2,277 J.
K ..	6	25	30,264	2,562	199	33,025	17,504	931	88	555	88	524	50	£	1,175	£	652	£	2,401	3-81	0-36	8-54	4-74	17-45	420 K.
L ..	1	20	10,151	3,369	698	14,218	4,793	442	32	228	32	54	31	£	419	£	557	£	1,061	0-91	0-32	7-08	9-40	17-91	261 L.
P ..	6	18	71,604	13,985	1,350	86,939	73,648	2,296	215	1,421	215	1,610	130	£	3,242	£	2,770	£	7,752	4-44	0-36	8-95	7-64	21-39	1,175 P.
Q ..	7	20	144,780	6,988	11	151,779	99,322	4,483	119	1,262	119	7,227	263	£	8,346	£	3,001	£	18,837	11-43	0-42	13-19	4-75	29-79	1,094 Q.
R ..	7	20	8,462	57,349	4,806	70,616	27,662	2,031	92	952	92	1,470	127	£	2,298	£	2,913	£	6,808	5-00	0-43	7-81	9-90	23-14	1,090 R.
T ..	4	18	50,874	6,449	85	57,408	33,460	2,163	113	1,032	113	735	133	£	2,868	£	1,979	£	5,715	3-07	0-56	11-99	8-27	23-89	910 T.
U ..	9	30	201,822	8,529	12	210,363	110,437	5,204	272	2,418	272	2,979	290	£	8,344	£	4,331	£	16,144	6-67	0-33	9-74	4-95	18-42	1,836 U.
UA ..	6	30	128,214	5,680	25	133,919	73,891	3,293	220	1,638	220	3,723	178	£	5,372	£	2,985	£	12,458	5-34	0-32	9-99	5-34	22-32	1,193 UA.
UB ..	22	30	430,863	36,376	3,560	470,799	251,339	13,890	392	4,344	392	10,260	822	£	22,030	£	10,569	£	43,681	5-23	0-42	11-23	5-39	22-37	4,656 UB.
UC ..	10	30	200,667	24,593	131	225,391	107,804	6,149	202	2,043	202	5,297	386	£	9,314	£	5,439	£	20,436	5-64	0-41	9-92	5-79	21-76	2,445 UC.
V ..	10	25	156,097	18,698	443	175,238	121,035	4,349	356	2,321	356	2,823	244	£	5,728	£	4,482	£	13,277	3-86	0-34	7-84	7-84	18-18	1,835 V.
WA (converted)	1	20	528	9,678	1,631	11,837	4,823	381	12	140	12	232	25	£	437	£	535	£	1,229	4-70	0-51	8-86	10-85	24-92	167 WA (converted).
WD ..	4	20	48,890	18,774	1,988	69,652	36,769	2,267	57	619	57	392	134	£	3,196	£	1,900	£	5,622	1-35	0-46	11-01	6-55	19-37	763 WD.
WF ..	16	25	187,829	93,544	19,664	301,037	147,832	8,604	280	2,631	280	7,720	539	£	12,322	£	9,011	£	29,592	6-15	0-43	9-82	7-19	23-59	3,859 WF.
WW ..	3	25	50,705	17,637	24	68,366	33,282	2,052	61	484	61	230	118	£	2,777	£	1,964	£	5,089	0-81	0-41	9-75	6-89	17-86	786 WW.
Totals ..	210	..	2,598,272	877,122	43,973	3,519,367	1,847,007	101,911	4,315	39,062	88,738	6,020	141,123	£	95,494	£	331,375	£	605	6-05	0-41	9-63	6-51	22-60	39,709
General charges	..	..	..	..	..	..	..	..	..	..	..	..	..	£	..	£	..	£	51,126	..	..	..	..	3-48	..
														£	..	£	..	£	382,501	..	..	..	..	26-08	..
														£	..	£	..	£	3,793†	..	..	..	..	..	..
Totals	..	..	2,598,272	877,122	2,375	3,477,769	..	..	..	..	..	..	..	£	..	£	..	£	378,708	..	..	..	..	..	..

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

1 D sold in January. 1 FA sold in March. 1 W transferred to North Island Main Line and Branches in July.

LOCOMOTIVE RETURNS FOR THE YEAR ENDED 31ST MARCH, 1919.—continued.

Type.	Number of Engines.	Average Speed— Miles per Hour.	Engine-mileage.			Quantity of Stores.				Cost.				Cost per Engine-mile, in Pence.				Days in Steam.	Type.		
			Detail.		Total.	Running.				Running.				Running.							
			Train.	Shunting and Empty.		Coal.	Oil.	Tallow.	Waste.	Repairs.	Stores.	Fuel.	Wages.	Total.	Repairs. and Material.	Stores.	Fuel.			Wages.	Total.
WESTLAND SECTION.																					
DJ..	1	18	..	..	63,410	16,676	2,619	135	1,074	1,216	168	..	..	..	..	..	..	..	..	..	D.
FA..	5	20	16,459	44,691	2,260	8,456	729	32	263	260	47	351	603	2,299	4,363	0.64	2.57	8.70	16.51	904	F.
LA..	5	20	17,239	3,380	20,859	10,859	1,853	99	740	1,026	116	651	936	1,136	1,261	0.54	4.04	6.94	14.51	254	FA.
N..	2	25	37,018	2,102	39,284	15,628	1,679	80	575	1,059	107	547	956	1,136	2,773	0.75	2.92	7.34	17.64	594	LA.
W..	2	15	18,528	8,049	26,692	13,433	1,571	75	548	1,231	97	547	956	1,136	2,773	0.65	3.98	5.84	16.94	482	N.
WA..	3	20	48,877	10,932	60,235	25,393	2,633	139	923	822	170	1,057	1,786	1,048	2,923	0.87	4.92	9.43	26.28	415	W.
WB..	1	20	14,736	2,594	17,398	8,512	919	46	319	269	58	353	523	1,203	3,835	0.67	4.22	7.12	15.28	743	WA.
WD..	3	20	50,536	5,435	56,049	23,435	2,154	110	698	946	139	1,003	1,401	3,489	1,401	0.80	4.87	7.21	16.59	228	WB.
WE..	1	15	6,472	2,521	9,316	6,308	546	36	209	767	35	274	..	..	..	0.90	7.06	10.04	37.76	164	WE.
Totals ..	24	..	225,503	83,516	330,356	128,700	14,703	752	5,349	7,596	937	5,369	10,142	24,044	5,52	0.68	3.90	7.37	17.47	4,353	
General charges	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	2.44	
Totals ..	..	..	225,503	83,516	330,649	..	..	..	..	..	..	..	..	..	27,401 1,627†	..	..	..	..	19.91	
WESTPORT SECTION.																					
C..	2	12	725	16,670	17,395	4,773	897	55	382	44	47	220	791	1,102	0.61	0.65	3.03	10.91	15.20	303	C.
D..	2	15	13,987	7,509	22,119	6,756	884	78	447	170	51	312	808	1,341	1,85	0.55	3.39	8.78	14.57	410	D.
FA..	2	15	1,705	17,562	23,244	8,290	1,010	85	506	744	67	385	997	2,193	7.68	0.69	3.98	10.29	22.64	340	FA.
WB..	5	20	73,159	22,629	95,893	55,147	4,484	297	1,769	1,281	242	2,532	2,929	6,984	3.21	0.61	6.33	7.33	17.48	1,145	WB.
Totals ..	11	..	89,576	64,370	158,651	74,966	7,275	515	3,104	2,239	407	3,449	5,525	11,620	3.39	0.62	5.22	8.35	17.58	2,198	
General charges	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	3.78	
Totals ..	..	..	89,576	64,370	158,946	..	..	..	..	..	..	..	..	..	14,117 387†	..	..	..	..	21.36	

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

† Credits for same from Maintenance Branch.

RETURN NO. 25—continued.
LOCOMOTIVE RETURNS FOR THE YEAR ENDED 31ST MARCH, 1919—continued.

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

NELSON SECTION.

F ..	1	18	2,959	5,453	3,141	11,553	Cwt.	Qt.	lb.	lb.	£	£	£	£	£	£	£	£	F.
FA ..	3	18	45,177	7,812	1,650	54,639	2,656	388	23	188	161	231	23	94	55	334	0.48	4.80	269
WF ..	1	25	26,567	1,550	332	28,449	10,732	1,023	50	345	163	1,611	21	950	1.38	0.41	7.10	5.42	624
Totals ..	5	..	74,703	14,815	5,123	94,641	31,792	3,029	161	1,192	1,320	2,792	172	2,792	2,137	3.35	0.44	7.08	253
General charges	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	WF.
Totals ..	..	..	74,703	14,815	5,123	94,641	..	..	..	..	..	..	..	..	..	..	..	..	..
General charges	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..

PICTON SECTION.

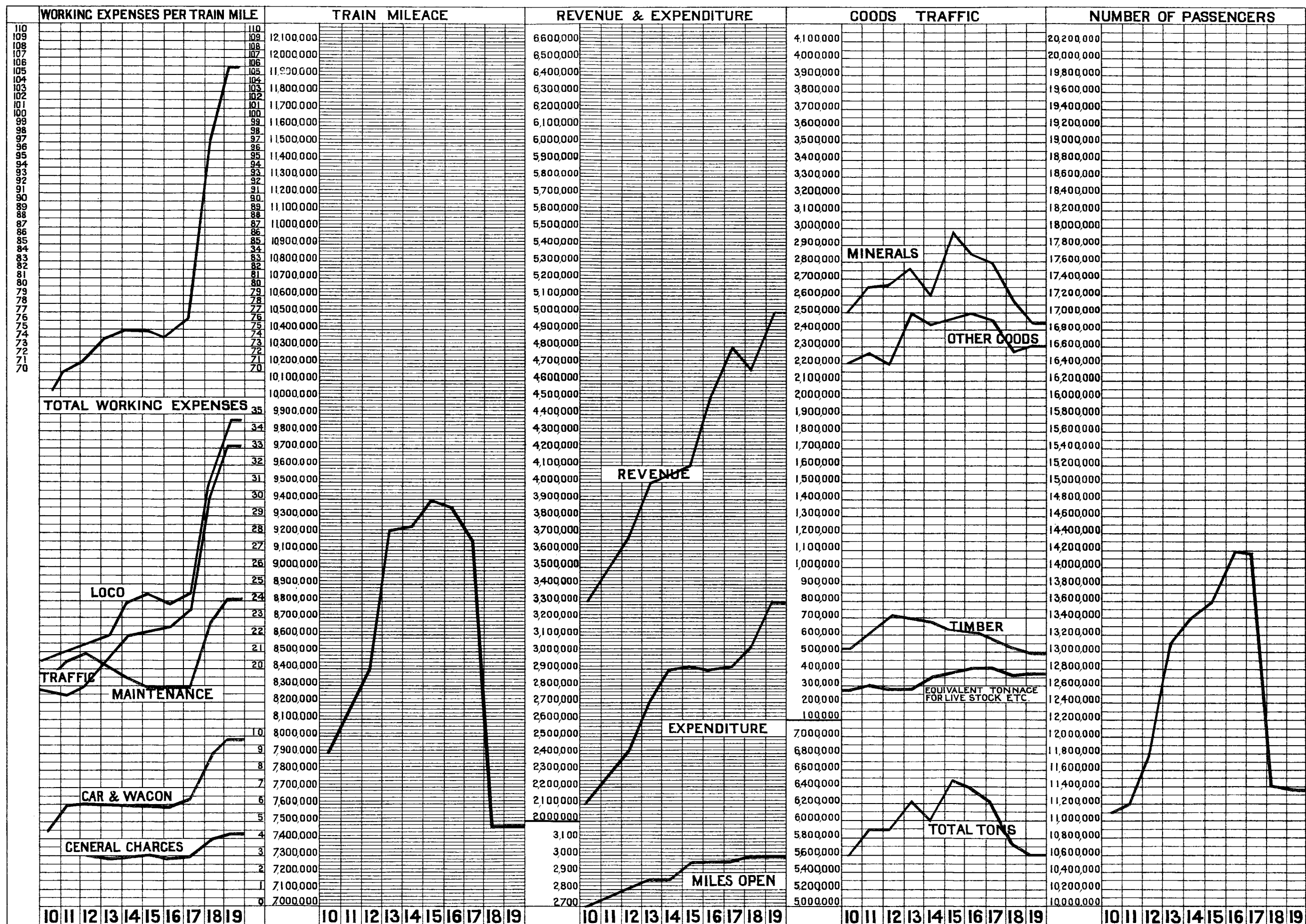
D ..	1	18	406	3,499	..	3,905	938	170	8	81	22	10	81	160	273	1.35	0.62	4.98	9.83	120
FA ..	2	18	18,828	7,744	164	26,736	9,679	798	32	283	496	46	861	785	2,188	4.45	0.41	7.74	7.04	436
G† ..	..	..	2,420	5,914	66	8,400	2,430	386	8	110	113	21	219	303	656	3.23	0.60	6.26	8.65	199
WF ..	3	25	35,918	6,259	50	42,227	16,460	1,425	57	374	973	74	1,482	1,103	3,632	5.53	0.42	8.42	6.27	470
Totals ..	6	..	57,572	23,416	280	81,268	29,507	2,779	105	848	1,604	151	2,643	2,351	6,749	4.74	0.45	7.80	6.94	1,225
General charges	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Totals ..	..	..	57,572	23,416	280	81,268	..	..	..	..	..	..	..	..	..	..	..	..	..	..
General charges	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..

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

† Credits for same from Maintenance Branch.

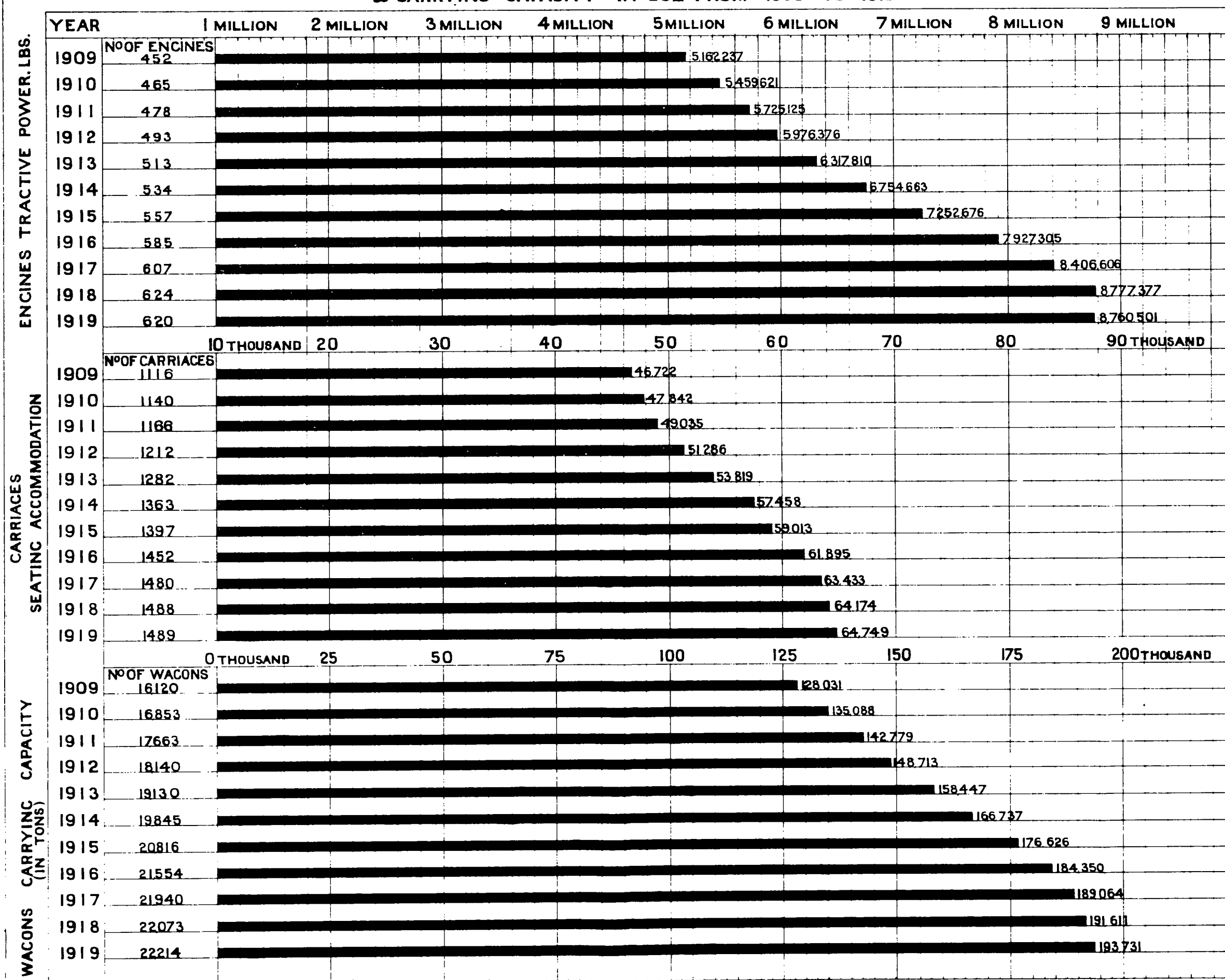
‡ 1 G sold in July and 1 in February.

NEW ZEALAND GOVERNMENT RAILWAYS



NEW ZEALAND RAILWAYS

NUMBER OF ENGINES & TRACTIVE POWER, NUMBER OF CARRIAGES & SEATING ACCOMMODATION, NUMBER OF WAGONS
& CARRYING CAPACITY IN USE FROM 1909 TO 1919



PERCENTAGE OF INCREASE

1909-1919

ENGINES.

37.17 PER CENT.

TRACTIVE POWER.

69.70 PER CENT.

PERCENTAGE OF INCREASE

1909-1919

CARRIAGES.

33.42 PER CENT.

SEATING ACCOMMODATION.

38.58 PER CENT.

PERCENTAGE OF INCREASE

1909-1919

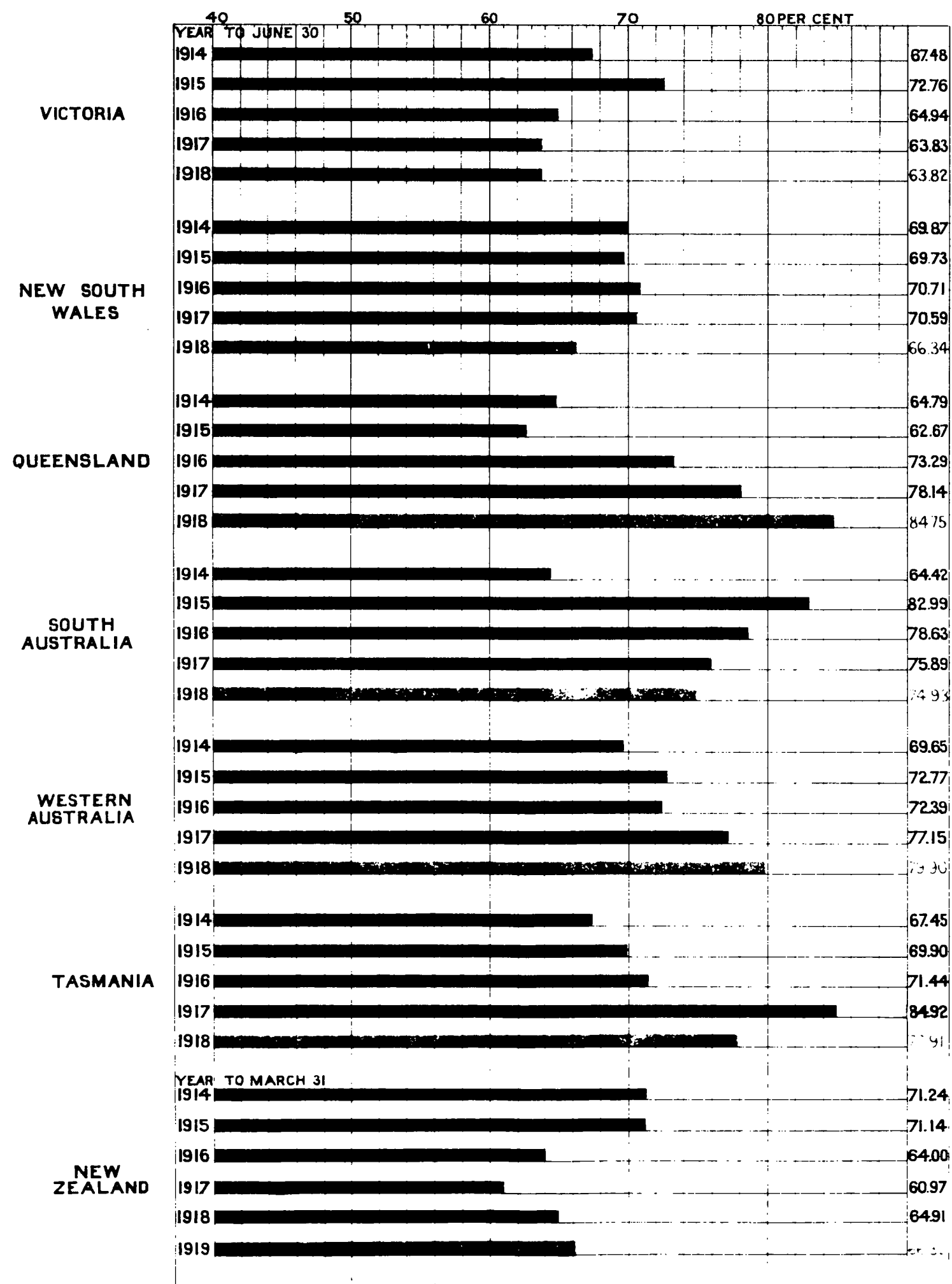
WAGONS.

37.80 PER CENT.

CARRYING CAPACITY

51.32 PER CENT

GOVERNMENT RAILWAYS OF AUSTRALASIA
COMPARATIVE STATEMENT
PERCENTAGE OF WORKING EXPENSES TO EARNINGS FROM 1914 TO 1919



GOVERNMENT RAILWAYS OF AUSTRALASIA
COMPARATIVE STATEMENT
PERCENTAGE OF NET EARNINGS TO CAPITAL FROM 1914 TO 1919

