1927.

NEW ZEALAND.

RAILWAYS STATEMENT

BY THE MINISTER OF RAILWAYS, THE RIGHT HON. J. G. COATES.

MR. SPEAKER,—

In the following annual Railways Statement, the fifth that it has fallen to my lot to present, I have the honour to report substantial progress in most phases of railway activity, even though the financial results of the year's work are not so gratifying as were those recorded in the special circumstances obtaining last year.

The net revenue amounted to £1,943,774, which is equivalent to a return of 3·99 per cent. on all the capital invested in lines open for traffic. This represents a decrease of £48,560 compared with last year, but is higher by £169,540 than the forecast contained in my Statement for 1926, upon which the Railway estimates for this year's Budget were based.

The revenue includes £445,221 received from the Consolidated Fund (in terms of the Government Railways Amendment Act, 1925) for services performed in working such branch lines as, although beneficial for the development of the country, are not in themselves reasonably remunerative railway assets.

Out of the year's revenue has been set aside the sum of £310,544 to strengthen the reserves available for renewals, depreciation, insurance, and betterments, whilst a subsidy of £175,000 has been paid to the Government Railways Superannuation Fund. £17,574 was also provided out of railway revenue on account of (*a*) increased superannuation allowances granted to widows and children, and (*b*) the cost-of-living bonus paid to superannuated members in receipt of allowances amounting to less than £100 per annum. This charge has hitherto been borne by the Consolidated Fund.

In the pre-reorganization period each of these three items would have (either immediately or ultimately) constituted a charge against the Consolidated Fund. They require, therefore, to be taken into account in any comparison between one year and another, and their total (£503,118) may reasonably be regarded as an offset against the branch-lines payment referred to above.

In comparison with last year, the increase of £85,681 required as payment on account of branch lines and the decrease of £48,560 in net revenue are together less than the amount of shrinkage in passenger receipts following the inflation caused by the Dunedin and South Seas Exhibition of the previous year, and the combined effect of an increased number of private motor-cars added to augmented motor-bus competition.

Apart from passenger traffic, there has been an increase of £98,627 in the net revenue derived from goods traffic and other subsidiary services.

Interest charges increased by £130,122, this sum including £55,600 paid out of revenue on account of railway-improvement works under construction.

Railway operating expenditure decreased by £6,287, notwithstanding increases in wages and better conditions (estimated to cost £30,000) granted to the staff, and an increase of 4 per cent. made in train-mileage in order to provide improved services for the public.

Costs per train-mile were 137·82d. as compared with 143·37d. last year, and decreased costs were also recorded under all other headings, excepting general charges, where an increase of 0·56d. per mile, due to superannuation subsidies, is shown. The loss on the year's working was £99,659. This, after deducting the unappropriated surplus of £21,023 from last year, leaves the deficit at £78,636.

I think it opportune here to draw attention to the fact that the old method of assessing progress by making year-to-year comparisons, whilst suiting fairly well when there was no vital railway change occurring either in system or outlook, cannot be applied with any accurate effect in the midst of a comprehensive reorganization period. We must look for results and apply analysis over a longer term. The recommendations made by the Fay-Raven Commission and adopted by the Government took account of the railway building and improvement programme contained in my special statement on the subject presented in 1924. Generally speaking, the putting into effect of that programme and of those recommendations is well advanced. The opinion of the Commissioners was that by 1934-35—about seven years from now—the capital investments in railways would have advanced to £70,000,000, and (through the reduction in operating expenditure made possible by the improvements, and the natural increase of traffic) an annual interest return of 4·59 per cent. could thereafter be earned.

Taking into account the progress already made and the benefits to accrue from the completion of works now under way, I believe that the results anticipated will be achieved.

The Royal Visit.

Their Royal Highnesses the Duke and Duchess of York arrived at Auckland on the 22nd February, and travelled extensively by rail throughout their tour of New Zealand. The itinerary involved approximately 1,700 miles of railway travelling and 400 miles by motor-car. Their Royal Highnesses rejoined the "Renown" at Bluff on the 22nd March, and before leaving New Zealand His Royal Highness expressed appreciation of the services rendered by all members of the Service. The running of the Royal train and other services in connection therewith entailed much thought and preparation, and the success of the tour reflected much credit upon the officers and members of the staff concerned.

Impressions from Abroad.

Although time for railway investigation was strictly limited during my visit to England last year to attend the Imperial Conference, I took the opportunities offered to glean information with regard to the systems I passed over in the United States of America, the great national system of Canada, and the leading railways of Great Britain. In all these countries the effect of competition, in some form or other, is exercising the minds of the management, and probably their most difficult problem is to cope with the ever-increasing motor transport. It would, of course, be idle to say that there is nothing to learn from the railways of other countries. To go fully into the ramifications of a huge railway concern, employing staffs in some cases of over a quarter of a million, provides unending opportunity of appreciating what sound organization and business ability can achieve. The general organization of these large systems provides one with guidance regarding the best method to adopt in a young and rapidly developing country like New Zealand, and the impressions gained from personal inquiry in Canada and the United States leave no doubt in my mind that the system of executive management and divisional control, contemplated as the outcome of the recommendations of the Fay-Raven Royal Commission, will be just as successful in New Zealand as in those countries that have been able definitely to prove its value.

When it is remembered that the system was, of necessity, superimposed on the old order until such time as the essential changes could be brought gradually into effect, there is no doubt that very good work has been done. The initial steps have

been most carefully watched, and the experience gained indicates that we can confidently proceed along the lines of the policy laid down, and thus eventually obtain full decentralization and a continuity of self-reliant and able administrative officers.

Operations.

A full outline of the system adopted for the divisional control of operations has been given in previous statements, and I need not refer to the matter further, beyond saying that, as opportunity offers, I propose to follow the Canadian system, and ultimately, in order to reduce administrative expenses to a minimum, amalgamate into one organization all sections coming under the operations side.

Commercial.

On the commercial side, too, I feel sure that many of the methods in use on the Canadian and American railroads can be inaugurated here, and will be welcomed by the travelling public and business community. Passenger and freight work will be separated. Officers especially selected to attend to all passenger requirements will be appointed at the main centres, and it will be their duty to meet tourists on arrival and see that opportunity is given them to utilize to the best advantage the time at their disposal. An arrangement has been entered into with the Postal Department whereby the Mail Agents on the mail-boats between Australia, New Zealand, Vancouver, and San Francisco can act as representatives of the Railway Department in assisting passengers bound for the Dominion to frame itineraries including a maximum amount of rail travel. The Agents will communicate by radio with the Railway Passenger Agents at the port of arrival. The latter will take the tourists in hand and see them safely on their way (giving particular attention to the checking of luggage and train-accommodation reservations), ensuring at the same time that every other courtesy and facility available to the travelling public is extended to them. The Passenger Agents will also keep in close personal touch with all public activities, and generally occupy their time in influencing people to travel by rail.

Visitors to North America are generally very much impressed with the high standard of service rendered by these Passenger Agents, and, seeing that we are now doing so much to attract tourists from other parts of the world, I feel sure that the innovation is along sound lines and will be very successful in New Zealand.

Steps are being taken also to increase the number of Freight Agents in order that more attention may be given to motor competition and the securing of new business. Freight Agents, each of whom will be allotted a special phase of the work of securing business, some in the main centres and others for the country districts, will be thoroughly coached in the work of business-getting, and fully charged with the latest ideas and information to enable them to secure the attention and respect of the Department's clients. Their duties will include the preparation of detailed reports regarding the freight possibilities of their respective areas, the best method of transport to cope therewith, and the reasons for existing competition. Generally they will be expected to possess full information as to the transport potentialities of the districts in which they are stationed.

Railway Publicity.

Closely associated with, but distinct from, the activities of the Commercial Branch is the question of efficient publicity and propaganda work covering railway operations within the Dominion. This will be co-ordinated with the Government Publicity Board, the functions of which are principally for the propagation in other countries of publicity regarding the Dominion. Publicity is now recognized as a very essential part of every progressive railway organization, and I was very much impressed by the highly efficient methods in operation in the larger countries. The following extract from the *Railway*

Gazette of the 1st April, 1927, indicates that the value of the work is fully appreciated :—

> The growing importance of railway publicity work, both here and in the United States, South America, Australia, and other countries, has impelled the formation of separate departments working directly under the general manager, vice-president, or chief executive, as the case may be, and their worth has been testified—at least, so far as Great Britain is concerned—by the remarkable series of posters and announcements to which we have paid tribute in these colums. Railway publicity departments, of course, do far more than publish particulars of the facilities provided by their companies; they help the would-be passenger and give advice to the prospective freighter. Undoubtedly they serve a most useful purpose in the railway organization, and when, as in most cases, they are allied directly with the section immediately controlled by the chief of the executive, they are enabled to do many things that are not possible when, as in some cases, they form part of a lesser organization. We are pleased, therefore, to see that in most countries the tendency of to-day is to develop publicity work as a separate department, most especially because in our tours over the railways of the world we are convinced that this is essential if the best results are to be secured.

The proposals being adopted here include a more intensive publicity campaign, very similar to that carried out in England, covering art poster work, booklets, pamphlets, night signs, press articles and advertising, and so on, as well as full use of the publicity medium provided by the *Railway Magazine*.

To enable this work to be carried out in the most efficient manner, a Publicity Branch is being established, assisted, as occasion requires, by trained publicity experts and journalists, and good use will be made of the art talent of the present Railways Advertising Branch.

The Publicity Branch will co-operate closely with the Commercial and Operations Branches, so that there may be a thorough-going correlation of ideas and their execution.

With competition playing so large a part in transportation affairs, the Railway management must recognize that the provision of the establishment of personal contact with freighters and travellers, the creation of a demand for transport, and the means of transport, are interdependent parts of one process.

These branches can be mutually helpful in the supply of information that will assist each in the work of attracting, helping, and pleasing all those who have need of the facilities the railways can offer.

Advertising Branch.

This branch has been a very remunerative one to the Department, and its machinery could, I believe, be advantageously extended to cope with all Government advertising, as well as in other directions. I propose, therefore, to have all possible avenues of business fully explored.

A good deal of opposition has arisen in certain parts of the Dominion to the erection of hoardings that are said to spoil many of the natural beauties of the countryside. Fully appreciating as I do the point of view which prompts these expressions of opinion I desire to make it clear that the Department has laid it down as a policy that objectionable advertising is not to be sold, and that by co-operating with public bodies the Department will endeavour to avoid criticism which may have a detrimental effect on the Department's advertising activities and other more important functions. There is still ample scope for very extensive advertising business, the profits from which materially assist the Department in meeting its interest charges.

Exchange of Staff.

It has been the policy of the Government for some time past to send its officers abroad periodically for what might be termed "refresher" courses in railway methods. Already many Railway officers have visited the most important railway systems of the world, and I am sure that such trips have been a very valuable education, which soon reflects itself throughout the whole Service. Whilst in England and Canada, recently, I considered the possibility of going a step further with the matter, and discussed with general managers and presidents of railways in those countries the possibility of arranging an exchange system as opportunity might offer whereby our men would be placed on the active staff of railway systems abroad in exchange for similar officers who would come to our railways in New Zealand.

The suggestion met with ready acquiescence in several directions, and proposals are going forward now for exchanges of a number of officers. The advantages of such a system are obvious.

Workshops Working-conditions.

A good deal of attention is paid to the operations of railway workshops, particularly in the United States and Canada, and many methods of working have been tried out. To my mind, one of the most interesting and attractive ideas is the co-operative working scheme which has been put into force by the Canadian National Railways and other railways throughout Canada and the United States. Indeed, its success has been so marked that the Canadian National Railways, after a very full investigation—in which the employees took part—decided that "the operation of the co-operative plan has now reached such a stage that the bonus system has ceased to be either advantageous or attractive."

I was able to secure particulars of the scheme whilst visiting the workshops of the Canadian National Railways at Montreal, and, consequently, the Superintendent of our workshops here has been able to adapt therefrom a plan very suitable to the conditions existing in the New Zealand Railway workshops.

The plan essentially consists of meetings of a committee, composed of representatives of the men and the management. Full recognition to the men's organizations is given on this committee, and the matters discussed are those pertaining to the mutual interest of the men and the Department at each particular workshop. As demonstrated in other places, there are a similar number of particular functions on the New Zealand railways wherein a committee can materially co-operate with the management, and at this particular time, when the new workshops are in process of erection, there is the matter of transferring employees to the shop where their work is being concentrated to be considered. This is one of the first matters wherein the co-operation of the men is desired—in fact, no satisfactory solution of the problem of housing, &c., can be attained without their active co-operation.

Matters also for committee co-operation are—the welfare of employees generally, social halls, library, ambulance, fire brigades, management, "safety first" recommendations, standardization of work, better tools and equipment, care and distribution of tools, storage of materials and their economical use, conditions of shops (such as heating, lighting, ventilation, &c.), improvement in quality of work, introduction of output-records, securing business for railway by co-ordination with other employees' organizations, and numerous other local phases of everyday working. The scope does not include such subjects as wage agreements or the settling of questions which have a general application.

Meetings of the co-operative committees will be held at least once a fortnight, and the committees will be given every encouragement to make the movement as successful as it has been in Canada.

Equipment of Stations.

In this direction also New Zealand has much to look forward to, if some of the modern facilities of the British, European, and American stations can be included in the new stations being constructed here. The new Union station at Toronto is equipped with almost every conceivable convenience for the comfort of the travelling public. These include heated waiting-rooms, a high-class dining-room, counter refreshments, baths, showers, barbers' shop, and many other public-utility services.

Wellington's new station, for instance, will be equipped with every modern convenience, as passengers must, of necessity, spend a good deal of time at this station in making connections to and from the Wellington–Lyttelton, Wellington–Picton, and Wellington–Nelson ferry-steamers, and with train services to and from various parts of the North Island.

Services of this kind must be provided in future, so that increased inducement may be offered to passengers to patronize the national transport system in preference to other transport services.

I believe it will soon be necessary, also, to reopen the question of providing passengers with meals on trains. This can be done by the reinstatement of dining-saloons and by the supply of hampers. I secured specimens of the latter as used

on the British railways, and have, as a commencement, arranged for a supply to be placed in service on some of the expresses. Refreshment services, whilst being expected to pay, must also be looked upon as a very necessary service to the travelling public, and do offer, if fully utilized, a very valuable saving of time to busy men and women travelling by the express trains. The refreshment section of the English railway systems is taken full advantage of in popularizing train services, and administrative officers know the value of giving rapid transit to passengers, while at the same time so arranging matters that the travellers land at their destinations fully equipped for the prosecution of business without avoidable loss of time in the partaking of meals.

It is, of course, anticipated that a higher standard and increased conveniences will cost a little more, but experience gained in other countries goes to show that where these are desired by the travelling public and are provided by railway systems no objection is raised to charges being fixed reasonably to cover the improved service.

Smoke Nuisance.

In the vicinity of Thorndon locomotive-depot and in other parts of the Dominion the smoke nuisance has been for some years past a very difficult problem, and one that has caused a good deal of complaint. Every reasonable step has been taken in an endeavour to reduce the trouble, but the large amount of expenditure involved has precluded the possibility of absolutely avoiding inconvenience. Higher chimneys have been erected in many cases, and as much smoke as possible directed through the main stack. Consideration has been given also to the practicability of removing the depots to other localities, but the estimated expense has been too great. In other countries I saw the most modern equipment, which is satisfactory so far as the main smoke-stacks are concerned; but the difficulty still persists in the case of locomotives that are fired outside the sheds, which latter practice is quite common and indeed unavoidable. I noticed, however, that at the main railway-stations in London the smoke nuisance was non-existent, and I was struck by the possibility of using smokeless fuel in the preparation of engines at our main depots. If some kind of smokeless fuel is found practicable, I feel sure that the absence of smoke and soot will make railway travel in the Dominion much more comfortable for the travelling public, besides giving relief from a very real cause for complaint to those residents living in close proximity to railway locomotive-depots. There are several kinds of smokeless fuel under consideration at the present time, with which exhaustive tests are being carried out to ascertain their possibilities both for general purposes and for the more restricted use at locomotive-depots.

Consulting Engineer, Great Britain.

During my visits to manufacturing-works in Great Britain I was accompanied by the Consulting Engineer to the New Zealand Government, and had the advantage of personally gauging the value of the services rendered by this gentleman and his organization in the various manufacturing centres. I was struck by the thoroughness of the work, and feel satisfied that good service is being rendered, and that the safeguards secured by the Government in the inspection of its machinery are well worth the expenditure. The march of progress necessitates that countries situated so far from the Mother-land should possess means of learning at the earliest possible moment the changes and improvements that are continually taking place, and, although the High Commissioner's staff promptly investigates such questions and forwards full information, it has no qualified technical engineer to supply drawings and supporting technical information; nor has it the opportunity of obtaining the necessary knowledge, and appreciating the value of improvements in alterations to workshops machinery, locomotive-design, &c. As I have already stated, it is very desirable that such matters should be inquired into and passed on without delay, and from my own personal observations I was able to appreciate the possibility of extending the liaison between the manufacturers and the High Commissioner's Office by definitely utilizing the organization of the Consulting Engineer for this purpose, and at very little additional cost by way of retaining fee.

Rail-cars.

It was very interesting to find that the New Zealand Railways have gone as far as most countries I visited in experimenting with the possibilities of rail-cars. The branch-line problem in Great Britain and other places has resulted in the trial of these units, and many different types are in use. England has adopted the steam-driven cars, whilst the Canadian National Railways are running storage-battery and, more recently, Diesel electric cars which are said to be giving every satisfaction. Petrol-driven rail-cars are more generally used in the United States. I had opportunities of travelling in the various types in different countries, and full operating and maintenance costs were obtained. The tendency is to concentrate on single-man-control units in order to reduce operating-costs, and special investigations are being carried out by our designing engineers on the data that have been secured. In previous statements I have indicated that we considered development along the line of extended use of these vehicles would assist towards a solution of many of our difficulties and the experiments and experiences of other countries have confirmed this view. There can be no doubt that ample scope is available in this country for the economic use of these vehicles.

Fuel Research.

A good deal of attention has been directed during the last year or two to the success achieved in Germany with regard to the economic utilization of lignite coals by the process known as low-temperature carbonization. The matter has such an important bearing on the coal position in New Zealand that last year the Government obtained a full report from a prominent English fuel authority on the adoption of a similar scheme in New Zealand in connection with Waikato coal. The report, together with full information of trial tests on the New Zealand railways of this fuel manufactured from Waikato coal, have been referred to a special council to consider all the data available on the subject and make recommendations to Government as to what course of action should be followed.

Shortly, the process is to extract tar and other products from the coal, from which crude oil, petrol, &c., are distilled. The coke-like residue from the first low-temperature-carbonization process is pulverized and, with a small percentage of pitch mixed for a binder, is pressed into briquettes of various sizes. It is an interesting fact that the manufactured briquette (from which the oils have been extracted) is of a higher calorific value than the raw coal. It has the further advantage of being smokeless, and not liable to spark when used in railway locomotives.

These advantages are of very great value, and should the schemes under consideration be found practicable and economically possible they will play a very important part in solving the coal troubles of the Dominion, for, owing to its sparking propensities, the use of Waikato coal on the railways is rendered impossible during the summer months, and in consequence the mines are usually idle for several days of the week. For many years New Zealand has had to import large quantities of coal. These importations could be limited to a large extent by the extended utilization of Waikato coal in this way, and still further if it is found possible to manufacture suitable briquettes from certain classes of South Island coals.

A good deal of further investigation is essential, as every possible aspect of such a momentous undertaking must be fully weighed before finality can be reached. At the same time many other interesting processes are being looked into, and these, of necessity, must be tried out by the Railways, for the Department, being the largest consumer, would be able to contract for a sufficiently large amount of fuel to enable any new enterprise economically to commence operations.

STAFF.

The various systems of staff administration in vogue in the public Departments have naturally resulted in a good deal of difference in the methods and classification, adopted by the various Departments and this was particularly noticeable in the

Railways. I arranged last year for a committee to be set up (representing the Railways, Post and Telegraph, and Public Service Commissioner's Office) to go fully into procedure, the grading of positions in Division I, and, generally, any other matters that affected personnel administration. The committee, after visiting all stations and offices, interviewing staff, and investigating all aspects, has rendered a very useful report. It found that in many cases positions were not graded as high as analagous positions in other sections of the Public Service, and that in some respects procedure with regard to quite a number of matters should be brought into line with that of the other Departments. The investigation has brought to light the undesirability—not solely from the Railway point of view—of allowing Departments to become watertight, and staff administration to be run according to the views of the responsible controlling officers. Whilst I have no intention of interfering with control, I am certainly of the opinion that it should be subject to one uniform policy throughout the Government service on all questions of general application such as classification standards, periodical regrading, working-conditions, leave, annual reporting on staff, right of appeal, constitution of Appeal Boards, procedure following appeals, leave on retirement, and numerous other such questions. With a view to outlining a commencement with a scheme of uniformity, I have arranged for a committee, consisting of the Public Service Commissioner, the Secretary of the Post and Telegraph Department, and the Staff Member of the Railway Board, to recommend a suggested order of reference of methods that might be made uniform throughout the Public Service generally, when I propose to ask Cabinet to set up a permanent uniformity tribunal to deal with such matters in future. This committee, as I have already explained, will not be invested with the control of the combined staffs, but will be purely responsible for the unification of the policy under which personnel administration of all the public Departments is carried out.

Holiday Concessions to Scholars and Students.

Encouraged by the support afforded to the "family ticket" concession, introduced two years ago for the express purpose of affording relief to large families desirous of travelling by train, I have now decided to further extend the opportunities for cheap train transit by introducing a new concession specially applicable to scholars and students attending our Universities, colleges, and schools.

Under the new arrangement the existing fare concession of three-fourths ordinary passenger rates granted at vacation-time to school boarders only, will be discontinued. In lieu of this, concession tickets at excursion rates will be granted to all students and scholars in regular daily attendance at any of the Universities, colleges, or schools throughout the Dominion. The concession, however, will not apply to such students as may be engaged in an occupation from which they receive a salary or other emolument. These vacation tickets will be issuable at the recognized holiday periods of the educational institutions to which they apply. It is intended to make the tickets available for eight weeks at Christmas-time and for four weeks at the other two term-holiday periods.

Frequent holiday changes during the years of study are generally recognized as beneficial to the health of both mind and body, and it is hoped that the new concession, by encouraging travel, will materially assist towards this end.

Railway Conferences in Australia.

During the year an Australian Railway Officers' Conference was held at Melbourne, and four officers from New Zealand attended. A Railway Commissioners' Conference was also held at Sydney, where the Dominion was represented by the Chairman of the Board of Management of the New Zealand Railways. It is considered that the facility offered by this means for an inter-State exchange of views on railway matters should be encouraged, and every opportunity will be taken of permitting Railway officers in New Zealand to attend such conferences.

Locomotive-supply.

Reference has been made previously to the steps taken to secure designs of articulated locomotives similar to those so extensively used on the South African railways. A suitable design of articulated engine has been decided upon, and tenders are now being invited in Great Britain for three locomotives for work in the central areas of the North Island Main Trunk Railway. It is claimed that this class of locomotive will result in a very material saving in operating-expenses due to the high tractive effort and economy in working, and its performances will therefore be watched with much interest.

General Reorganization.

It will be remembered that in the early part of 1925 very extensive reorganization was commenced, including Board management, divisional control, inauguration of the Commercial Branch, separation of finances from the Consolidated Fund, construction of modern workshops, and a comprehensive programme of new works, &c. These changes necessitated a great deal of work, and, obviously, had to be given effect to in addition to the usual work in connection with the ordinary operation of the Department. The reorganization of each section meant the thorough investigation of many large undertakings, and it was found necessary to co-ordinate the various sections of the Department interested in the changes into small committees to deal with each problem. The experience gained in this method of working has been so satisfactory that it is apparent better progress can be made in dealing with everyday problems by the committee method than by other ways, and the system is being continued to apply to all works of importance. It is another indication of the advantage of team work over unrelated individual effort.

Hutt Valley Railway Deviation.

On the 27th May last the Hutt Valley Railway Deviation, a double-track line branching off from the main line a short distance beyond Petone and passing through the heart of the Hutt Valley to Waterloo Road, was opened. Ultimately this line should join the main line again in the vicinity of Silverstream, thus serving a large area of country which at present is somewhat removed from convenient railway facilities.

The main feature of this branch line is that it has been constructed on the betterment principle—meaning that a portion of the enhanced value of the land resulting from the opening-up of this valuable suburban settlement accrues to the railway, thus setting off a portion of the cost of construction.

The principle is quite a new one so far as New Zealand is concerned, and to date 682 acres of land have been purchased at a cost of £181,000. The land has been disposed of as follows :—

	Acres.
Taken for Railway requirements	29
For workshops area	80
Taken for roads and reserves	135
Area for residential and industrial sites	438
Total	682

Of this area, 225 acres have already been disposed of or are under negotiation for final sale at an approximate price of £231,448, made up as follows :—

	£
308 residential sites sold	97,338
290 sections sold for workers' dwellings	47,960
Four industrial sites	24,450
Sales nearing completion :—	
Three school-sites, expected to realize	10,000
Church-sites	3,000
Eighty acres for railway workshops	40,000
Land taken for railway	8,700
Total	£231,448

The area still available for disposal is 213 acres, acquired at a cost of £50,000. Little difficulty will be experienced in disposing of this property.

Less than two years ago a comprehensive housing scheme was launched in the Hutt Valley adjacent to the new railway. Land (comprising what are known as Mandel's and Eglinton Blocks) purchased as part of the general scheme was placed in the hands of an honorary committee to establish a thoroughly up-to-date workers' settlement. This committee has rendered invaluable service to the Government, and, in conjunction with the assistance rendered by the Departments concerned, excellent progress has been made. Government originally decided to finance the construction of 150 houses, but the applications were so numerous that authority was given for a further 100, making 250 in all. The committee still continued to receive large numbers of applications, and, as many urgent cases were continuing to come under notice, Cabinet decided to increase the total to 300 houses to complete the Hutt Valley Settlement scheme. On the 30th June last 143 houses had been completed, 133 of which were occupied, while 54 were under construction. Of the 133 families settled, 461 children totally dependent on their parents are now comfortably housed. When the scheme is completed it is estimated that the settlement will possess a population of at least 1,800. This should materially assist in relieving the congestion in certain parts of the city and suburbs.

It is, therefore, almost firmly established at this stage that the original aim of the scheme has been accomplished, quite apart from the value of such a modern residential settlement for the City of Wellington. The betterment on the purchase price of the land will be sufficient to pay the cost of constructing the single line of railway from the main line to Waterloo Road.

Another important feature in the construction of this line is the total abolition of level crossings, brought about by the construction of substantial overbridges.

Tariff Matters.

The present railway tariff has been in force since the 30th August, 1925. It is now under review, and in pursuance of the policy to keep the tariff up to date it will be replaced by a new issue towards the end of the current year.

With a view to further assisting in the development of the agricultural and pastoral industry, a substantial reduction was made during the past year in the rates for artificial manure. That this concession, which dated from the 31st August, 1926, has brought about considerable increase in the quantity of artificial manures conveyed by rail is indicated by the fact that for the seven months ended the 31st March, 1927, 261,400 tons of this commodity were conveyed—an increase of 73,620 tons over the corresponding months in 1926. It is pleasing to note from the foregoing how fully the farmers of the Dominion have appreciated the reduced rate, and I anticipate that the resulting increased production will to some extent compensate the Railway Department for the concession made.

The tonnage rates charged for goods conveyed by rail are based on a classification which, although varying considerably in detail, enables a general distinction to be made between what may be termed "low-grade" and "high-grade" traffic. The low-grade commodities—artificial manures, agricultural products, coal, firewood, gravel, metal, and suchlike goods—comprise a considerable proportion of the total tonnage, and upon these freights are charged which (having been determined almost wholly with a view to encouraging settlement and development) are in themselves barely sufficient to cover the cost of transport. The road-motor carrier does not compete for this traffic, but directs his attention to the more valuable commodities and more highly rated freight—that traffic, in fact, upon which the railways have depended to balance the loss made in carrying low-grade freight. It is reasonably contended that the low rates could be expected to remain only so long as the Railway Department was able to secure its usual profit from the higher-rated traffic. Now, however, the road vehicle has in many instances been successful in securing the latter. The Railway problems arising out of these changed conditions cannot lightly be passed over, and it is doubtful whether those who patronize road services, which are in many instances parallel with the railway

route, realize that, through the loss in railway revenue consequent on the conveyance of goods by road, they (the public) are the direct losers.

A stable and equitable railway-rate system is essential to the success of the commerce of the country. As an indication of how this matter is viewed in a sister Dominion, I cannot do better than draw attention to the following extract from the latest annual report by Sir Henry Thornton, Chairman and President of the Canadian National Railways :—

The question of freight rates continues to be one of importance and some anxiety. It is not the province of the Board of Directors to argue for or against higher freight rates, but a distinct responsibility rests upon the Board to direct attention to the effect of alterations in the rate structure which would reduce the gross revenues of the system. The Board is of opinion that the welfare of the Dominion would be best served if its railways were allowed rates which would enable them not only to maintain solvency, but to make those improvements and provide those facilities which are from time to time necessary to meet the constantly increasing traffic requirements of a rapidly growing country. In so far as the Canadian National Railways are concerned, the property is owned by the people of Canada, and, in the last analysis, the financial position is in their hands. However, the Board ventures to express the thought—as it has, indeed, on previous occasions—that freight rates cannot be constantly decreased and net earnings continue to increase. With fair rates it has been possible to reduce to a minimum the demands of the railways on the public treasury. The Canadian National Railways are emerging from a condition which may be conservatively described as unsatisfactory; they have reached the point where they are paying interest out of net earnings on all the securities held by the public, and, furthermore, they are furnishing a service which the Board feels is satisfactory to the shipping public. Would it not be wise to allow that condition to continue and to improve ?

Workshops.—Reorganization and Progress.

New Workshops.

Good progress has been made with the construction of new workshops at Otahuhu and Hutt, and with the remodelling of existing workshops at Addington and Hillside.

Staff.

Owing partly to the completion of the order for building class Ab locomotives, and new rolling-stock in the South Island, and partly to economies resulting from the reorganization of workshops, a reduction in the staff employed became possible. The personnel quota has been automatically adjusted by utilizing the surplus staff to fill vacancies created from time to time by employees leaving the service. This method, while entailing some expense to the Department, was adopted to prevent hardship to the men, and I believe the fact is generally appreciated by them. By this means the total workshop strength has been reduced by eighty-nine since April, 1926, not including staff released to man the two terminal depots. This staff-reduction would have reduced the pay-roll by about £23,000 had not the scale of wages for workshops staff been increased from the 1st April, 1926.

The industrial economies to be effected by concentrating special types of manufacture and repair work in the centres most suited for the purpose—instead of, as in the past, carrying on with shops having small plants dealing, or attempting to deal, with almost all classes of work at each centre—were so real that the change was inevitable if the reorganization of workshops buildings, methods, and processes was to justify the new capital expenditure. It was therefore announced two years ago that a reallocation of workshops staff would take place as soon as sufficient progress had been made with the reorganization programme.

It is one of the conditions of railway employment that the employee must be prepared to transfer where and when required, and (in common with other branches of the service) workshops employees have so been transferred from time to time according to the exigencies of the service.

The private economic and social effect (as relating to family ties, house or property ownership, &c.) produced on the position and prospects of those whom it is necessary to transfer, although not coming within the orbit of the business relationship usually subsisting between employer and employee, and consideration of which is excluded from the general responsibilities of railway-management, cannot be ignored when large numbers of transfers, as in this case, threaten to disturb the economic equilibrium in the districts concerned.

The Government, recognizing this, has given special consideration to the proposed series of workshops transfers, and has decided to facilitate settlement of the housing problem by undertaking a house-building programme on the lines which proved so successful in the Hutt Valley Settlement scheme.

The house-building plant of the Railway Department will be used, and houses erected on selected areas for the use of those transferred railway-workshops employees who desire to purchase houses for themselves in their new locality, the necessary financial assistance being provided in turn with other applicants through the Government Advances Department.

I am pleased to be able to report that the Workshops Committees at each centre are earnestly co-operating in an effort to make the desired changes with a minimum of inconvenience to all concerned.

Workshop-Management.

The costing methods which were introduced into the four main workshops in 1926 have amply proved their worth, and these works can now be considered to be working on a commercial basis. The daily expenditure on any job—labour, material, &c.—is taken out as the work progresses, and the final cost is available twenty-four hours after completion of the work.

Shop Scheduling and Production.

The system of planning work on a production basis, as established during the previous year, has been maintained, and the results definitely show that this was a much-needed improvement in our management system. This system is being extended in a more detailed manner to gradually bring all classes of work under the scheme.

Terminal Repair Depots.

During the year depots have been established at Christchurch and at Dunedin to undertake the annual examination and overhaul of the Westinghouse brake, and also attend to light running repairs to rolling-stock. Previously this class of work was undertaken at the Addington and Hillside Workshops respectively, but owing to the amount of shunting involved, each vehicle was out of use some days for an operation that occupied only a few hours. As the result of the establishment of the terminal depots, vehicles are now out of service a minimum time, and the operating branch thus has available for service a greater percentage of the total rolling-stock.

Expenditure.

It is pleasing to be able to record the fact that the workshop staff were granted an increase in wages as from the 1st April, 1926, which represents an increase of about 3 per cent. of the previous wage expenditure.

Training Apprentices.

Apprentice instruction classes were inaugurated at Newmarket, Petone, Addington, and Hillside Workshops in July, 1926, and the results disclosed at the last examination of apprentices show that a good deal of progress has been made. A keen interest is being displayed by the apprentices in the class-work, and the advantages to be derived from systematic training are quite apparent.

Sub-stores.

Sub-stores, being part of the Stores Branch reorganization scheme, have been instituted at Newmarket, Petone, Addington, Hillside, and East Town Workshops, and are now functioning satisfactorily. This has made possible the practical development of the policy of stores control outlined in my statement for 1926, and the Stores Branch has now assumed control of all material for workshops use.

Past and Present Transport Developments.

A summarized survey of the past in relation to New Zealand's internal transport and the actions taken in regard thereto for the protection of public interests, supplemented by a statement of the position as it now stands, will help to clear the way for consideration of what requires to be done in the future.

Prior to 1914 motor competition had not seriously affected the Railways. They were carrying out a developmental programme largely on "departmental" lines, with fares and freights generally set at rates which produced a return to capital lower than was necessary to make them self-supporting in the business sense. They had no provision for the replacement of wasting assets, no endowments, no reserves, no betterment funds, and no commercial balance-sheet to reveal to the public the actual financial position in which they stood. This position, too, was acquiesed in by the majority of New-Zealanders, for it was recognized that although not credited with the increased values to land and benefits to settlers which their coming conferred, they did actually assist the country, from a colonizing aspect, far more than their direct earnings revealed.

There was a feeling, too, that competitive business methods were unsuited to a Government Department. In the Department itself, owing to the absence of the necessary incentive usually arising from competitive conditions, there did not exist, nor had there, indeed, been required, a commercial sense or business-getting side to its operations, this position being, moreover, quite in keeping with, and natural to, the then stage of the country's transport development. The general idea prevailing was to carry what was offered, under certain unbending regulations, many of which were of long standing and proved particularly irksome to traders in view of the general conditions then existing outside in the business world.

The Hiley report of 1914 gave promise of something constructive in the way of progressive development in opening new lines and improving existing ones, but the war cut across all normal industrial developments in the Railways as well as elsewhere; and after the war the post-war problems of staffing, high prices, and general stringency tended to delay adjustment in line with modern requirements. All the time, however, improvements in the motor-vehicle field were being made most rapidly, and by the time (in 1923) that the Railways were placed under my control heavy inroads were being made on the Department's passenger and goods traffic by privately-owned motor-propelled vehicles.

My first business was to make a complete tour of the railway system in both Islands, with a view to becoming personally acquainted with the internal working of the Department. This disclosed the fact that the railways were an efficient transportation organization on the technical side, but requiring (in keeping with the changed times) such changes as would develop them along reasonable commercial lines without sacrificing their utility as a developmental asset to the country.

By 1925 considerable progress had been made, and I was able to make announcement of policy in regard to tariff, finance, the interrelation of Departments, assistance to primary and secondary industries, improved services and equipment, level crossings and grade-easements, station improvements and other increased facilities, use of New Zealand coal, commercial methods, the keeping in touch with world standards, excursion-traffic projects, staff organization, transport co-ordination, &c. All of these matters have had my personal attention, and in regard to each of them the position has already been changed materially for the better. Then financial reorganization, time-table improvements, workshops reconstruction, stores reorganization, and tariff revision have all assisted to make the Railway Department a much more efficient business organization than it was some years ago. It does give good services; its outlook is much broader, and satisfies the requirements of passengers and shippers to a much greater extent and with a more accommodating spirit; commercial relations are much easier; and greater keenness regarding business progress and opportunities for development is everywhere evident amongst a staff where merit is now the main test of promotion.

All these things are well, but they have not succeeded in providing the Department with an adequate proportion of increased business comparable with the expansion which has taken place in population, and in our export, import, and internal trade.

On the other hand, New Zealand has made a world's record in the absorption of motor-vehicles during the last two years, the increase from 1925 to 1927 representing a gain of 58 per cent., the greatest increase (from thirteen thousand to twenty-three thousand) occurring in the demand for commercial motors.

This might have been regarded with satisfaction from the national standpoint, as indicative of enterprise in the adoption of new ideas and of the fuller exploitation of the country's productive possibilities, had a considerable proportion of them not engaged in direct duplicative and wasteful competition with the railways—much of this competition being possible only because advantage was taken of the developmental purposes which the railways served. For the Railways to have met the position with a full commercialized programme and methods might have been effective so far as conquering the competition was concerned, but it would have played havoc with the national developmental work which, through a long period of years, they have been moulded to perform, and under the shelter and protection of which production has been greatly aided and industrial enterprise encouraged.

The absence of competition in the earlier years had this general advantage: it enabled the Government to use the railways in such a way that by dividing the railway tariff into two broad grades, the higher (Classes A, B, C, and D), consisting of general commodities and being rated (in general) somewhat above the actual cost of transit, and the lower (products of relatively low unit value, such as coal, firewood, shingle, fertilizers, &c., and the general necessities called for in the prosecution of primary industries) being conveyed at rates producing a return often considerably lower than the cost of production—the combined effect, however, of the total business transacted producing what was generally considered to be a sufficient average return for the work done. Under this plan it had also been possible to protect New Zealand as against overseas industries by arranging discriminative rates in favour of the former.

Motor competitors, however, who, naturally, as individuals, had no direct concern with the national developmental aspect of the country's transport, have been able to do quite well by taking only one class of traffic—the high rated—thus disturbing seriously the equilibrium produced under the Railways tariff scheme.

A similar position has developed in the matter of suburban passenger traffic, the ordinary passengers being attracted away from the rail by the extra convenience of the motor "pick-up" and "set-down" facilities, while the low-rated traffic —suburban workers and season-ticket holders (all carried below cost owing to the previously existing balancing factor of a full traffic)—is left for the railways.

As previously pointed out, full commercialism applied to the railways would result in the adoption of methods and rating practices similar to those of motor operators; but this would, besides having a generally detrimental effect upon the country's welfare, bear with especial hardship upon those who had been encouraged to go on the land or settle in the suburbs through the existence and operation of the above special tariff arrangements.

Complete adandonments of these developmental functions by the Railways, although the proper course if the Department had been a private enterprise concerned principally in the protection of its own immediate interests, cannot be thought of when, as a State business, the full effect of such action upon the general progress and stability of the Dominion has to be considered. A striking instance of this condition is found on the manufacturing side of the Department's activities, where, through the adoption of better methods and the setting-up of new machinery, it would have been possible—during the recent unemployment crisis—to carry on without the services of several hundred men, who were kept on, in the public interest, after their services could have been economically dispensed with. It will thus be seen that the peculiar dual nature of the Department's functions has actually provided special protection (against direct retaliatory competitive measures by the Department) to motor competitors, who have also gained tremendously by the heavy expenditure in road-surfacing (in some cases at the rate of £10,000 per mile) undertaken by local bodies.

These circumstances point definitely to the necessity for such action as will at least equalize opportunity for the Railways in their business-getting efforts with

those of their competitors, such equalization taking account of (*a*) adequate payment for the use of roads, to put them on a parity with the Railways' self-provided and maintained permanent-way; (*b*) assessment of the value of developmental services now rendered by the Railways, and adjustment of national finance in relation thereto; (*c*) such regulations regarding fares, time-tables, and routes as will prove most economically efficient.

The question of safeguarding the enormous capital cost of the national transport system requires the gravest consideration, and after carefully weighing the whole of the circumstances surrounding the Dominion's transport problem I have come to the conclusion that if we are to secure for the country a continuation of the liberal developmental and protective policy that has been so valuable in the past, it will be necessary to inaugurate transport control through a properly constituted Ministry of Transport.

Particulars regarding the setting-up of an investigating body to go thoroughly into these and similar questions is, however, more fully dealt with elsewhere in the Statement.

The Future of the Railway System.

In view of the capital investment, approaching £60,000,000, already made by New Zealand in regard to her railway system, and the capital commitments, in the vicinity of £15,000,000, for the completion of new lines now under construction and improvements to existing tracks, it must be recognized that a great responsibility rests upon the Government in relation to the future of transport within this Dominion.

The present position is serious, so serious that the public have only two alternatives to look forward to, viz.,—

(1) To carry on in accordance with the existing practice, with the certainty of closing certain services.

(2) To initiate an intelligent amalgamation of transport interests which will make it possible to give continuous reliable service and cheaper freights.

The second course having been decided upon, the following questions arise: How is transport likely to develop during the coming decade, and what can be done to assist its development in directions best suited to the Dominion's requirements?

Dealing first with the latter question, its correct solution is of such vital importance, affecting, as it does, the welfare of the whole country, that I am considering the advisability of fully investigating the general field of transportation in the Dominion. The information available at present is not sufficient for the accurate statement of definite economic conclusions. For instance, while the amount paid annually in railway fares, freights, and services—now amounting to over £8,000,000—is common knowledge, other costs of transport are not so fully realized. Such charges as those incurred for road and coastal steamer fares and freights, and for interest on road-construction, may be mentioned.

The investigating authority would require to go into the whole question thoroughly, both in relation to the economic effect of transport as now carried on, and also in regard to improvements which could be made possible by a better inter-relation of transport effort to reduce overlapping, and cheapen for the people of the Dominion their overall transport costs.

The programme of works now under way for roads and railways is taking shape in accordance with a carefully prearranged and comprehensive design. If this were stopped, or even retarded, it would occasion much loss in capital return and transport efficiency. The whole work, therefore, requires the closest attention from the Government as the programme develops, in order that the full benefits obtainable from a perfected transportation system may accrue to the country.

I believe that a broad and forward-looking policy is necessary not merely with a view to the transport position as it will exist one to two years hence, but keeping in mind the conditions likely to obtain eight or ten years from now, when the bulk of the work in railway and road construction upon which we are at present engaged will have been completed.

Ten years hence the railway system of the Dominion will be much more homogeneous than at present. For instance, loose ends of sections like those at Dargaville, Stratford, Gisborne, Tauranga, and Westport will be linked up with the main lines. The Pokeno-Paeroa railway will be an accomplished fact, as will the northern rail outlet from Auckland, and the Westfield and Tawa Flat deviations.

All these improvements will make possible increased standardization of rolling-stock and equipment, with consequent reduction in production, operation, and upkeep costs, and favouring increased mobility for locomotives, cars, and wagons, with consequent increase in their operating efficiency as revenue-earning units.

The through line between Auckland and Wellington, with vastly improved access to the cities at either end, and intermediate grade-easements and curves-reductions made in the interests of economical and expeditious working, will be capable of providing a substantially more efficient service than is possible at present. The new terminal stations at Auckland and Wellington will greatly facilitate the handling of all classes of traffic. Passengers, in particular, will find the comforts and convenience offered thereat comparable with the best now obtainable in other parts of the world.

Electrification of lines in certain suburban areas, and the use of smokeless fuel where such is found advisable, will help to improve travel conditions in all respects. More powerful locomotives, with greater water and fuel capacity than any we have at present, will make long non-stops runs feasible on our express routes, enabling—with improved track, curve, and grade conditions—further reduction in the times required for covering the distance between our principal cities. This development will, of course, call for the introduction of slip-coaches on non-stop expresses to serve the more important intermediate towns.

Experience already gained in other countries, and to some extent in our own, proves conclusively that road services cannot do the heavy carrying-work for the country that the railways are called upon to perform. Roads, nevertheless, have a definite and important function, chiefly of an ancillary nature, in relation to the country's major transport work, and the function is being more clearly defined as costing-data become available and the working of economic laws in relation thereto is increasingly realized.

In ten years' time it may therefore be expected that a definite line of demarcation will exist between the kinds of work that railways and road services are performing (the most suitable in each case having been selected after practical and searching tests), and that there will be an absence of wasteful competition between them in their respective spheres, such competition as now exists being replaced by a sensible co-ordination of work between private operators and rail-owned services by train and road, equally applicable in its usefulness to the requirements of the most distant farm and the most crowded city area.

By that time, too, New Zealand will be vastly better known as a tourist and health resort, and on account of the attractions it offers to sportsmen.

The alternative railway routes which the linking-up of several now detached rail-heads will make possible, such as the Okahukura–Stratford route on the east and the Pokeno–Paeroa–Tauranga–Gisborne–Napier on the west of the North Island, will help to make rail tours particularly attractive for overseas visitors.

Looking ahead, it may be expected that the practice of "land cruising" by train, recently initiated in Great Britain and America, will be fully established, and in this country the Railways may look for heavy work of this kind during the summer months in routing and conveying chartered trains loaded with sightseers to the favourite rail-served resorts.

The collection and delivery of train-passengers and luggage from and to their homes or hotels by cars or buses which will be provided for at stations so that they may dock right alongside the trains, and which will be worked fully in conjunction with train services as part of the ordinary routine of railway-operating, is another development that I hope to see brought about during the period named.

But it is in the conveyance of the country's products and general commerce that I look for the most useful developments of transport to take place. A more thorough organization of collecting and delivery services operating to and from farms situated away from the routes of railway-lines, with properly scheduled services and times for picking up and setting down, and with capacity for handling every kind of transportable commodity, may be looked for. This will enable further favourable adjustments of rates.

It may here be pointed out how useful has been the reduction introduced last year in rail freights for fertilizers with the purpose of encouraging their more general use. A great increase in the quantities railed has ensured, and the effect on production may be expected very shortly in increased returns per acre and further transport work for the railways.

The avoidance of duplicated services over the same routes, replaced by a properly organized system, should enormously reduce the present over-all costs of transport, which, combined, place too high a handicap on enterprise, and increase by too great a proportion the costs of primary production.

A similar organization and regulation of commercial collection and delivery services may be looked for in the towns and manufacturing districts, for, with the development of data permitting of the scientific analysis of costs, it is becoming increasingly clear that the factor most readily amenable to reduction under proper organization, is the cost of conveyance.

The fine terminal facilities for giving quick despatch to overseas vessels, which large-scale business at the principal ports has justified the Harbour Boards concerned in supplying, is reacting on the attitude of shipping companies. These naturally appreciate the opportunities for expeditious terminal-port work, and are in consequence tending to concentrate their visits on the principal ports. As this movement develops further the Railways will be required to undertake port haulage for goods over much longer distances than at present, and a new development of haulage at special shipping rates may be expected as a corollary to the general trend of transport evolution.

The restless energy of our people may naturally be looked to as a potent agency in stimulating change in the methods of production, distribution, and consumption in the years ahead, and such changes prevent forecasting with precision in any given direction; but certain general deductions may be made from past experience, and I am hopeful that in a decade the country's position in regard to her transportation enterprises will be much stronger than they can be in the present transition stage.

Policy.

The work now under way in connection with administrative policy relative to present and future activities may be summed up as under:—

1. Early completion of Tawa Flat and Westfield deviation routes, with improved stations and terminal facilities at Wellington and Auckland.
2. Full decentralization under the divisional-control system of administration.
3. Improvement of procedure in relation to management.
4. Amalgamation of the operations side of departmental activities into one organization.
5. Extension of commercial activities, with separation of passenger and freight work, to permit of more concentrated personal attention to tourists, excursionists, and general passenger traffic, and to the requirements of primary and secondary producers.
6. Establishment of a Publicity Branch to make fully known the advantages and activities of the Department.
7. Fuller use of Advertising Branch artists in coping with general Government advertising.
8. Exchange system of New Zealand railways officers with the officers of other railway organizations.
9. Co-operative plan for improving working-conditions in workshops.

10. Increased facilities for passengers' comfort and convenience, and modern equipment at principal stations and on trains.
11. Action to eliminate smoke nuisance.
12. Further utilization of rail-cars.
13. Investigation of new methods to make further use of soft coals.
14. Uniformity tribunal to place staffing matters on the same footing in all Government Departments.
15. Extension of facilities for holiday concessions to scholars and students.
16. Mail-exchangers to be employed for express trains to expedite mail-work.
17. Further separation of "goods" and "passenger" traffic by the elimination of "mixed" trains.
18. Introduction of train-control on principal sections of line.
19. Further extension of Railway Conference facilities in the direction of assisting standardization as between Australia and New Zealand.
20. Trial of improved locomotives types to reduce operating costs.
21. Further tariff adjustments to assist primary and secondary industrial development.
22. Workshops reorganization in accordance with the most modern practice.
23. Further action in the direction of eliminating level-crossings.
24. Yard and grade improvements where such will assist reduction in operating-cost.
25. Extension of automatic signalling-systems and of railway electrification where warranted.
26. Further development of departmental housing activities.
27. Better amalgamation of transport services throughout the Dominion to produce better operating-conditions and improved economic effort.

Conclusion.

In conclusion, I desire to place on record my appreciation of the capable manner in which all employees of the Department have carried on the year's work. Every emergency has been met with good judgment and in the right spirit of practical helpfulness.

The year has been one in which the generally low prices received for the country's exportable surplus of products have reacted unfavourably upon what might be termed "pleasure travelling" within the Dominion, yet it is to the building-up of this class of business that the Railways, as such, must look if they are to make up the leeway in passenger traffic resulting from defections to the road by so many business travellers in the suburban areas. The general outlook is now more promising; and with continued co-operation in the administration and operation of Railway affairs, supported by further effort and new enterprise in the directions suggested earlier in this statement, I feel assured that, given a period of normal progress within the Dominion, the Railway position can be still further improved as the present programme of extensions and betterments draws towards completion.

RESULTS OF WORKING.

The following is a summary of the working for the year ended 31st March, 1927, as compared with 1926:—

Particulars.	Year ended 31st March, 1927.	1926.
Total miles open for traffic	3,164	3,138
Average miles open for year	3,157	3,103
Capital cost of opened and unopened lines	£56,028,477	£53,716,455
Capital cost of open lines	£49,183,916	£47,608,676
Capital cost per mile of open lines	£15,545	£15,172
Gross earnings	£8,434,654	£8,460,762
Working-expenses	£6,490,880	£6,468,428
NET EARNINGS	**£1,943,774**	**£1,992,334**
Interest charges	£2,043,433	£1,913,311
Appropriation for betterments	...	£58,000
Unappropriated surplus	...	£21,023
Deficit	£99,659	...
PERCENTAGE OF TOTAL WORKING-EXPENSES TO GROSS EARNINGS ...	**76·95**	**76·45**
PERCENTAGE OF NET EARNINGS TO CAPITAL INVESTED	**3·99**	**4·35**
Railway operating earnings	£7,423,472	£7,589,274
Railway operating expenses	£6,158,283	£6,164,570
NET RAILWAY OPERATING EARNINGS	**£1,265,189**	**£1,424,704**
PERCENTAGE OF RAILWAY OPERATING EXPENSES TO EARNINGS	**82·96**	**81·23**
Operating earnings per average mile open	£2,351	£2,446
Operating expenses per average mile open	£1,951	£1,987
NET OPERATING EARNINGS PER AVERAGE MILE OPEN	**£400**	**£459**
	d.	d.
Operating earnings per train-mile	166·14	176·51
Operating expenses per train-mile	137·82	143·37
NET OPERATING EARNINGS PER TRAIN-MILE	**28·32**	**33·14**
Passengers, ordinary	10,305,065	11,813,480
Season tickets	585,094	600,292
Total passenger journeys...	26,002,137	27,653,414
Goods tonnage	6,833,436	6,808,603
Live-stock tonnage	475,013	447,539
Train-mileage	10,723,864	10,319,407
Engine-mileage	15,212,086	14,657,039

For the current year I anticipate the revenue will reach £8,300,000 and the expenditure £6,571,945.

ANNUAL REPORT OF THE BOARD OF MANAGEMENT OF THE NEW ZEALAND GOVERNMENT RAILWAYS.

The Hon. the Minister of Railways. New Zealand Government Railways,
Head Office, Wellington, 31st July, 1927.

SIR,—

We have the honour to report on the working of the railways for the financial year ended 31st March, 1927.

The gross receipts for the year, exclusive of the subsidy for branch lines, amounted to £7,989,433, as against £8,101,221 for the previous year. It is interesting to note the following revenue figures taken at intervals since 1900 :—

	£
1900	1,623,891
1901	1,727,236
1906	2,349,704
1911	3,494,182
1916	4,548,356
1921	6,908,531
1927	7,989,433

For the year just ended the financial results, in round figures, are as follows :—

Revenue—	£
Actual revenue received	7,990,000
Subsidy for branch lines	445,000
	£8,435,000

Expenditure—	£
Actual working expenditure (as spent)	6,182,000
Placed in renewals, betterments, and accidents reserves funds	310,000
Interest	2,043,000
	£8,535,000

Capital Account.—The capital invested in the lines open for traffic, including the steamers and plant on Lake Wakatipu and other subsidiary services, on the 31st March, 1927, was £49,183,916, as against £47,608,676 on the 31st March, 1926, representing an addition of £1,575,240 for the year. This amount includes £588,814, construction charges on lines taken over from the Public Works Department during the year; £319,644 expended on new works and charged against Capital Account under Additions to Open Lines; and £666,782 expended under the Railways Improvement Authorization Act, 1914.

Receipts and Expenditure.—The gross receipts for the year amounted to £8,434,654, as against £8,460,762 for the previous year, a decrease of £26,108.

The gross expenditure for the year amounted to £6,490,880, as against £6,468,428 for the previous year, an increase of £22,452.

The net earnings were £1,943,774, equal to 3·99 per cent. on the capital invested in the lines open for traffic, and 3·50 per cent. on the capital invested in the open and unopened lines.

The percentage earned during the last six years on the capital invested in the open lines was—

1921–22	1·07 per cent.	1924–25	3·55 per cent.
1922–23	3·04 per cent.	1925–26	4·35 per cent.
1923–24	3·83 per cent.	1926–27	3·99 per cent.

Under the new financial policy outlined in the Board's report on the working of the railways for the year 1924–25 the rate of interest chargeable to the railways in respect of capital raised under the provision of the Railways Improvement Authorization Act, 1914, was £5 3s. 9d. per cent., and on all other capital money £4 2s. 6d. per cent. Prior to the 1st April, 1925, the Department was expected to meet a policy rate of £3 15s. per cent. The total amount of interest paid during the year under the new arrangement was £2,043,433. The net earnings for the year, however, amounted to £1,943,774 only, leaving a deficit on the year's working of £99,659. Interest charges represent 4s. 10·14d. out of every twenty shillings of revenue earned.

The subsidy paid to the Government Railways Superannuation Fund and charged against expenditure was £170,000. Payments of £12,609 to provide increased pensions for widows and children, and £4,965 for cost-of-living bonus to annuitants, were also made from revenue, making a total of £187,574, as compared with £145,000 the previous year, an increase of £42,574.

The sum of £310,542 has been charged against expenditure and set aside to provide for renewals, insurance, &c.

A short outline of the year's operations as compared with the year 1925–26 is given hereunder.

Revenue.

Gross Revenue.—The revenue for the year from all sources was £8,434,654, as against £8,460,762 for the year 1925-26, a decrease of £26,108.

The particulars of the gross revenue are as follows:—

	1926-27.	1925-26.
	£	£
Train-operation	7,423,472	7,589,274
Subsidiary services	565,961	511,947
Branch lines and isolated sections subsidy	445,221*	359,541*
	£8,434,654	£8,460,762

* Payable in respect of developmental lines in terms of the Government Railways Act, 1926.

Train-operating Revenue.—The total operating revenue for the year represented 88·01 per cent. of the gross revenue, and amounted to £7,423,472, of which the North Island system yielded £4,420,834 and the South Island system £3,002,638. The figures for the whole system show a decrease of £165,802 on the earnings of the previous year.

The particulars of the operating revenue earned are as follows:—

——	1926-27.	Percentage of Operating Revenue.	1925-26.	Percentage of Operating Revenue.
	£		£	
Passengers, ordinary	2,045,348	27·56	2,271,498	29·93
Season tickets	258,832	3·49	265,549	3·50
Parcels, luggage, and mails	377,367	5·08	409,207	5·39
Goods and live-stock	4,596,166	61·91	4,499,160	59·28
Miscellaneous: Labour, demurrage, &c.	145,759	1·96	143,860	1·90
	7,423,472	..	7,589,274	..

The operating earnings per train-mile for all lines were 166·14d., as against 176·51d. for the preceding year—*i.e.*, a decrease of 10·37d. per train-mile.

The North Island main line and branches gave a return of 164·11d. and the South Island main line and branches 167·79d. per train-mile.

Subsidiary Services Revenue.—The revenue received from subsidiary services amounted to £565,961, as against £511,947 for the corresponding services last year.

The particulars of the revenue earned are:—

	1926-27.	1925-26.
	£	£
Lake Wakatipu steamers	10,273	10,625
Refreshment service	129,612	133,658
Advertising service	47,387	45,454
Departmental dwellings	83,375	68,661
Leases refreshment-rooms, bookstalls, &c.	20,462	19,062
Non-operating—Miscellaneous	266,108	234,487
Road motor services	8,744	..
	£565,961	£511,947

Expenditure.

Gross Expenditure.—The expenditure on all services during the year was £6,490,880, as against £6,468,428 for the year 1925-26, an increase of £22,452.

The particulars are:—

	1926-27.	1925-26.
	£	£
Train-operation	6,158,283	6,164,570
Subsidiary services	332,597	303,858
	£6,490,880	£6,468,428

£220,589 was expended in the Maintenance Branch and charged to Capital Account under the head "Additions to Open Lines." These comprise additions to station buildings, extension of sidings, bridge-work, cranes, weighbridges, turntables, additional dwellings, and purchase of land.

£91,608 was expended in the Locomotive Branch and charged to Capital Account in the provision of additional rolling-stock and electric lighting for cars.

The rolling-stock in respect of which the charges were incurred comprised eighteen locomotives, seven cars, six guards' vans, and twenty-four bogie and 192 four-wheeled wagons completed on the 31st March, 1927, and four locomotives, eighteen cars, twenty brake-vans, and forty bogie and 290 four-wheeled wagons in hand but incomplete on that date.

Train-operating Expenditure.—The total operating expenditure for the year amounted to £6,158,283, a decrease of £6,287 as compared with last year.

The particulars of the expenditure on train-operation are as follows :—

—	1926–27.	Percentage of Operating Revenue.	1925–26.	Percentage of Operating Revenue.
	£		£	
Maintenance—Ways and works	1,074,334	14·47	1,144,385	15·08
Maintenance—Signals	100,861	1·36	105,064	1·38
Maintenance—Rolling-stock	1,303,444	17·56	1,311,317	17·28
Examination, lubrication, and lighting of vehicles	60,095	0·81	59,447	0·78
Transportation—Locomotive	1,609,257	21·68	1,577,173	20·78
Transportation—Traffic	1,752,998	23·61	1,743,641	22·98
Head Office and general charges	82,287	1·11	82,528	1·09
Superannuation subsidy	175,007	2·36	141,015	1·86
	6,158,283	82·96	6,164,570	81·23
Net operating revenue	1,265,189	17·04	1,424,704	18·77

The operating expenditure per train-mile for all lines was 137·82d., as against 143·37d. for the preceding year, a decrease of 5·55d. per train-mile. The expenditure per train-mile on the North Island Main Line and Branches Section was 127·02d., and on the South Island Main Line and Branches Section 151·90d.

Subsidiary Services Expenditure.—The expenditure in connection with subsidiary services was £332,597, as against £303,858 for the year 1925–26. The particulars of the expenditure in connection with subsidiary services are :—

	1926–27.	1925–26.
	£	£
Lake Wakatipu steamers	15,859	15,613
Refreshment service	119,567	119,585
Advertising service	42,509	31,239
Departmental dwellings	137,547	129,907
Leases refreshment-rooms, bookstalls, &c.	8,271	7,514
Road motor services	8,844	..
	£332,597	£303,858
Net revenue from subsidiary services (including miscellaneous receipts)	£233,364	£208,089

Net Revenue.

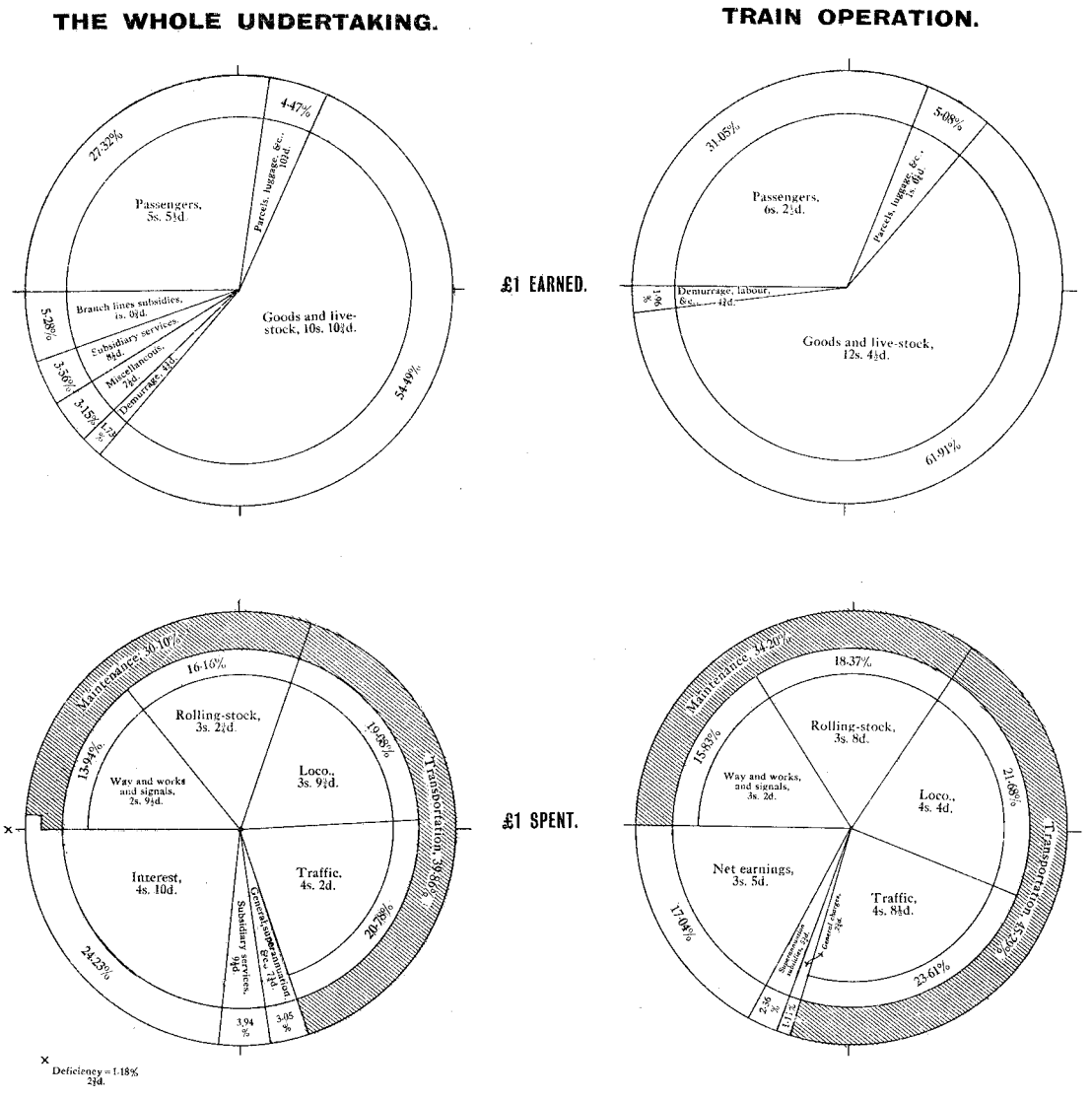
The Net Revenue Account from all services, after setting aside the sum of £310,542 for renewals and equalization funds and paying interest charges amounting to £2,043,433, shows a deficit of £99,659, as compared with a surplus of £79,023 last year.

Particulars are shown hereunder :—

	£
Net earnings, train-operating	1,265,189
Net earnings, subsidiary services	233,364
	1,498,553
Subsidy in respect of developmental lines	445,221
	1,943,774
Interest charges	2,043,433
Deficit	£99,659

Renewals and Equalization Funds.—The position as regards payments to and expenditure from the renewals and equalization funds during the year is shown below :—

—	Balance from Previous Year.	Contributions.	Expenditure.	Balance.
	£	£	£	£
Renewals	280,836	572,437	216,535	636,738
Fire insurance	4,783	10,841	5,180	10,444
Slips, floods, &c.	24,205	21,515	35,894	9,826
Workers' compensation	5,316	44,469	34,810	14,975
Betterments	60,000	4,778	51,079	13,699
	375,140	654,040	343,498	685,682



New Lines opened.—The Te Roti–Opunake Section (22 miles 50 chains) and the Glenhope–Kawatiri Section (3 miles 75 chains) were taken over and opened for traffic during the year, making the total mileage opened for traffic on the 31st March, 1927, 3,164 miles.

Train-mileage.—The train-mileage for the year was 10,723,864 miles, as against 10,319,407 miles the previous year, an increase of 404,457 miles. The particulars are as follows :—

Section.	1926–27. Miles.	1925–26. Miles.	Increase. Miles.
Kaihu	17,668	17,749	Dec. 81
Gisborne	84,961	78,631	6,330
North Island Main Line and Branches	6,402,044	6,168,991	233,053
South Island Main Line and Branches	4,004,155	3,854,181	149,974
Westport	95,309	90,680	4,629
Nelson	71,478	59,112	12,366
Picton	48,249	50,063	Dec. 1,814
	10,723,864	10,319,407	404,457

The total coaching train-miles were 3,778,372, and freight train-miles 6,945,492.

The total engine-mileage was 15,212,086, as compared with 14,657,039 the previous year, an increase of 555,047 miles.

Line Interruptions.—The damage occasioned by storm and flood throughout the year was worse than is generally experienced, and the restoration of the track has involved heavy expenditure.

Heavy rain in the Auckland District from the 21st to the 23rd May caused several slips and washouts, which interrupted traffic on the North Auckland line.

In July the Foxton line was extensively damaged by floods over a distance of four miles, and was closed to traffic for three weeks.

A slip on the Lawrence Branch blocked traffic from the 19th to the 24th September.

A heavy flood occurred in the Wairau River (Picton Section) on the 5th October, and the railway-bridge at Tuamarina was washed out for a distance of 240 ft. The line was not restored until the 21st December.

On the 24th October a big slip came down on the track in the Manawatu Gorge. The clearing of the debris was a difficult task, and the line was not reopened for traffic until the 29th November.

Heavy rains on the 24th and 25th December caused slips and washouts on the North Auckland line between Swanson and Kanohi, and bridge No. 30 was extensively damaged. Traffic was suspended for several days, the line not being finally cleared until the 29th December.

The Canterbury and Westland Districts suffered severely by floods and slips during the year, the principal damages being as follows: The continued washing-out of the embankment at Omoto, which necessitated the erection of a new bridge; the carrying-away of four piers of the Blackball combined railway and traffic bridge; damage to bridge No. 79, Reefton line; the scouring of piers of bridge No. 26, Cheviot Branch; washouts between Cora Lynn and Arthur's Pass; the scouring of the embankment at Chaneys owing to the overflowing of the Waimakariri River; washouts near Westport owing to the overflowing of the Buller River.

Three thousand seven hundred and twenty-five tons of stone were used for protective works in the Canterbury and Westland Districts.

Passenger Traffic.—The number of ordinary passengers carried during the year was 10,305,065, a decrease of 1,508,415 as compared with last year; 643,261 passengers were carried at holiday and other cheap excursion fares, and 267,535 children and adults at schools, factories, and friendly-societies excursion rates.

The total excursion traffic for the year was 910,796 passengers and £384,184 revenue, as against 905,462 passengers and £470,394 revenue the previous year, an increase of 5,334 passengers and a decrease of £86,210 in revenue. The increase in passengers is largely due to the number of school-children carried to the various centres in connection with the visit of Their Royal Highnesses the Duke and Duchess of York, while the decrease in revenue may be attributed to the number of long-distance passengers who visited the Dunedin Exhibition during the previous year.

Season tickets issued totalled 585,094, a decrease of 15,198; weekly twelve-trip tickets issued numbered 113,187, a decrease of 12,992; workers' weekly tickets on suburban lines numbered 352,128, a decrease of 2,588.

Following are particulars of the issues of twelve-trip and fifty-trip bearer tickets during the year:—

	First Class.	Second Class.	Total.
Twelve-trip	5,575	36,572	42,147
Fifty-trip	1,642	5,390	7,032
Totals	7,217	41,962	49,179

The total number of passenger journeys for the year was 26,002,137, as against 27,653,414 the preceding year, a decrease of 1,651,277.

Every first-class seat earned £39 16s. and every second-class seat £30 18s. during the year, the total seating-accommodation provided being 19,682 first-class and 49,063 second-class seats.

Goods and Live-stock Traffic.—The goods and live-stock traffic was 7,308,449 tons, an increase of 52,307 tons over the preceding year's figures. The increases were—Sheep and pigs, 690,712 head; goods (including minerals), 132,285 tons. The increase in general goods traffic was 114,852 tons, and in minerals 17,433 tons.

The traffic in imported coal decreased by 18,548 tons. Native hard coal increased by 120,469 tons, but native brown-coal traffic was 71,257 tons less than last year.

The North Auckland collieries forwarded 102,816 tons of coal during the year, as compared with 116,267 tons the previous year. The output railed from Waikato mines was 478,031 tons, as against 497,676 tons last year.

The coal forwarded by rail from mines on the Westport Section totalled 644,160 tons, an increase of 82,102 tons over the previous year's figures.

The mines in the Greymouth district railed 375,164 tons, an increase of 33,330 tons.

The output from mines in the Wairio district, served by the Ohai Railway, was 194,425 tons, an increase of 6,047 tons.

TRAFFIC.

The following are the leading features of the traffic in the various districts in comparison with the previous year. The revenue figures shown are from transport operating services only; the non-operating services, such as advertising, refreshment-rooms, rents, &c., are not included.

Kaihu Section.—Revenue, £6,924; decrease, £1,487. Passengers increased 723. Parcels increased £84. Sheep increased 548, and timber decreased 3,359 tons. All other goods decreased 704 tons.

Gisborne Section.—Revenue, £36,179; decrease, £3,386. Passengers decreased 5,558; parcels, luggage, &c., decreased £450. Cattle increased 1,252, and sheep decreased 2,022. Timber decreased 1,845 tons. All other goods increased 4,069 tons.

North Island Main Line and Branches Section.—Revenue, £4,377,730; decrease, £157,216. The principal items of traffic were: Passengers, 5,651,207; decrease, 1,086,935. Season tickets, 419,648;

decrease, 13,142. Parcels, luggage, &c., revenue, £236,749; decrease, £14,654. Live-stock, 4,799,313; increase, 420,402. Goods tonnage, 3,021,997; decrease, 71,383. Timber decreased 69,465 tons. All other goods decreased 1,918 tons. The revenue per mile of railway decreased from £3,611 3s. 7d. to £3,386 4s. 5d., and decreased per train-mile from 14s. 8d. to 13s. 8d.

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

Northern District.—Revenue, £2,053,021; increase, £4,590. Passengers decreased 374,003. Season tickets decreased 23,300. Parcels luggage, &c., decreased £611. Cattle increased 4,898, and sheep 123,479. Timber decreased 24,519 tons, and all other goods 4,475 tons.

Middle District.—Revenue, £545,205; decrease, £19,940. Passengers decreased 47,188, and season tickets 621. Parcels, luggage, &c., decreased £1,467. Cattle increased 5,385, and sheep 139,866. Timber decreased 39,423 tons, and all other goods 20,401 tons.

Western District.—Revenue, £480,394; decrease, £19,287. Passengers decreased 58,497, and season tickets 866. Parcels and luggage decreased £2,758. Cattle increased 8,095, and sheep 179,560. Timber decreased 4,946 tons, and all other goods increased 40,325 tons.

Southern District.—Revenue, £1,299,110; decrease, £122,579. Passengers decreased 607,247. Season tickets increased 11,645. Parcels, luggage, &c., decreased £9,818. Cattle decreased 15,963, and sheep 24,918. Timber decreased 577 tons. All other goods decreased 17,367 tons.

Picton Section.—Revenue, £38,389; decrease, £3,963. Passengers decreased 14,515, and season tickets increased 85. Cattle increased 274, and sheep 18,778. Timber decreased by 205 tons, and all other goods 8,455 tons.

Nelson Section.—Revenue, £23,346; decrease, £4,936. Passengers decreased 2,076, and season tickets 163. Timber decreased 1,088 tons, and all other goods 2,139 tons. Cattle decreased 160, and sheep 5,950.

Westport Section.—Revenue, £141,588; increase, £14,320. Passengers decreased 4,301, and season tickets 217. Parcels, luggage, &c., increased £3. All other goods increased 82,551 tons.

South Island Main Line and Branches Section.—Revenue, £2,799,315; decrease, £9,136. The principal items of traffic were: Passengers, 4,313,698; decrease, 400,183. Season tickets, 162,477; decrease, 1,692. Parcels, luggage, &c., revenue, £132,574; decrease, £16,682. Live-stock, 4,171,892; increase, 258,647. Timber, 274,459 tons; decrease, 31,394 tons. All other goods, 2,704,964 tons; increase, 59,343 tons. The revenue per mile of railway decreased from £1,752 2s. 6d. to £1,730 2s. 2d., and decreased from 14s. 7d. per train-mile to 14s.

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

Northern District.—Revenue, £1,220,831; decrease, £3,969. Passengers decreased 155,393, and season tickets increased 1,266. Parcels, luggage, &c., decreased £8,687. Cattle decreased 5,795. Sheep increased 133,121. Timber decreased 17,870 tons, and all other goods increased 77,626 tons.

Middle District.—Revenue, £869,180; decrease, £10,161. Passengers decreased 188,175, and season tickets 1,093. Parcels, luggage, &c., decreased £5,021. Cattle increased 202, and sheep 38,125. Timber decreased 3,184 tons. All other goods decreased 19,589 tons.

Southern District.—Revenue, £709,304; increase, £4,994. Passengers decreased 56,615, and season tickets 1,865. Parcels, luggage, &c., decreased £2,974. Cattle increased 1,217, and sheep 91,777. Timber decreased 10,340 tons, and all other goods increased 1,306 tons.

Lake Wakatipu Steamers.—Revenue, £10,271; decrease, £354. Passengers increased 4,430. Parcels, &c., decreased £109. Timber decreased 241 tons, and all other goods 462 tons.

Train-services.—The following table shows the average late arrivals of the suburban, mixed, and express trains for the year:—

AVERAGE LATE ARRIVAL OF TRAINS, YEAR ENDED 31ST MARCH, 1927.

Year ended	Period ended													Average for year in mins.
	May 1.	May 29.	June.	July.	August.	September	October.	November.	December.	January.	February.	March 5.	March 31.	
Express and Mail Trains.														
March 31st, 1927 ..	8·54	6·57	4·86	3 09	5·38	3·15	4·65	6·54	4·83	9·76	5·49	5·58	8·79	5·94
March 31st, 1926 ..	*5·22*	*3·98*	*7·10*	*3·11*	*3·82*	*5·26*	*3·57*	*1·92*	*3·84*	*11·27*	*9·39*	*7·39*	*6·43*	*5·54*
Long-distance Mixed Trains.														
March 31st, 1927 ..	10·52	7·55	6·16	4·07	4·28	3·71	3·63	5·43	4·55	7·02	5·49	7·23	9·87	6·12
March 31st, 1926 ..	*8·08*	*6·27*	*4·86*	*3·82*	*3·83*	*3·98*	*2·63*	*3·50*	*4·77*	*9·24*	*8·84*	*11·19*	*10·69*	*6·27*
Suburban Trains.														
March 31st, 1927 ..	0·89	0·63	0·50	0·50	0·47	0·36	0·37	0·75	0·40	0·85	0·73	0·79	1·85	0·70
March 31st, 1926 ..	*0·77*	*1·16*	*0·88*	*0·68*	*0·72*	*0·57*	*0·27*	*0·41*	*0·26*	*0·72*	*0·73*	*0·95*	*0·76*	*0 68*

COMMERCIAL BRANCH.

The Commercial Branch has experienced another successful year, and its organization has come to be looked upon as an indispensable adjunct to the railway service.

The quietness in the timber trade is due to causes over which the railways have no control.

The falling-away in passenger traffic is partly due to the heavy bookings last year in connection with the New Zealand and South Seas Exhibition, but also on account of the road motor-vehicle, both in the use of the private car and in the competition of the motor-bus and service car.

An analysis of the figures shows that the falling-off is heaviest in short-distances booking, indicating that our greatest source of loss is the suburban motor-bus competitor.

Railway Buses.—This matter has been engaging the attention of this Branch for some time, and the past year saw the inauguration of the first Railway bus service.

The first experiment was between Napier and Hastings, where thirteen buses operating on the road in opposition to the railway were acquired by the Department in November, 1926. These buses are paying expenses and their running has permitted a reduction being made in the train services, and the venture has been sufficiently successful to warrant the Department extending the scheme to other localities.

In December, 1926, the bus running between Tokarahi–Ngapara and Oamaru in opposition to the railways was taken over by the Department, and a Railway bus service inaugurated between Tokarahi and Oamaru, and between Ngapara and Oamaru. Two buses are engaged on these runs. The running of these Railway buses permitted the mixed trains on the Tokarahi and Ngapara branch lines being suspended and the goods traffic worked by goods-trains. The saving effected by this change has more than compensated for the loss involved in the running of the buses. Here again the scheme has shown sufficient indications of saving to warrant its application to other districts where conditions are similar, and where there is the possibility of regaining the traffic lost and at the same time making a substantial saving in the operating-expenses of the line.

Proposals are now under consideration for dealing with motor competition in suburban and country districts in various parts of the Dominion.

Wool.—The wool traffic for the year shows that the response of the farming community to the claims of the Department for their transport has been most gratifying, the figures showing an increase of 45,775 bales over the previous year.

Dairy-produce.—The conveyance of dairy-produce also shows an increase over the previous year of 9,207 tons. In view of the determined efforts of competitors to secure this traffic the result speaks volumes for the superior transport facilities of the railways and for the work done by all members of the staff in keeping our clean, convenient, and speedy service before the public.

Manure Traffic.—In August, 1926, a substantial reduction was made in the freight rates on manures, and the tonnage of fertilizers carried for the year ending 31st March, 1927, shows an increase of 129,724 tons over the previous year. The result of the increased use of manures is not yet fully apparent in the returns of produce carried, but the coming year should show a marked increase.

Inter-Island Booking.—The inter-island through-booking system between the Islands, which was inaugurated in 1925, has proved a great convenience to our clients, and continues to be extensively taken advantage of in connection with passengers, goods, and parcels.

Tourist Traffic.—During the year special attention was given to exploring fresh avenues by which passenger business could be increased, and, in addition to the usual tours, round trips to the southern lakes of Otago, and Mount Cook, the Hermitage, and Franz Josef Glacier were arranged. These trips were widely advertised by means of folders and booklets, and are being well patronized. As occasion arises, new sources of tourist business will be investigated.

Farmers' Trains.—During the year a farmers' train was run from the Waikato district to Taranaki, and was a decided success, the farmers taking advantage of the arrangements being loud in their praises of the innovation. This year farmers' trains are being run from Taranaki, Manawatu, Wairarapa, and Hawke's Bay to Waikato; from Southland and Otago to Canterbury; and from the West Coast to Canterbury.

The various Government Departments interested render valuable assistance in giving lectures to the farmers on agriculture, forestry, and similar subjects. A demonstration car specially fitted up for the display of exhibits of interest to farmers is run on each train.

Publicity.—The value of sufficient and attractive publicity has been kept in view during the year, and in addition to the usual newspaper advertisements specially attractive booklets depicting the various scenic resorts have been printed and widely distributed. Coloured posters have also been prepared and exhibited at the various stations throughout the Dominion. In many cases large and arresting display advertisements have been inserted in the newspapers with marked success.

Railway Advertising.—Notwithstanding the fact that there has been a decided tendency among business houses during the last year to restrict expenditure owing to trade quietness, the business in the advertising line has been very satisfactory. The value of the Department's system of advertising is obviously much appreciated by business people, and it is confidently anticipated that the connection now established will be maintained.

TRANSPORTATION BRANCH.

Train Services.—The train services of the Dominion have been kept under continual review, and adjustments have been made wherever it was apparent that better service could be given to the community without involving undue expense.

The daylight express trains between Auckland and Wellington were run during the summer months. The traffic did not warrant their continuance beyond the close of the Easter holidays. These trains will be given a further trial during the forthcoming summer.

From the beginning of December until the end of April a fast passenger service was provided between Rotorua and Frankton Junction. The train from Rotorua left at 4.57 p.m. after connecting with the Gisborne–Rotorua motors, and arrived at Frankton Junction at 8.12 p.m., in time to give a connection with the daylight express for Auckland and with the night express trains for Wellington, the latter connection also serving Wanganui and Napier districts. The train from Frankton Junction left at 10.30 p.m., and by connecting with the Auckland–Wellington express train formed an Auckland–Rotorua night service. The usual reduction of traffic as winter approached necessitated the discontinuance of this service temporarily, but its reinstatement will be considered next summer.

To meet the requirements of the suburban passenger traffic at Auckland a considerable number of additional stops have been arranged for suburban trains, and services have been augmented in keeping with the extension of settlement.

The Department decided to give a trial to the running of a night service from Auckland to Whangarei and back. The facilities now provided enable passengers to leave Auckland at 4.5 p.m. Mondays to Fridays, and at 5.11 p.m. Saturdays, and reach Whangarei the same night, while in the reverse direction they can leave Whangarei at 3.30 p.m. and arrive Auckland the same night. The new trains also provide a fast service for parcels and goods traffic.

The Opunake Branch line was opened for traffic on the 12th July, 1926, and a train service arranged to deal with the traffic offering on that line.

The new Hutt deviation to Waterloo Station was opened on the 26th May. A double track has been provided, with the latest automatic signalling, and it is anticipated that the new line will materially assist in developing the new industrial and residential area in the Hutt Valley.

The Department purchased the buses operating between Hastings and Napier, and has arranged a suitable and efficient motor-bus service between Napier and Hastings, resulting in considerable economy in train operation.

The policy of accelerating mixed trains or replacing them with passenger services has been continued during the year, and in this connection the mixed trains previously running on the Cheviot Branch, between Ashburton and Christchurch, between Ashburton and Timaru, and on the Fairlie Branch have been replaced by passenger services, which have much improved the conditions of travel. A passenger-train now leaves Christchurch for Parnassus at 7.55 a.m. daily, and covers the eighty-five miles in three hours five minutes, and forms a connecting-link with a motor service for Blenheim. A return service, connecting with motors from Blenheim, leaves Parnassus at 2.0 p.m., arriving in Christchurch at 5.14 p.m.

An express goods-train has been arranged to leave Auckland for Frankton at 3.55 a.m. daily, connecting there with trains for the Rotorua, Thames, and Main Trunk lines.

A competitive road-motor service has been operating between Oamaru, Ngapara, and Tokarahi, and as there was insufficient passenger traffic to warrant both a rail and road service, the Department purchased the bus service and is now operating it, the train service being used only for goods traffic.

The through goods-trains instituted between Wellington and Auckland and between Christchurch and Invercargill have proved very successful, and have provided expeditious transport for goods and live-stock traffic.

Rail-motors.—During the year experiments with the various designs of rail-motors have been continued. One steam rail-car is doing useful work as a subsidized newspaper-train running between Frankton Junction and Thames. The other is reasonably meeting the requirements of the passenger traffic on the Kurow Branch, while the four-wheeled rail-cars are running on the Switzers and Glenham Branches. The electric storage-battery car is carrying the passenger traffic between Christchurch and Little River.

A light steam-locomotive capable of hauling a limited load is now on order, and should arrive in the course of a few months. It is proposed to place this unit on one of the branch lines.

Reducing Cost of Operation.—Continued efforts are being made to reduce the cost of operation, and all avenues are being explored with this end in view. The provision of more modern facilities such as automatic signalling, track-duplication, and graded marshalling-yards will assist in this direction, and such improvements are being made as funds are available.

The double track from Auckland has been extended from Westfield to Otahuhu, giving great assistance in handling the suburban traffic.

A tablet station has been opened at Kopaki, dividing the long section between Puketutu and Porootarao, which has in the past considerably hampered the working of trains over that portion of the line.

A new hump marshalling-yard has been provided at Middleton to relieve the congestion which has been a continual difficulty at Christchurch for several years. This yard has been constructed on the most modern lines, and will enable wagons to be handled more expeditiously and more economically than has hitherto been possible. Provision has been made for ample accommodation for many years to come.

Investigations into time-table services have been continued with a view to effecting economies.

The schedule loads fixed for various types of engine in service have been reviewed, and the schedules have been revised on lines that will in many cases place the Department in the position of having additional power at its disposal. Attention is also being given to engine-mileage, with the object of increasing the daily mileage per individual engine and thus reducing the number of engines in daily service.

The question of wagon requirements is also being fully gone into. Statistics, following the lines of later-day developments in general railway practice, have been adopted by the Department for indicating the true position as regards the supply of and demand for wagons, the mobility of the available wagon stock, and the turnover at each station. This will enable the position to be thoroughly analysed and the most efficient system of distribution arranged for. It is hoped that by this means much better use will be made of the existing stock, and that complaints of wagon-shortage will thereby be eliminated. Further, it is expected that the improvements in yard and track facilities, rearrangement of time-tables, and the introduction of train-control will have a marked effect on the turnover of wagons.

Shunting and Shed Statistics.—Comprehensive statistics relating to terminal shunting and handling of goods at the larger stations is enabling the Department to keep a close watch on the cost of these operations.

Supervision of Train-operation.—The supervision of train-operation has been improved by the institution under the Divisional Superintendents of regular conferences of District Traffic Managers, and also by the closer relationship of administrative officers with the outdoor operating staff by the appointment of outdoor transportation officers, who get into close touch with the staff.

In view of locomotive-operating matters now being dealt with in the Divisional Superintendent's Office, instead of in Head Office as heretofore, it was found advisable to transfer an officer from the staff of the Locomotive Branch to that of the Transportation Branch in Head Office in order to obtain closer co-operation between the Locomotive and Traffic Branches.

Train and Wagon Control.—Arrangements are being made to institute a modern system of train and wagon control, which should result in much greater efficiency in the use of wagons and in the movement of trains. The equipment has arrived and the work of installation is well advanced. The control system provides for a responsible officer being in continuous touch by direct telephone communication with all train movements within his district, and by this means train delays are reduced, better train and wagon loading, more prompt turn-over and higher efficiency in the use of rolling stock are attained. Two officers were sent to Australia to study a similar system in operation there with a view to increasing our knowledge of this method of train-operation.

Tractors for Yard Shunting.—Efforts are being made to reduce delays to trains shunting at intermediate stations. Some measure of success has been obtained by use of a tractor fitted with railway-wheels for work in yards where a fair amount of wagon-movement is necessary. One has been tried with satisfactory results at Putaruru. Two additional tractors fitted for road use have since been obtained—one for service at Feilding, and one at Ashburton. It is proposed to extend the use of these tractors as circumstances permit.

Bulk Motor-spirit Wagons.—The distribution of petrol in bulk instead of in cased packages by the large distributing companies in the Dominion necessitated the provision of suitable wagons for conveyance of this traffic by rail. A number of petrol-tank wagons of 5,000 gallons capacity were built in the railway workshops and put into service.

Mail-exchangers.—With the object of following the practice in use on railways elsewhere, experiments are being made with mail-exchanging apparatus, the intention being to introduce this system of receiving and delivering mails by the Main Trunk express trains at stations at which those trains do not stop.

The experiments being carried out by the Department are designed to arrive at a type of exchanger suited to local conditions and requirements.

By the use of this apparatus it is hoped to materially expedite mail deliveries at many points *en route* at which the railway business does not warrant an express train stop.

Visit of Their Royal Highnesses the Duke and Duchess of York.—In February and March this Dominion was visited by Their Royal Highnesses the Duke and Duchess of York, who made most of their journeys by rail. The programme, which involved a total of upwards of ten thousand miles of running by the pilot, Royal, and emergency trains, was carried through by the Department without mishap and in a manner which gained the warm appreciation of our Royal visitors.

SAFE WORKING.

It is gratifying to record the fact that the year closed without the occurrence of a fatal accident to any train passenger. With over 26,000,000 passengers carried this is a result of which the public and the staff may feel proud. The number of accidents to trains involving passengers and employees was six, as compared with forty-one the previous year. Personal accidents on the line (other than train accidents) totalled twenty less than for the year 1925–26. Shunting accidents likewise show a satisfactory decrease.

The issue of posters depicting safe-working matters and containing warnings against dangerous practices is being continued. Use is also being made of the *Railway Magazine* in the same direction.

During the year a prize was offered by the Board for the three best essays on "Safety." The response was most satisfactory, thirty-eight essays being submitted, the majority of which were of a high standard, and contained practical and useful suggestions.

The policy of eliminating the busier level crossings is being pursued. In this matter the Department is co-operating with the Main Highways Board and the local bodies concerned. The installation of level-crossing alarms, principally of the wig-wag type, is also being proceeded with.

LOCOMOTIVE-POWER.

During the year eighteen new locomotives were added to stock :—

4 Class AB 4–6–2 Pacific type from the Department's workshops at Addington.
8 Class WAB 4–6–4 Heavy Tank from Department's workshops at Hillside.
3 Class WS 4–6–4 Heavy Tank from Messrs. Price Bros., Thames.
3 Class WAB 4–6–4 Heavy Tank from Messrs. Price Bros., Thames.

Three Class F engines (taken over with the Cape Foulwind line) were also added to stock. Twenty-three old engines were written off, and four engines were sold.

One Clayton steam-car and one Edison battery electric car were placed in service during the year.

The following additional locomotives were under construction on the 31st March :—

2 Class WS 4–6–4 Heavy Tank at Messrs. Price Bros., Thames.
2 Class WAB 4–6–4 Heavy Tank at Hillside Workshops.

The question of providing a standard-type high-powered shunting-engine has been further considered during the year. A special committee has now been set up to investigate the shunting-engine requirements, and when these are finalized drawings will be put in hand.

As mentioned in our last report, designs were obtained of articulated locomotives for service on the heavy grades of the North Island, and tenders are being called for three engines of either the Garrett or Modified Fairlie type.

CARRIAGES.

Six carriages and six brake-vans were built in the Department's workshops during the year.

One brake-van was sold, and four cars and four brake-vans were written off.

The cars built included one specially fitted for use by Their Royal Highnesses the Duke and Duchess of York as a combined day and sleeping car during their journeys in the North Island, and one with observation end, which was used for day journeys in the South Island. These cars, which reflected great credit on the Department's workshops staff, were the subject of very gratifying comment by the Royal party.

Further progress was made with the installation of electric lighting in carriages, there being 173 cars now fitted. It is anticipated that 160 additional cars will be fitted during the current year.

WAGON STOCK.

The following wagons were built in the Department's workshops and placed in traffic during the year :—

26 Class H four-wheeled cattle-wagons.
38 Class LA four-wheeled (12 tons) high-side goods-wagons.
99 Class M four-wheeled (8 tons) low-side goods-wagons.
29 Class W four-wheeled refrigerator-vans.
9 Class U double-bogie goods-wagons.
15 Class UB double-bogie goods-wagons.

Total, 192 four-wheeled, and twenty-four bogie-wagons.

Seventeen four-wheeled wagons were sold and three were written off during the year.

The workshops are at present engaged on the following building programme :—

7 Class G horse-boxes.
40 Class J sheep-wagons.
57 Class LA high-side goods-wagons.
4 Class M low-side goods-wagons.
6 Class R bogie goods-wagons.
5 Class UG bogie horse-boxes.
91 Class XA, 41 Class XB } ventilated goods-vans.
50 Class YB hopper wagons.
2 Class Z, 3 Class ZP } covered goods-vans.

Three tank-wagons were built for private firms for the carriage of bulk petrol, and thirteen underframes and bogies were made to have the petrol-tanks fitted by Messrs. A. and G. Price, Ltd, Thames. Fifteen additional tank-wagons are on order for construction during the current year.

NEW WORKS.

The expenditure during the year on works authorized under the Railways Improvement Authorization Acts and charged to capital was £692,042, making a total expenditure to the 31st March, 1927, on the various schemes authorized by these acts of £2,401,487. The principal works in hand were :—

Auckland Station-yard.—During the year steady progress has been made with the new yard. The contractor for the new goods-shed and offices was delayed somewhat on account of the non-delivery of steelwork due to the coal strike in Great Britain. It is probable that tenders for the new station will be called during the current year.

Helensville.—The new station-yard was brought into use last March.

Auckland–Westland Deviation.—Good progress with this deviation was made during the year.

Penrose–Papakura Duplication.—The double track between Westfield and Otahuhu was brought into use during the year, and work is now in hand between Otahuhu and Papatoetoe.

Frankton Station-yard.—Extensive alterations were made to the yard during the year, considerably increasing the accommodation.

Palmerston North New Yard.—This work, not being so urgent as other works in hand, has not yet been tackled on a large scale.

Wellington Station and Yard.—The concrete retaining-wall for the reclamation was finished during the year, and good progress is being made with the reclamation. During the coming year it will be possible to make a start with the new goods-sheds and yard, which must be built before the new passenger terminal can be started.

Christchurch.—The new marshalling-yard at Middleton was almost ready for use at the end of the year.

Burke's-Ravensbourne Duplication.—Work was continued on the earthwork for this duplication during the year.

Workshops.—During the year contracts were entered into for building new workshops at Otahuhu, Petone, Addington, and Hillside.

Signals, &c.—Automatic colour-light signalling was brought into operation during the year between Westfield and Otahuhu.

Traffic is now controlled by—	Miles.
Tablet system (single line)	1,744
Lock and block (double line)	16½
Three-position upper-quadrant and colour-light signals—	
Single line	126
Double line	33

Thirty-eight miles of poles and 550 miles of wire were erected during the year. Metallic circuiting was completed on several sections.

£16,339 was spent on electric lighting during the year, and the adoption of the system of flood-lighting for several big yards was decided on and the necessary equipment was ordered.

During the year a large number of motors for working the machines in the various shops has been installed, and contracts were let for the supply of electric motors for the new workshops.

HOUSING.

During the year 300 houses were cut at the Frankton Junction Housing-factory, and 119 which had been cut the previous year were in stock on the 1st April, 1926.

For the Department 237 houses were erected during the year, and for the Hutt Valley Honorary Housing Committee 122, making a total of 359 houses.

Since the inauguration of the housing scheme the total number of houses erected is—Departmental, 965; non-departmental, 122: total, 1,087.

Hot- and cold-water services and baths have been provided in all houses, and, where available, electric light and sewerage have been installed.

The total quantity of timber which passed through the big planer during the year was 5,894,100 lineal feet, averaging 18,831 lineal feet per working-day.

In connecting with the various railway settlements 70½ chains of roading have been done.

STAFF.

The total number of staff employed on the 31st March, 1927, including those engaged on works chargeable to capital, was 18,652, and the average number actually at work throughout the year was 18,458, as compared with 17,990 the previous year. The average number of men engaged on works charged to capital was 1,239, as against 1,058 last year.

Sixty-seven members of the Second Division were promoted to the First Division, 299 members resigned, 137 retired on superannuation, 54 died, 62 were dismissed, and 523 engaged.

The sum of £34,810 was paid under the Workers' Compensation Act during the year to members who sustained injuries in the course of their duties.

The Board again desires to gratefully acknowledge the continued good conduct and the loyalty displayed by members in all ranks of the service, and particularly in connection with the manner in which their duties were performed during the visit to New Zealand of Their Royal Highnesses the Duke and Duchess of York.

Throughout the year the relations existing between the management and the staff were harmonious, and no industrial troubles were experienced.

Various alterations to the schedule of pay, regulations, and conditions of employment were made during the year, resulting in substantial benefits to the staff.

The amended system of discipline foreshadowed in the report of last year has now been brought into operation, and is working smoothly. Under this system discipline by means of monetary fines is abolished, punishment, except in major cases, being inflicted by means of demerit marks. Good conduct of members is rewarded by merit marks, which act as a set-off against demerit marks. By this means members who, as the result of delinquencies have had demerit marks recorded against them, may by consistent good conduct purge their records of such demerit marks. It is confidently anticipated that the new system, which is in their interests, will be appreciated by members, and that they will give the Department their whole-hearted co-operation to ensure the success of the scheme.

During the year apprentice-instructors were appointed in the four large workshops of the Locomotive Branch. These officers are in charge of classes of apprentices, who are given technical training in the Department's time for a number of hours each week in subjects pertaining to their various trades. It is expected that the knowledge imparted and the experience gained will be of great benefit to the apprentices, and will result in a larger proportion of highly efficient tradesmen being available than has been the case in the past, owing to the more limited opportunities for technical training formerly enjoyed by apprentices.

The Classification Committee mentioned in last year's report as being engaged in reviewing all First Division positions has now completed its report, and the recommendations of the committee as to the grading of the various positions are being given effect to.

As it is recognized that owing to the nature of his calling a railway employee is very liable to personal accident, the Department has embarked on a comprehensive scheme of ambulance training for all members who so desire. Classes have been formed all over the Dominion, the Department bearing the cost of equipment, examination fees, &c. A very large number of members have enrolled, and the training in this direction will be of material benefit both in case of personal accidents to their fellow-employees and also in any case of accidents to passengers, which are inseparable from railway working.

Two officers of the Department were sent to Australia to study the latest system of train-control, which it is proposed to put in operation shortly.

As foreshadowed in last year's report, the proposal to send officers abroad for training will be given effect to during the forthcoming year, and it is confidently anticipated that the experience gained by these officers will prove of great value to the Department.

During the year the death took place of Mr. A. K. Harris, General Superintendent of Transportation, and the Board desires to place on record its appreciation of his long and faithful service with the Department.

CORRESPONDENCE CLASSES.

The activities of the correspondence school at Wellington have been enlarged during the past year.

Courses of instruction in practical railway work have been prepared for officers in the Traffic, Stores, Locomotive, and Maintenance Branches.

The total number of students enrolled is 1,947, of whom 483 are members of Division II.

In addition to the correspondence classes, 134 cadets have during the year undergone a course of training in telegraphy and practical railway work.

A suitable private residence has been acquired in Wellington for use as a hostel for the accommodation of cadets during their period of training in the Training School. The charge for board is kept as low as possible, being based on actual cost including interest on the invested capital.

The hostel, which fills a long-felt want, is under the management of the Officer in Charge of the Training School, and gives promise of being a valuable adjunct to the Railway Service.

STORES BRANCH.

The amount expended in connection with the purchase of stores and material totalled £2,121,927 16s. 3d.

Payments were divided as follows :—	£	s.	d.
To merchants, manufacturers, and others in New Zealand ..	755,854	18	7
Through High Commissioner, London	333,670	11	1
For material manufactured in railway workshops	169,176	16	10
For used material recovered from other branches	59,241	13	1
For coal and coke	755,186	5	7
Stationery	48,797	11	1
Total	£2,121,927	16	3

Purchases within the Empire represented an expenditure of £2,072,116 16s. 3d., and from other countries (mostly the United States of America) £49,811.

During the year contracts were let for workshops machinery and electrical equipment totalling £186,800, of which £152,940 were placed within the Empire, and £33,860 in other countries, chiefly the United States of America.

The quantities of New Zealand coals purchased during the year showed an increase of 102,400 tons over the previous year, and the quantities of oversea coal purchased during the same period showed a decrease of 84,913 tons.

The following table gives a comparison of the purchases during the last three years ending the 31st March, 1927 :—

Year.	New Zealand.	Imported.	Total.
	Tons.	Tons.	Tons.
1924–25	94,351	313,107	407,458
1925–26	85,393	278,076	363,469
1926–27	187,793	193,163	380,956

The policy of inviting competition for the stores business has been continued during the year, and concurrently with this the policy of giving preference to (*a*) stores produced or manufactured in New Zealand, and (*b*) stores produced or manufactured within the Empire has been kept in operation.

The work of reorganizing the Stores Branch was actively continued during the year. The new systems have now been firmly established throughout both Islands and are working well.

The accounting system as now designed and in operation is capable of being expanded as may be required in the future.

All main stores and sub-stores and a number of trust stores have been completely re-equipped with new racks of a standard design.

Practically the whole of the stores and material in the hands of other branches—particularly Locomotive Workshops and Way and Works—has been brought into the new system.

Up to the present the numbers of sub-stores and trust stores created or brought into working under the new system are as under: Sub-stores—Locomotive workshops, 5. Trust stores—Locomotive workshops, 10; maintenance works, 13; permanent-way, 31; locomotive, 15; Car and Wagon Inspectors, 6.

These will shortly be added to when the main signal-workshops stores are actually taken charge of and the locomotive running-sheds in the South Island more completely incorporated in the system.

During the year fifty complete lessons on stores work and practice have been prepared for the education of the staff, and examination-papers, questions and answers, have been prepared in connection therewith.

The costing of all railway motor services has been continued during the year by the Stores Branch.

This branch has continued to give service throughout the the system to the Stores Control Board, and has systematically dealt with the very numerous requisitions and stores requirements of other Departments of State.

NEW ZEALAND RAILWAYS MAGAZINE.

The monthly magazine which the Department commenced to issue last year has been very well received by those amongst whom it circulates.

It is regarded by the press of the Dominion as a source from which information respecting the intentions, operating developments, and general attitude of the Department towards the various phases of transportation activity may be obtained.

Many members of the public have also shown their interest in the publication by contributing informative articles for its pages.

REFRESHMENT BRANCH.

The number of refreshment-rooms controlled by this Branch remained at twenty-six during the year, but Paekakariki and Kaitoke rooms were taken over as from the 2nd April, 1927.

The staff of the Branch at the 31st March was 341, compared with 368 in 1926.

The volume of business for the year was £4,047 short of the previous year's record of £133,658, the gross earnings amounting to £129,611. This is regarded as satisfactory, as the previous year was an abnormal one on account of the Exhibition traffic.

During the year it was found necessary to make further improvements at some of the refreshment-rooms, and these included the following:—

Palmerston (S.I.) refreshment-rooms remodelled and brought up to date.
Ohakune counter room altered and improved.
New staff accommodation-house erected at Ohakune.
New refreshment-rooms erected at Helensville.
Facilities at the Mercer staff accommodation-house improved.
Addition to headquarters office, Wellington.

These works were all of an urgent nature, and their completion has resulted in considerable benefit.

In connection with the visit to New Zealand of Their Royal Highnesses the Duke and Duchess of York this Branch undertook all the catering arrangements on the trains in both Islands and in the camp at Tokaanu, the staff being drawn from the refreshment-rooms and sleeping-car depots.

At the majority of the hotels where the Royal party was accommodated assistance was given the proprietors in the matter of staff, equipment, &c.

The menus at these hotels were approved by the Branch, and chefs provided for preparing same. The undertaking was one of considerable magnitude and importance, and it was satisfactory to learn that the results earned the approbation of Their Royal Highnesses and party.

The operations of the Branch in connection with the purchasing of foodstuffs and groceries for other Government Departments under the authority of the Stores Control Board have been maintained during the year.

The system of hiring of cushions to passengers on the Auckland–Wellington Main Trunk express trains, inaugurated in April, 1925, has increased in popularity, and the number hired during the year was 65,467, compared with 38,519 for the previous year.

SUGGESTIONS AND INVENTIONS.

The Department's Suggestions and Inventions Committee dealt with 1,245 suggestions during the year. Of these, 108 were recommended for adoption either wholly or partially; 276 were deferred for subsequent consideration, had been previously considered, or were already in operation; 628 were rejected; and 233 were under trial or investigation or had still to be dealt with at the 31st March.

Monetary awards totalling £317 were made in respect of thirty-eight suggestions, and commendations were noted on the official records of seventy-six suggesters.

The suggestions submitted dealt with practically every branch of railway activity, and, apart from the value of the actual suggestions or their suitability for practical application, they have an additional value in bringing all phases of railway working constantly under review. The Suggestions and Inventions Committee is the centralizing point for many ideas which in themselves have no actual monetary value, but which draw attention to railway working generally, and are thus of value in that they enable the Board to keep in close touch with detailed operations throughout the whole system. Apart from this, the opinions expressed by the suggesters provide a very interesting reflex of the views of the staff and public in regard to the various subjects dealt with.

In accordance with the decision of the Australasian Railway Commissioners' Conference, 1926, a reciprocal arrangement was entered into by all Australasian railway systems for the interchange of ideas and suggestions which have been adopted by the various systems. The widening of the scope of the various Suggestions and Inventions Committees in this manner will have the effect of bringing under notice the latest ideas for improvement in railway-working generally.

SUPERANNUATION FUND.

The report of the Government Railways Superannuation Fund Board for the year ended 31st March, 1927, shows the position to be as follows:—

Annual liability, £237,083.

	£
Members' contributions	157,800
Fines	142
Interest	50,716
Deficit to be drawn from subsidy	28,425
	£237,083

	£
At the same date the liability to contributors in respect of amounts paid in was	1,264,019
The total accumulated fund was	985,828
Leaving a deficit of	£278,191

The annual liability, £237,083, is in respect of 1,418 members, 459 widows, and 505 children, making a total of 2,382 persons actually on the fund on the 31st March, 1927.

The amount standing in the Investment Account in the balance-sheet is represented by the following securities:—

	£
Mortgages	634,221
Local-bodies' debentures	193,615
Government securities	93,000
In hand awaiting investment	1,725
	£922,561

The average rate of interest on securities held on 31st March, 1927, was 5·79 per cent.

The average rate of interest earned on the mean funds was 5·708 per cent.

We have the honour to be,
Sir,
Your obedient servants,

F. J. Jones (Chairman),
J. Mason,
A. W. Mouat,
Board of Management.

REPORTS FROM HEADS OF BRANCHES.

MAINTENANCE.

MR. F. C. WIDDOP, M.Inst.C.E., Chief Engineer, reports as follows:—

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

Permanent-way.—The relaying done during the year was as follows:—

	Miles.
Main line, 100 lb. relaid in 100 lb. material	¼
Main line and branches, 53 lb., 56 lb., 65 lb., and 70 lb. relaid with 70 lb. material	28¾
Main line and branches, 53 lb. and 56 lb. relaid with 55 lb. material ..	¼
Main line and branches relaid with second-hand 53 lb. and 56 lb. material removed from main line	6¼
Total relaid for year	35½

Sleepers.—The number of new sleepers placed in the track during the year was 100,634.

Ballasting.—170,000 cubic yards of ballast were placed on the track.

Slips and Floods.—From the 21st to the 23rd May, 1926, heavy rains in the Auckland District caused several slips and washouts, which interrupted traffic on the North Auckland line, and caused delays on the main line, the Thames Branch, and the Huntly–Awaroa Branch.

On the 12th June, 1926, the North Auckland line was again blocked with slips and washouts, traffic being restored the following day

From the 13th to the 23rd October, 1926, the main line at Mercer was under water through the flooding of the Waikato River, rendering it necessary to work trains through at slow speed.

Heavy rains on the 24th–25th December, 1926, caused slips and washouts on the North Auckland line between Swanson and Kanohi, and bridge No. 30, at 25 m. 11 ch., was extensively damaged. Traffic was suspended for several days, the line not being finally cleared until the 29th December, 1926.

On the 12th May, 1926 and again on the 27th July, 1926, slips in the southern part of the Main Trunk District caused train-delays. Slips between Poro-o-taro and Taihape in the early part of August were responsible for sundry train-delays.

On the 10th October, 1926, the track north of Te Kuiti was submerged, and a subsidence of 2 ft. occurred south of Te Kuiti. On the same day the ground slipped from under the track south of Taumarunui, and several slips came down on the line further south. All slips were removed and damage made good without undue delays to the traffic.

In the Manawatu Gorge on the 24th October, 1926, a big slip came down on the track. The clearing of the debris was a difficult task, and the line was not reopened for traffic until the 29th November, 1926.

In July, 1926, the Foxton line was extensively damaged over a distance of four miles by floods, and was closed to traffic for three weeks.

Abnormal rain on the 30th April, 1926, caused flooding in the Summit yard.

Big floods occurred in the Wairau River, Picton Section, on the 13th May and the 5th October, 1926, and on the 24th March, 1927. In the 5th October flood the railway-bridge was washed out for a distance of 240 ft., and the line was not restored until the 21st December, 1926.

The Canterbury District suffered severely from floods and slips during the past twelve months, the main damage being as follows:—

(1) The continued washing-out of the embankment at Omoto, which necessitated the erection of a new bridge.
(2) The carrying-away of four piers of No. 1 bridge, Blackball Branch.
(3) Damage to bridge No. 79, Reefton line.
(4) The scouring of piers of bridge No. 26, Cheviot Branch.
(5) Washouts between Cora Lynn and Arthur's Pass.
(6) The scouring of the embankment at Chaney's, owing to the overflowing of the Waimakariri River.
(7) Washouts at 2 miles, Westport Section, owing to overflows of Buller River.

3,725 tons of stone were used for protective works in the Canterbury District.

A slip on the Lawrence Branch blocked traffic from the 19th till the 24th September, 1926. Slips on the Otago Central interrupted traffic for short periods on several occasions.

The storm damage throughout the year was worse than is generally experienced, and the restoration of the tracks and bridges has involved heavy expenditure.

Bridges.—These have been maintained in good order. A large number of bridges have been overhauled and repaired. Many timber bridges which required alteration were replaced by steel structures. Bridge-strengthening to allow heavier engines to run has continued on a number of lines, and the work was completed between Dunedin and Oamaru.

Water-services.—These have received necessary attention. The installation of electric plant at various watering-stations has reduced the cost of pumping, and increased storage has been provided at several stations where it was required.

Wharves.—The wharves under the control of the Department have been efficiently maintained.

Buildings.—These have been maintained in good repair.

Auckland station building was damaged slightly by fire, and cottages at Wiri, Waimiha, and Waiuku were destroyed by fire.

Station-yards.—Increased siding and general accommodation has been provided at a number of stations.

Railway Improvements.—The expenditure under the Railway Improvement Account for last year was £399,943, as against £337,049 the previous year. This amount does not include the expenditure under this account on the Auckland–Westfield deviation or the Hutt Valley line, which are being carried out by the Public Works Department. Good progress has been made during the year with the rearrangement of Auckland station-yard. The erection of Campbell's Point overbridge is nearing completion, and the erection of the outward goods-shed is in hand.

The architects for the new station, Auckland, expect to have the plans ready early in the current year, and to call for tenders before the end of the year.

The duplication of the track between Westfield and Otahuhu was completed, and earthworks are now in hand between Otahuhu and Papatoetoe.

The new yard at Helensville is nearing completion, and a large part of it was brought into use during the year. The extension of Frankton yard was practically completed at the end of the year.

The contractor for the sea-wall at Wellington finished his original contract, and a further extension of 450 ft. of sea-wall that had been arranged was also completed. Reclamation is now in hand, two dredges being employed on the work.

It is expected to start on some of the work in Wellington yard during the current year.

The platelaying in the Middleton yard is finished, and the signalling-work, which is well advanced, should be ready to be brought into operation at an early date. A start was made during the year on the Elmer Lane engine-depot.

Bridge-strengthening has been carried out in connection with the programme. The strengthening of the Waiteti Viaduct, on the North Island Main Trunk line, is in hand.

Tenders for the workshops at Otahuhu, Petone, Addington, and Hillside were accepted during the year, and the contractors have commenced work.

The elimination of level crossings was carried out during the year, and the following crossings were replaced by bridges: Water and Walton Street and Rust Lane at Whangarei, Victoria Crescent, Newmarket, Old Tauranga Road (Waihi Branch), Kopaki Crossing, Annesbrook Crossing (Stoke). The elimination of the following crossings is in hand: Turakina Crossing, Weka Pass Crossing, and Hanover Street, Dunedin.

Additions to Open Lines.—The expenditure under this account was £53,845.

The Whangarei station-yard was completed during the year, and sidings were altered or extended at the following stations: Onehunga, Wiri, Waimiha, Kopaki, Palmerston North, Marton, Riccarton, Dunedin.

New stations were opened at Tironui and Mahia.

Connection of the railway premises and houses to the borough sewers was made at Otahuhu.

Betterments.—Expenditure charged to "betterments" during the past year was £25,868, the principal works being, provision of loading-banks at Pukehou, Awatoto, Ormond, Whenuahou, Matamau, and Greymouth; improvements to stockyards at Taihape, Feilding, Makotuku, Pleasant Point, Cave, and Edendale; improvements to station buildings at Newmarket, Waimiha, Okahukura, and Ratana; shelter-shed provided at Croydon Road; ladies' waiting-rooms and conveniences provided at Portland and Melling; goods-sheds provided at Puketutu and Arahura; provision of verandas at Melling and Wellsford; improved water-services at several stations; cranes provided at Wanganui, Takapau, Huntly, and Greymouth; shed for train-examiners at Marton; engine ash-pit at Huntly; 70 ft. turntables replacing 55 ft. at Linwood and Te Kuiti; and sand-dryer house at Taumarunui.

Expenditure.—The expenditure for the year was as follows: Maintenance (charged to working-expenses), £1,074,334; new works (charged to capital), £453,788.

The maintenance expenditure charged to working-expenses amounted to £338 per mile, compared with £369 in 1925–26, £362 in 1924–25, £373 in 1923–24, £342 in 1922–23, £367 in 1921–22, £350 in 1920–21, £280 in 1919–20, and £252 in 1918–19.

Mileages.—The mileage of track opened for traffic on the 31st March, 1927, was 3,176 miles 50 chains. During the year 28 miles 12 chains of additional lines were opened for traffic.

Lands and Leases.—The number of leases registered during the year was 598; the aggregate rental of same amounted to £6,938 4s. 7d. The total number of leases current on the 31st March, 1927, was 6,679; the aggregate rental of same amounted to £56,074 1s. 11d. The total number of agreements current on the 31st March, 1927, was 274.

The number of Proclamations, Orders in Council, notifications, and other documents issued taking and giving up land was forty-two. The number of transactions purchasing land by certificate of title was three, and the amount of compensation paid for land acquired was £85,849 15s. 5d.

Staff.—Maintenance Branch: Working staff, 4,604; office staff, 212: total 4,816.

Signal and Electrical.

Fixed Signals at Officered Stations.—Home and distant signals were provided at six stations not previously equipped. Of the 486 officered stations, 333 are equipped with fixed signals, 114 are interlocked, and 39 are unequipped.

Interlocking of Points and Signals.—Alterations to signalling and interlocking were carried out at Palmerston North, Invercargill, Woodville, Marton, and Lyttelton. Power interlocking with three position coloured-light signals was installed at Westfield, Otahuhu, Whangarei, Papakura, Paerata, and Stillwater. There are now thirteen stations connected to power interlocking and signalling.

Automatic signalling was brought into use between Westfield and Otahuhu, and the equipment of the line from Otahuhu to Mercer, and the Hutt Valley Branch, is in hand. The mileage of track equipped with automatic signalling is now—Double line, 32½ miles; single line, 125¾ miles.

Block Working and Electric Tablet.—During the year a number of stations were made switch-out stations.

A new tablet station was opened at Kopaki.

The number of tablet instruments now in use amounts to 935 at 391 stations. The total mileage of track which has been equipped with tablet is now 1,744 miles single line out of a total of 3,176.

The total mileage equipped with the lock-and-block system is 16 miles of double line, and instruments in use are twenty-six at twelve stations.

Telegraph and Telephone Facilities.—38 miles of poles have been erected and 550 miles of wire during the year. Fifty-nine connections to railway telephone circuits have been provided, and the Head Office has been equipped with an automatic telephone exchange. Metallic circuiting has been completed on the following sections: Westfield–Otahuhu, Paeroa–Waihi, Frankton Junction–Taumarunui, Ohakune–Marton, Te Roti–Opunake, Masterton–Upper Hutt, Mosgiel–Gore. The telephone and Morse lines between Whangarei and Waiotira have been converted into a telephone circuit with Morse superimposed. The total number of Morse instruments in use is 293; telephones, 1925; electric bells, 379; miles of wire, 9,997; miles of poles, 2,913. The installation of train-control between Christchurch–Oamaru and Wellington–Marton is in hand.

Electric Light.—During the year electric light was installed in eighteen yards, eighteen stations, and 396 houses.

Improvements in the lighting were made in a number of yards and stations which were already equipped with electric light.

During the year it was decided to install flood-lighting in a number of railway-yards. This is a new development, and designs have been proceeded with, and the work is in course of installation at Auckland, Otahuhu, Westfield, Frankton Junction, Thorndon, Timaru, and Greymouth. The work will be brought into use shortly, and it is anticipated that the lighting of yards generally will show a great improvement by the use of flood-lighting over the best that can be obtained by the older methods of individual lights.

Electric-power Installations.—The work in connection with electric-power installations during the year has been very heavy, and the following work has been carried out: The electrical designs for the new workshops at Hutt Valley, Otahuhu, Addington, and Dunedin, and existing shops at East Town and Invercargill, have been completed. Specifications have been drawn up and tenders have been received and accepted for the above. In addition the temporary electrification of the existing workshops has been proceeded with and the work done is as follows: Newmarket—thirty-four motors have been installed, aggregating 262 h.p.; Petone—ninety-five motors have been installed, aggregating 1,145 h.p.; Hillside—forty-five motors have been installed, aggregating 420 h.p.; Addington—sixty-five motors have been installed, aggregating 752 h.p.; East Town—two motors have been installed, aggregating 10 h.p.; Invercargill—one motor has been installed, aggregating 35 h.p.

The sub-station at Petone Locomotive Workshops has also been completed. This sub-station has a capacity of 1,150 k.v.a.

Other power installations are as follows: A battery rail-car charging-set of 69 h.p. has been installed at Christchurch. Motors have been installed in the car and wagon depots at Christchurch and Dunedin; Advertising Branch, Wellington; Queenstown; and in the Head Office. Electric pumps have been installed at Thorndon, Papanui, Christchurch, and Opunake.

Rail Electrification.—During the year the scheme for the electrification from Christchurch to Lyttelton has been proceeded with, drawings prepared, specifications drafted, and tenders called. The tender for poles has been closed, and a proposition is now in hand for commencing the work as soon as materials are available.

Electrification schemes for other sections have been investigated during the year.

Level-crossing Automatic Warning-devices.—Seventeen level-crossings have been equipped with alarm signals. The number of crossings now equipped is eighty-eight.

Expenditure on Signals.—Capital expenditure for the year for signals was £100,309, of which £73,890 was on signals, interlocking, electric lighting, &c., and £26,419 on electrification of locomotive workshops. The maintenance expenditure chargeable against revenue was £104,794.

LOCOMOTIVE.

Mr. G. S. Lynde, A.M.I.Mech.E., M.I.Loco.E., Chief Mechanical Engineer, reports as follows:—

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

Locomotives.—On the 31st March, 1927, there were 698 engines. During the year four Class Ab and eight Class Wab were built in the Government Railway workshops; three Class Wab and three Class Ws were built by Messrs. A. and G. Price, Ltd., Thames. Three Class F engines (taken over with the Cape Foulwind line) were added to the stock. Twenty-three old engines were written off, and four engines were sold.

There was an increase of 160,437 lb. (equal to 1·43 per cent.) in the tractive force available due to the above alterations in stock, also to locomotives being reboilered.

In the Government Railway workshops 229 engines have been built to date, and twenty-four old locomotives have been rebuilt.

Details of work on locomotives in the Government Workshops during the year were as follows: Number passed through workshops, 701; built new, 12; overhauled, 198; medium repairs, 37; light repairs, 158; defect repairs, 203; running repairs, 58; wreck repairs, 35. Included in the above are five engines repaired for the Public Works Department and two engines for private firms.

There were on order at the close of the year two Class WAB being built in the Government Railway workshops, and two Class Ws being built by Messrs. A. and G. Price, Ltd., Thames.

Boilers.—Twenty-five locomotive-boilers were built, eighty-five received heavy repairs, sixty-one medium repairs, and 285 light repairs. Included in the above are one boiler built and seven repaired for the Public Works Department, and two repaired for private firms. Fifteen boilers were in hand at the close of the year, and twelve boilers have been ordered from Great Britain.

Carriages.—On the 31st March, 1927, there were 1,605 cars. Ten cars were added to the stock (six were built in the Government Railway workshops, including one Ministerial car with observation end, and four were taken over with the Cape Foulwind line). Four old cars were written off.

Details of car work were as follows: Number passed through workshops, 2,191; built new, 6; heavy repairs, 1,364; light repairs, 821.

Eighteen cars were on order at the end of the year.

Rail-cars.—There were five rail-cars on the line on the 31st March, 1927. During the year a Clayton car and an Edison storage-battery car were added to the stock. The repairs to rail-cars during the year were as follows: Light repairs, 6; defect repairs, 1; running repairs, 1; wreck repairs, 1.

Brake-vans.—On the 31st March, 1927, there were 477 brake-vans. Six bogie vans were built to replace old four-wheel stock written off, and two vans taken over with the Cape Foulwind line were added to the stock. One four-wheel van was sold.

Details of work done on brake-vans were as follows: Number passed through the workshops, 717; built new, 6; heavy repairs, 366; light repairs, 345. There were twenty vans on order at the close of the year.

Wagons.—On the 31st March, 1927, there were 26,513 wagons in stock. The additions during the year were twenty-four bogie and 192 four-wheel, built in the Government Railway workshops, thirty-three four-wheel taken over with the Cape Foulwind line, and three four-wheel converted from second-hand cars. Seventeen four-wheel wagons were sold, and three were written off. The carrying-capacity was increased by 257 tons.

Details of work done on wagons were as follows: Number passed through workshops, 26,976; built new, 216; rebuilt, 21; heavy reapirs, 13,825; light repairs, 12,914. In addition to the above, three rail tank-wagons were built for private firms for the carriage of motor-spirit in bulk; also thirteen underframes and bogies were made to have the petrol-tanks fitted by Messrs. A. and G. Price, Ltd., Thames. Four four-wheel wagons were also built for the Public Works Department.

There were on order at the end of the year sixteen bogie and 290 four-wheel wagons. In addition, fifteen rail-tank wagons are being built for private firms.

Tarpaulins.—The tarpaulin stock on the 31st March, 1927, was 21,875. 2,937 worn-out tarpaulins were replaced with a similar number of new sheets.

The work done on tarpaulins during the year was as follows: Number passed through workshops, 39,790; condemned and replaced, 2,937; repaired, 36,853.

Axles.—During the year 817 car, van, and wagon axles were replaced with modern steel axles.

Train-lighting.—On the 31st March, 1927, there were 173 cars fitted with electric light. It is estimated that 160 additional cars will be fitted during the current year.

Engine Headlights.—The total number of locomotives fitted with electric headlights on the 31st March, 1927, was 130. All engines which run on fast passenger-trains have now been equipped with electric headlights. The work of fitting engines used for goods and mixed trains will now be proceeded with.

General.—During the year an inspection of various classes of rolling-stock was made by an officer from the Department's workshops, and it was found that a number of wagons required to be renewed. This work will be put in hand during the current year.

STORES.

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

The value of the stores, material, and plant (purchased under Railway vote) on hand at the 31st March, 1927, at the various stores, depots, and sawmills amounted to £1,047,209 14s. 5d., as against £977,322 13s. 8d. on the 31st March, 1926.

The value of the stores on hand on account of additions to open lines amounted to £108,547 9s. 10d., as against £114,804 17s. 9d. on the 31st March, 1926.

The value of the stores on hand on account of Railway Improvement Authorization was nil, as against £25,260 12s. 10d. on the 31st March, 1926.

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

There was an increase of 161,439 lbs (equal to 1·43 per cent.) in the tractive force available due to the above alterations in stock, due to locomotives being redistributed.

In the Government Railway workshops 339 engines have been built to date, and twenty-four locomotives have been rebuilt.

Details of work on locomotives in the Government Workshops during the year were as follows: Number passed through workshops, 264; total mileage, 1,241,000; average mileage, 4,697; light repairs, 138; defect repairs, 53; running repairs, 68; heavy repairs, 87. Included in the above are engines repaired for the Public Works Department and for private firms.

Boilers.—Three hundred and ninety boilers were dealt with in the Government Railway workshops, and two hundred and eighty-five received heavy repairs, while one hundred and two received light repairs. Included in the above are one boiler built, and seven repaired for the Public Works Department, and two repaired for private firms. Fifteen boilers were in hand at the close of the year, and twelve boilers have been ordered from Great Britain.

Engines.—Three engines were built, eighty-five received heavy repairs, and one hundred and twenty-one light repairs. Details of work were as follows: Number passed through workshops, 264; total mileage, 1,241,000; average mileage, 4,697; light repairs, 138; defect repairs, 53; running repairs, 68; heavy repairs, 87. Included in the above are engines repaired for the Public Works Department and for private firms. Fifteen boilers were in hand at the close of the year, and twelve boilers have been ordered from Great Britain.

Carriages.—There were five hundred and two carriages on the 31st March, 1907. Ten cars were added to the stock during the year, and four were taken off the list. Included in the above are two cars built in the Government Railway workshops, and two cars converted from old cars. Details of car work were as follows: Number passed through workshops, 2,191; total mileage, 1,261,000; average mileage, 4,697; light repairs, 138; defect repairs, 53; running repairs, 68; heavy repairs, 87. Included in the above are engines repaired for the Public Works Department and for private firms. Fifteen boilers were in hand at the close of the year, and twelve boilers have been ordered from Great Britain.

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Wagons.—On the 31st March, 1907, there were 2,349 wagons in stock. The additions during the year were twenty-four bogie and two four-wheel, all in the Government Railway workshops. Three four-wheel cars were taken over with the Cape Portland line, and three long-wheel converted into one. Seventeen four-wheel wagons were sold, and three were written off. The carrying capacity was increased by 307 tons.

Details of work done on wagons were as follows: Number passed through workshops, 2,191; total new, 210; rebuilt, 21; heavy repairs, 69,230; light repairs, 12,914. In addition to the above, three rail-mills wagons were built for private firms for the carriage of sleepers in bulk; and three mountain-trams and cages were built for the Public Works Department.

Brakes.—Four bogie-wheel wagons were built for the Cape Portland line. In addition to the above, 320 four-wheel wagons were built for private firms and the Public Works Department.

Large work on cranes at the end of the year reduced the number available for traffic. The work done during the year was as follows: Number passed through workshops, 21,813; repaired, 2,397; condemned and replaced, 2,097; repaired, 2,529.

Sleepers.—During the year six new cranes were erected and seven were repaired and painted.

Trees planting.—On the first plantation, which was established in 1903, 1,000 trees were planted, and 100 replanted. The work is progressing satisfactorily.

Power plant.—The new power-house at Cornwallis is now working with electric haulage on the Hanging Rock line. The work of laying the cables which run from passenger-train here now been completed and electric haulage. The work of laying cables which run from passenger-train here now been completed and electric haulage. The work of laying cables which run from passenger-train here now been completed and electric haulage. The work of laying

BALANCE-SHEETS,

STATEMENTS OF ACCOUNTS,

AND

STATISTICAL RETURNS.



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STATEMENT No. 1.

CAPITAL ACCOUNT AS AT 31ST MARCH, 1927.

—	Total to 31st March, 1926.	Year ended 31st March, 1927.	Total to 31st March 1927.	—	Total to 31st March, 1926.	Year ended 31st March, 1927.	Total to 31st March, 1927.
Expenditure.	£ s. d.	£ s. d.	£ s. d.	*Receipts.*	£ s. d.	£ s. d.	£ s. d.
Permanent way, and works, buildings, machinery, and plant (lines open for traffic)	37,039,520 1 9	1,493,954 0 7	38,533,474 2 4	From General Government Funds— Public Works Fund	42,727,785 5 9	895,504 6 1	43,623,289 11 10
Rolling-stock	10,227,771 9 9	99,218 4 9	10,326,989 14 6	Wellington–Hutt Railway Improvement Account	228,373 5 5	..	228,373 5 5
New lines in course of construction by Public Works Department charged against Railways Improvement Authorization Act 1914 Account	343,429 17 3	213,447 11 4	556,877 8 7	Railways Improvement Account, 1904	641,275 7 8	..	641,275 7 8
				Railways Improvement Authorization Act, 1914 Account	*2,063,629 9 3	*878,593 0 10	*2,942,222 10 1
				Consolidated Fund	4,296 7 10	..	4,296 7 10
Lake Wakatipu steamer service ..	44,300 11 1	86 12 2	44,387 3 3	Westport Harbour Loans	350,000 0 0	..	350,000 0 0
Road motor services	..	13,703 6 2	13,703 6 2	Works constructed from Harbour Board funds—			
House-factory and sawmill at Frankton Junction	157,018 17 0	*C.* 204 19 11	156,813 17 1	Westport	71,640 0 0	..	71,640 0 0
Stores and material	140,065 10 7	*Cr.* 31,518 0 9	108,547 9 10	Greymouth	47,508 0 0	..	47,508 0 0
				Works constructed by provinces and Midland Railway Company at valuation	1,787,741 0 0	..	1,787,741 0 0
					47,922,248 15 11	1,774,097 6 11	49,696,346 2 10
				Advances to Capital Account from Working Railways Account	..	32,356 19 3	32,356 19 3
				Outstanding liabilities	..	12,089 19 8	12,089 19 8
	47,952,106 7 5	1,788,686 14 4	49,740,793 1 9		47,922,248 15 11	1,818,544 5 10	49,740,793 1 9

* Includes expenditure by Public Works Department on unopened lines charged against Railways Improvement Authorization Act 1914 Account not previously shown.

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

STATEMENT No. 1—*continued.*

GENERAL BALANCE-SHEET AS AT 31ST MARCH, 1927.

Liabilities.	£	s.	d.
Sundry creditors (including unpaid wages)	314,485	11	2
Collections for refund to Harbour Boards, shipping companies, and other carriers	15,468	17	10
General Reserve Fund	1,375,662	6	1
General Renewals and Depreciation Fund	636,738	9	3
Betterments Fund	13,699	5	9
Insurance Funds	35,245	8	0
Items to be written off on receipt of Parliamentary authority	3,475	7	4
	£2,394,775	5	5

Assets.	£	s.	d.	£	s.	d.
Sawmills—						
Stocks of timber, &c.	282,033	1	10			
Less reserve	11,378	17	6			
				270,654	4	4
Stores and material on hand—						
Stores Branch	776,555	10	1			
Advertising Branch	2,102	14	6			
Refreshment Branch	8,295	13	1			
Training School Hostel	60	18	11			
				787,014	16	7
Sundry assets—						
Advertising Branch	54,048	7	3			
Refreshment Branch	25,910	0	10			
Housing Improvements	3,327	17	8			
				83,286	5	9
Sundry debtors—						
Advances to capital	32,356	19	3			
Government Departments ..	7,773	6	1			
Advances under Hutt Valley Lands Settlement Act, 1925	11,245	12	2			
Work in progress	56,442	14	5			
	107,818	11	11			
Less amounts paid in advance	19,526	17	11			
				88,291	14	0
Accrued interest on investments ..	3,219	6	3			
Accrued subsidy on branch lines and isolated sections	30,863	1	10			
				34,082	8	1
Outstandings at stations—						
Cash in hand	24,866	0	5			
Freight, &c., owing by Government Departments	36,656	4	9			
Freight owing by sundry debtors ..	126,773	6	9			
				188,295	11	11
Investments	..			500,000	0	0
Cash in Working Railways Account	..			364,514	2	7
Net Revenue Account	..			78,636	2	2
				£2,394,775	5	5

H. VALENTINE,
Chief Accountant.

STATEMENT No. 2.

INCOME AND EXPENDITURE OF THE WHOLE UNDERTAKING FOR THE YEAR ENDED 31ST MARCH, 1927.

	Statement No.	Year 1926-27. Gross Revenue.	Expenditure.	Net Revenue.	Year 1925-26. Gross Revenue.	Expenditure.	Net Revenue.
		£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Railway operating	3	7,423,472 1 11	6,158,282 19 7	1,265,189 2 4	*7,589,274 2 6*	*6,164,569 14 1*	*1,424,704 8 5*
Lake Wakatipu service	4	10,272 11 0	15,858 10 5	*Dr.* 5,585 19 5	*10,625 0 0*	*15,612 14 1*	*Dr. 4,987 14 1*
Refreshment service	5	129,612 6 6	119,567 7 0	10,044 19 6	*133,657 14 6*	*119,585 9 0*	*14,072 5 6*
Advertising service	6	47,387 6 6	42,508 18 2	4,878 8 4	*45,454 5 2*	*31,238 12 2*	*14,215 13 0*
Dwellings	7	83,374 14 1	137,546 18 10	*Dr.* 54,172 4 9	*68,661 4 3*	*129,907 9 10*	*Dr. 61,246 5 7*
Refreshment buildings, bookstalls, &c.	8	20,461 18 7	8,271 7 7	12,190 11 0	*19,062 1 11*	*7,513 19 7*	*11,548 2 4*
Road motor-service	8A	8,743 17 3	8,843 16 9	*Dr.* 99 19 6	..	..	..
Miscellaneous revenue	..	266,108 9 5	..	266,108 9 5	*234,486 13 5*	..	*234,486 13 5*
		7,989,433 5 3	6,490,879 18 4		*8,101,221 1 9*	*6,468,427 18 9*	
Total net revenue to Net Revenue Account	..	..	..	1,498,553 6 11	..	..	*1,632,793 3 0*

NET REVENUE ACCOUNT.

Dr.	1926-27.	1925-26.	*Cr.*	1926-27.	1925-26.
	£ s. d.	*£ s. d.*		£ s. d.	*£ s. d.*
To Interest on capital	2,043,433 0 4	*1,913,310 14 9*	By Net earnings before charging interest on capital	1,498,553 6 11	*1,632,793 3 0*
Surplus for year 1925-26 carried to Net Revenue Appropriation Account	..	*79,022 16 9*	Subsidy, branch lines and isolated sections	445,220 14 6	*359,540 8 6*
			Deficit for year 1926-27 carried to Net Revenue Appropriation Account	99,658 18 11	..
	2,043,433 0 4	*1,992,333 11 6*		2,043,433 0 4	*1,992,333 11 6*

NET REVENUE APPROPRIATION ACCOUNT.

Dr.	1926-27.	1925-26.	*Cr.*	1926-27.	1925-26.
	£ s. d.	*£ s. d.*		£ s. d.	*£ s. d.*
To Net Revenue Account	99,658 18 11	..	By Balance from previous year	21,022 16 9	..
Appropriation to Betterments Fund	..	*58,000 0 0*	Net Revenue Account	..	*79,022 16 9*
Balance carried forward	..	*21,022 16 9*	Balance carried forward	78,636 2 2	..
	99,658 18 11	*79,022 16 9*		99,658 18 11	*79,022 16 9*

H. VALENTINE,
Chief Accountant.

STATEMENT No. 3.

INCOME AND EXPENDITURE IN RESPECT OF RAILWAY OPERATION, YEAR ENDED 31ST MARCH, 1927.

EXPENDITURE.	See Abstract.	1926-27.	1925-26.	Per Cent. of Operating Revenue. 1926-27.	Per Cent. of Operating Revenue. 1925-26.
		£ s. d.	£ s. d.		
Maintenance, way and works ..	A	1,074,334 6 11	*1,144,384 8 10*	14·47	*15·08*
Maintenance, signals	B	100,861 9 6	*105,063 13 3*	1·36	*1·38*
Maintenance, rolling-stock ..	C	1,303,443 11 5	*1,311,317 6 8*	17·56	*17·28*
Examination, lubrication, and lighting of vehicles	D	60,094 17 8	*59,446 15 10*	0·81	*0·78*
Locomotive transportation ..	E	1,609,257 6 5	*1,577,173 3 11*	21·68	*20·78*
Traffic transportation	F	1,752,997 12 11	*1,743,641 8 6*	23·61	*22·98*
Head Office and general charges ..	G	82,286 12 8	*82,528 6 1*	1·11	*1·09*
Superannuation subsidy £187,573 10 6					
Less amount allocated to subsidiary services, &c. 12,566 8 5					
	G	175,007 2 1	*141,014 11 0*	2·36	*1·86*
Total operating expenses ..	..	6,158,282 19 7	*6,164,569 14 1*	82·96	*81·23*
Net operating revenue ..	..	1,265,189 2 4	*1,424,704 8 5*	17·04	*18·77*
	..	7,423,472 1 11	*7,589,274 2 6*	100·00	*100·00*

REVENUE.	See Statement No.	1926-27.	1925-26	Per Cent. of Operating Revenue. 1926-27.	Per Cent. of Operating Revenue. 1925-26.
		£ s. d.	£ s. d.		
Passengers, ordinary	15	2,045,348 1 4	*2,271,497 12 7*	27·56	*29·93*
Passengers season tickets ..	15	258,831 18 7	*265,549 4 2*	3·49	*3·50*
Parcels, luggage, and mails ..	15	377,367 8 10	*409,206 13 9*	5·08	*5·39*
Goods	15	4,596,165 14 7	*4,499,160 0 9*	61·91	*59·28*
Labour, demurrage, &c. ..	15	145,758 18 7	*143,860 11 3*	1·96	*1·90*
	..	7,423,472 1 11	*7,589,274 2 6*	100·00	*100·00*

Abstract A.—Maintenance of Way and Works.

Item.	Expenditure.								Kaihu.			Gisborne.			North Island Main Line and Branches.			South Island Main Line and Branches.			Westport.			Nelson.			Picton.			Total.		
	Kaihu.	Gisborne.	North Island Main Line and Branches.	South Island Main Line and Branches.	Westport.	Nelson.	Picton.	Total.	Per Cent. of Revenue.	Per Mile of Railway.	Per Train-mile.	Per Cent. of Revenue.	Per Mile of Railway.	Per Train-mile.	Per Cent. of Revenue.	Per Mile of Railway.	Per Train-mile.	Per Cent. of Revenue.	Per Mile of Railway.	Per Train-mile.	Per Cent. of Revenue.	Per Mile of Railway.	Per Train-mile.	Per Cent. of Revenue.	Per Mile of Railway.	Per Train-mile.	Per Cent. of Revenue.	Per Mile of Railway.	Per Train-mile.	Per Cent. of Revenue.	Per Mile of Railway.	Per Train-mile.
Superintendence—	£	£	£	£	£	£	£	£	£	£	d.	£	£	d.	£	£	d.	£	£	d.	£	£	d.	£	£	d.	£	£	d.	£	£	d.
General	15	79	9,594	6,133	312	51	86	16,270	0·2	0·6	0·2	0·2	1·3	0·2	0·2	7·4	0·4	0·2	3·8	0·4	0·2	7·3	0·8	0·2	0·8	0·2	0·2	1·5	0 4	0 2	5·2	0·4
District	99	373	18,227	12,844	330	343	480	32,696	1·4	4·1	1·3	1·0	6·2	1·1	0·4	14·1	0·7	0·5	7·9	0·8	0·2	7·7	0·8	1·5	5·4	1·2	1·3	8·6	2·4	0·4	10·4	0·7
Road-bed	1,624	3,049	90,282	102,435	2,999	4,932	5,141	210,462	23·5	67·7	22·1	8·4	50·8	8·6	2·1	69·8	3·4	3·7	63·3	6·1	2·1	69·7	7·6	21·2	78·3	16·5	13·5	91·9	25·7	2·9	66·7	4·7
Track-renewals	2,317	7,155	240,194	233,348	6,476	5,209	4,473	499,172	33·4	96·4	31·5	19·9	119·3	20·2	5·4	185·8	9·0	8·2	144·2	13·9	4·7	150·5	16·3	22·3	82·8	17·4	11·7	79·9	22·2	6·8	158·1	11·2
Ballasting	10	69	26,705	13,420	60	95	175	40,534	0·1	0·4	0·1	0·2	1·2	0·2	0·6	20·7	1·0	0·5	8·3	0·8	..	1·4	0·2	0·4	1·5	0·3	0·5	3·1	0·9	0·5	12·8	0·9
Slips and floods	177	1,852	20,198	29,375	3,668	730	4,956	60,956	2·6	7·4	2·4	5·1	30·9	5·2	0·5	15·6	0·8	1·0	18·2	1·8	2·6	85·3	9·2	3·1	11·6	2·5	12·9	88·5	24·7	0·8	19·3	1·4
Fences, &c.	14	266	14,402	11,760	368	538	506	27,854	0·2	0·6	0·2	0·7	4·4	0·8	0·3	11·1	0·5	0·4	7·3	0·7	0·3	8·6	0·9	2·3	8·5	1·8	1·3	9·0	2·5	0·4	8·8	0·6
Roads, &c.	4	377	6,053	4,342	52	148	60	11,036	0·1	0·2	0·1	1·0	6·3	1·1	0·1	4·7	0·2	0·2	2·7	0·3	..	1·2	0·1	0·6	2·3	0·5	0 2	1·1	0·3	0·1	3·5	0·2
Bridges, &c.	407	429	29,433	19,235	347	343	767	50,961	5·9	17·0	5·5	1·2	7·2	1·2	0·7	22·8	1·1	0·7	11·9	1·2	0·2	8·1	0·9	1·5	5·4	1·2	2·0	13·7	3·8	0·7	16·1	1·1
Water-services, &c.	1	110	11,332	7,750	3,133	136	148	22,610	..	..	..	0·3	1·8	0·3	0·3	8·8	0·4	0·3	4·8	0·5	2·2	72·9	7·9	0·6	2·2	0·5	0·4	2·6	0·7	0·3	7·2	0·5
Wharves	30	..	114	453	1,809	..	408	2,814	0·4	1·3	0·4	..	..	..	..	0·1	..	..	0·3	..	1·3	42·1	4·6	..	..	..	1·1	7·3	2·0	..	0·9	0·1
Cattle-yards, &c.	4	44	8,328	4,445	15	19	157	13,012	0·1	0·2	0·1	0·1	0·7	0·1	0·2	6·4	0·3	0·2	2·7	0·3	..	0·3	..	0·1	0·3	0·1	0·4	2·8	0·8	0·2	4·1	0·3
Operation buildings	98	720	47,128	35,824	792	705	690	85,957	1·4	4·1	1·3	2·0	12·0	2·0	1·1	36·4	1·8	1 3	22 1	2·1	0·6	18·4	2·0	3·0	11·2	2·3	1·8	12 3	3·4	1.2	27 2	1·9
Totals	4,800	14,523	521,990	481,364	20,361	13,249	18,047	1,074,334	69·3	200·0	65·2	40·1	242·1	41·0	11·9	403·7	19·6	17·2	297·5	28·9	14·4	473·5	51·3	56·8	210·3	44·5	47·3	322·3	89·8	14·5	340·3	24·0

Abstract B.—Maintenance of Signals and Electrical Appliances.

Item.	Expenditure.								Kaihu.			Gisborne.			North Island Main Line and Branches.			South Island Main Line and Branches.			Westport.			Nelson.			Picton.			Total.		
	Kaihu.	Gisborne.	North Island Main Line and Branches.	South Island Main Line and Branches.	Westport.	Nelson.	Picton.	Total.	Per Cent. of Revenue.	Per Mile of Railway.	Per Train-mile.	Per Cent. of Revenue.	Per Mile of Railway.	Per Train-mile.	Per Cent. of Revenue.	Per Mile of Railway.	Per Train-mile.	Per Cent. of Revenue.	Per Mile of Railway.	Per Train-mile.	Per Cent. of Revenue.	Per Mile of Railway.	Per Train-mile.	Per Cent. of Revenue.	Per Mile of Railway.	Per Train-mile.	Per Cent. of Revenue.	Per Mile of Railway.	Per Train-mile.	Per Cent. of Revenue.	Per Mile of Railway.	Per Train-mile.
	£	£	£	£	£	£	£	£	£	£	d.	£	£	d.	£	£	d.	£	£	d.	£	£	d.	£	£	d.	£	£	d.	£	£	d.
Superintendence	7	36	4,418	2,834	144	23	40	7,502	0·1	0·3	0 1	0·1	0·6	0·1	0·1	3·4	0·2	0·1	1·8	0·2	0·1	3·3	0·4	0·1	0·4	0·1	0·1	0·7	0·2	0·1	2·4	0·2
Signals and interlocking	..	8	19,612	7,729	115	50	10	27,524	..	..	..	..	0·1	..	0·4	15·1	0·7	0·3	4·8	0·5	0·1	2·7	0·3	0·2	0·8	0·2	..	0·2	..	0·5	8·6	0·5
Automatic and power signalling ..	..	..	2,799	6,113	..	..	..	8,912	..	..	..	..	..	..	0·1	2·2	0·1	0·2	3·8	0·3	..	..	..	..	..	..	..	..	..	0·1	2·8	0·2
Level-crossing signals	..	..	1,760	949	..	..	..	2,709	..	..	..	..	..	..	..	1·4	0·1	..	0·6	0·1	..	..	..	..	..	..	..	..	..	..	0·9	0·1
Block-working, tablet and telephones	4	73	12,645	6,940	487	68	45	20,262	0·1	0·2	0·1	0·2	1·2	0·2	0·4	9·8	0·5	0·2	4·3	0·4	0·3	11·3	1·2	0·3	1·1	0·2	0·1	0·8	0·2	0·3	6·4	0·5
Overhead electric block, tablet, telephone, and telegraph lines	23	21	12,897	4,565	71	12	18	17,607	0·3	0·9	0·3	0·1	0·4	0·1	0·3	10·0	0·5	0·3	2·8	0·3	0·1	1·7	0·2	0·1	0·2	..	0·1	0·3	0·1	0·3	5·6	0·4
Overhead lines for automatic signalling	..	..	155	1,335	..	..	..	1,490	..	..	..	..	..	..	..	0·1	..	..	0·8	0·1	..	..	..	..	..	..	..	..	..	..	0·5	..
Electric lighting	..	1	5,436	3,111	..	8	54	8,610	..	..	..	..	..	..	0·1	4·2	0·2	0·1	1·9	0·2	..	..	..	..	0·1	..	0·1	1·0	0·3	0·1	2·7	0·2
Overhead electricfication and bonding	..	..	..	2,315	..	..	..	2,315	..	..	..	..	..	..	..	..	..	0·1	1·4	0·1	..	..	..	..	..	..	..	..	..	..	0·7	0·1
Electric-power appliances	..	..	695	520	..	..	..	1,215	..	..	..	..	..	..	0·5	..	..	0·3	..	..	..	..	..	..	..	..	..	..	..	0·4	..
Buildings	..	..	1,931	767	17	..	..	2,715	..	..	..	..	..	..	1·5	0·1	..	0·5	..	..	0·4	..	..	..	..	..	..	..	..	..	0·9	0·1
Totals	34	139	62,348	37,178	834	161	167	100,861	0·5	1·4	0·5	0·4	2·3	0·4	1·4	48·2	2·4	1·3	23·0	2·2	0·6	19·4	2·1	0·7	2·6	0·5	0·4	3·0	0·8	1·4	31·9	2·3

Abstract C.—Maintenance of Rolling-stock.

Item.	Expenditure.								Kaihu.			Gisborne.			North Island Main Line and Branches.			South Island Main Line and Branches.			Westport.			Nelson.			Picton.			Total.		
	Kaihu.	Gisborne.	North Island Main Line and Branches.	South Island Main Line and Branches.	Westport.	Nelson.	Picton.	Total.	Per Cent. of Revenue.	Per Mile of Railway.	Per Train-mile.	Per Cent. of Revenue.	Per Mile of Railway.	Per Train-mile.	Per Cent. of Revenue.	Per Mile of Railway.	Per Train-mile.	Per Cent. of Revenue.	Per Mile of Railway.	Per Train-mile.	Per Cent. of Revenue.	Per Mile of Railway.	Per Train-mile.	Per Cent. of Revenue.	Per Mile of Railway.	Per Train-mile.	Per Cent. of Revenue.	Per Mile of Railway.	Per Train-mile.	Per Cent. of Revenue.	Per Mile of Railway.	Per Train-mile.
	£	£	£	£	£	£	£	£	£	£	d.	£	£	d.	£	£	d.	£	£	d.	£	£	d.	£	£	d.	£	£	d.	£	£	d.
General superintendence	23	122	14,792	9,481	490	80	130	25,118	0·3	1·0	0·3	0·3	2·0	0·3	0·3	11·4	0·6	0·3	5·9	0·6	0·3	11·4	1·2	0·3	1·3	0·3	0·3	2·3	0·6	0·3	8·0	0·6
Locomotives (including rail and electric)	588	3,513	322,106	234,717	6,323	3,698	3,704	574,649	8·6	24·5	8·0	9·7	58·6	9·9	7·4	249·1	12·1	8·4	145·1	14·1	4·5	147·0	15·9	15·8	58·7	12·4	9·6	66·1	18·4	7·7	182·0	12·8
Car and wagon supervision ..	..	7	3,924	2,821	5	..	..	6,757	..	..	..	..	0·1	..	0·1	3·0	0·1	0·1	1·7	0·2	..	0·1	..	..	..	..	..	..	..	0·1	2·1	0·2
Cars	273	633	118,488	82,291	1,574	1,150	789	205,198	3·9	11·4	3·7	1·7	10·6	1·8	2·7	91·6	4·4	2·9	50·9	4·9	1·1	36·6	4·0	4·9	18·3	3·9	2·1	14·1	3·9	2·8	65·0	4·5
Vans and postal vans	41	137	19,549	13,377	527	195	97	33,923	0·6	1·7	0·6	0·4	2·3	0·4	0·4	15·1	0·7	0 5	8·3	0·8	0·4	12·3	1·3	0·8	3·1	0·7	0·3	1·7	0·5	2·4	10·7	0·8
Wagons..	509	3,081	212,624	174,731	11,130	1,208	1,750	405,033	7·4	21·2	6·9	8·5	51·4	8·7	4·9	164·4	8·0	6·2	108·0	10·5	7·9	258·8	28·0	5·2	19·2	4·1	4·6	31·3	8·7	5·5	128·3	9·1
Service vehicles	7	34	7,352	4,828	246	21	24	12,512	0·1	0·3	0·1	0·1	0·6	0·1	0·2	5·7	0·3	0·2	3·0	0·3	0·2	5·7	0·6	0·1	0·3	0·1	0·1	0·4	0·1	0·2	4·0	0·3
Tarpaulins, ropes, and nets ..	38	312	22,277	16,671	235	200	521	40,254	0·5	1·6	0·5	0·9	5·2	0·9	0·5	17·2	0·8	0·6	10·3	1·0	0·2	5·5	0·6	0·9	3·2	0·7	1·4	9·3	2·6	0·6	12·8	0·9
Totals	1,479	7,839	721,112	538,917	20,530	6,552	7,015	1,303,444	21·4	61·7	20·1	21·6	130·8	22·1	16·5	557·5	27·0	19·2	333·2	32·4	14·6	477·4	51·6	28·0	104·1	22·2	18·4	125·2	34·8	17·6	412·9	29·2

Abstract D.—Examination, Lubrication, and Lighting of Vehicles.

Item.	Expenditure.								Kaihu.			Gisborne.			North Island Main Line and Branches.			South Island Main Line and Branches.			Westport.			Nelson.			Picton.			Total.		
	Kaihu.	Gisborne.	North Island Main Line and Branches.	South Island Main Line and Branches.	Westport.	Nelson.	Picton.	Total.	Per Cent. of Revenue.	Per Mile of Railway.	Per Train-mile.	Per Cent. of Revenue.	Per Mile of Railway.	Per Train-mile.	Per Cent. of Revenue.	Per Mile of Railway.	Per Train-mile.	Per Cent. of Revenue.	Per Mile of Railway.	Per Train-mile.	Per Cent. of Revenue.	Per Mile of Railway.	Per Train-mile.	Per Cent. of Revenue.	Per Mile of Railway.	Per Train-mile.	Per Cent. of Revenue.	Per Mile of Railway.	Per Train-mile.	Per Cent. of Revenue.	Per Mile of Railway.	Per Train-mile.
	£	£	£	£	£	£	£	£	£	£	d.	£	£	d.	£	£	d.	£	£	d.	£	£	d.	£	£	d.	£	£	d.	£	£	d.
Examination and lubrication of cars, vans, and wagons	17	145	17,566	13,455	825	90	104	32,202	0·2	0·7	0·2	0·4	2·4	0 4	0·4	13·6	0·7	0·5	8·3	0·8	0·6	19·2	2·1	0·4	1·4	0·3	0·3	1·9	0·5	0·4	10·2	0·7
Lighting, rolling-stock, Pintsch and acetylene gas	14	100	14,912	7,382	184	80	36	22,708	0·2	0·6	0·2	0·3	1·7	0·3	0·3	11·5	0·6	0·3	4·6	0·4	0·1	4·3	0·5	0·3	1·3	0·3	0·1	0·6	0·2	0·3	7·2	0·5
Electric lighting of vehicles ..	..	..	2,467	1,278	..	..	..	3,745	..	..	..	..	..	..	0·1	1·9	0·1	..	0·8	0·1	..	..	..	..	..	..	..	..	..	0·1	1·2	0·1
Depot expenses	..	..	1,230	199	..	1	10	1,440	..	..	..	..	..	..	..	1·0	..	..	0·1	..	..	..	..	..	..	..	..	0·2	..	..	0·4	..
Totals	31	245	36,175	22,314	1,009	171	150	60,095	0·4	1·3	0·4	0·7	4·1	0·7	0·8	28·0	1·4	0·8	13·8	1·3	0·7	23·5	2·6	0·7	2·7	0·6	0·4	2·7	0·7	0·8	19·0	1·3

Abstract E.—Locomotive Transportation.

Item.	Expenditure.								Kaihu.			Gisborne.			North Island Main Line and Branches.			South Island Main Line and Branches.			Westport.			Nelson.			Picton.			Total.		
	Kaihu.	Gisborne.	North Island Main Line and Branches.	South Island Main Line and Branches.	Westport.	Nelson.	Picton.	Total.	Per Cent. of Revenue.	Per Mile of Railway.	Per Train-mile.	Per Cent. of Revenue.	Per Mile of Railway.	Per Train-mile.	Per Cent. of Revenue.	Per Mile of Railway.	Per Train-mile.	Per Cent. of Revenue.	Per Mile of Railway.	Per Train-mile.	Per Cent. of Revenue.	Per Mile of Railway.	Per Train-mile.	Per Cent. of Revenue.	Per Mile of Railway.	Per Train-mile.	Per Cent. of Revenue.	Per Mile of Railway.	Per Train-mile.	Per Cent. of Revenue.	Per Mile of Railway.	Per Train-mile.
	£	£	£	£	£	£	£	£	£	£	d.	£	£	d.	£	£	d.	£	£	d.	£	£	d.	£	£	d.	£	£	d.	£	£	d.
District superintendence	..	..	5,195	4,237	..	..	..	9,432	..	..	..	..	..	..	0·1	4·0	0·2	0·2	2·6	0·3	..	..	..	..	..	..	..	..	..	0·1	3·0	0·2
Depot supervision	1	362	25,890	14,688	878	340	414	42,573	..	..	..	1·0	6·0	1·0	0·6	20·0	1·0	0·5	9·1	0·9	0·6	20·4	2 2	1·5	5·4	1·1	1·1	7·4	2·1	0·6	13·5	1·0
Wages, allowances, and expenses ..	779	2,854	294,430	193,005	7,440	3,079	2,935	504,522	11·3	32·5	10·6	7·9	47·6	8·1	6·7	227·7	11·0	6·9	119·3	11·6	5·3	173·0	18·7	13·2	48·9	10·3	7·6	52·4	14·6	6·8	159·8	11·3
Fuel	447	6,559	508,264	3,064	6,299	4,269	4,430	823,332	6·5	18·6	6·1	18·1	109·3	18·5	11·6	393·1	19·1	10·5	181·0	17·6	4·4	146·5	15·9	18·3	67·8	14·3	11·5	79·1	22·0	11·1	260·8	18·4
Water	9	141	16,110	8,814	294	140	57	25,565	0·1	0·4	0·1	·0·4	2·4	0·4	0·4	12·5	0·6	0·3	5·4	0·5	0·2	6·8	0·7	0·6	2·2	0·5	0·1	1·0	0·3	0·3	8·1	0·6
Stores	28	99	10,976	8,225	322	103	109	19,862	0·4	1·2	0·4	0·3	1·7	0·3	0·3	8·5	0·4	0·3	5·1	0·5	0·2	7·5	0·8	0·4	1·6	0·3	0·3	1·9	0·5	0·3	6·3	0·4
Shed expenses	198	1,007	103,689	74,686	2,570	734	1,087	183,971	2·9	8·3	2·7	2·8	16·8	2·8	2·4	80·2	3·9	2·7	46·2	4·5	1·8	59·8	6·5	3·1	11·7	2·5	2·8	19·4	5·4	2·5	58·3	4·1
Totals	1,462	11,022	964,554	596,719	17,803	8,665	9,032	1,609,257	21·2	61·0	19·9	30·5	183·8	31·1	22·1	746·0	36·2	21·4	368·7	35·9	12·5	414·0	44·8	37·1	137·6	29·0	23·4	161·2	44·9	21·7	509·8	36·0

Abstract F.—Traffic Transportation.

Item.	Expenditure.								Kaihu.			Gisborne.			North Island Main Line and Branches.			South Island Main Line and Branches.			Westport.			Nelson.			Picton.			Total.		
	Kaihu.	Gisborne.	North Island Main Line and Branches.	South Island Main Line and Branches.	Westport.	Nelson.	Picton.	Total.	Per Cent. of Revenue.	Per Mile of Railway.	Per Train-mile.	Per Cent. of Revenue.	Per Mile of Railway.	Per Train-mile.	Per Cent. of Revenue.	Per Mile of Railway.	Per Train-mile.	Per Cent. of Revenue.	Per Mile of Railway.	Per Train-mile.	Per Cent. of Revenue.	Per Mile of Railway.	Per Train-mile.	Per Cent. of Revenue.	Per Mile of Railway.	Per Train-mile.	Per Cent. of Revenue.	Per Mile of Railway.	Per Train-mile.	Per Cent. of Revenue.	Per Mile of Railway.	Per Train-mile.
	£	£	£	£	£	£	£	£	£	£	d.	£	£	d.	£	£	d.	£	£	d.	£	£	d.	£	£	d.	£	£	d.	£	£	d.
Superintendence—																																
General	29	153	18,657	11,790	602	99	166	31,496	0·4	1·2	0 4	0·4	2·6	0·4	0·4	14·4	0·7	0·4	7·3	0·7	0·4	14·0	1·5	0·4	1·6	0·3	0·4	3·0	0·8	0·4	10·0	0·7
District	33	1,443	59,180	41,705	1,437	1,348	1,033	106,179	0·5	1·4	0·4	3·1	24·1	4·1	1·4	45·8	2·2	1·5	25·8	2·5	1·0	33·4	3·6	5·8	21·4	4·5	2·7	18·4	5·1	1·4	33·6	2·4
Station expenses—																																
Supervision and office	980	1,771	238,092	199,815	3,460	2,388	2,453	448,959	14·2	40·8	13·3	4·9	29·5	5·0	5·4	184·1	8·9	7·2	123·4	12·0	2·4	80·5	8·7	10·3	37·9	8·0	6·4	43·8	12·3	6·0	142·2	10·0
Platform	270	149	88,881	49,669	2,211	196	438	141,814	3·9	11·3	3·7	0·4	2·5	0·4	2·0	68·7	3·3	1·8	30·7	3 0	1·6	51·4	5·6	0·8	3·1	0·7	1·1	7·8	2·2	1·9	44·9	3·2
Signalling	..	526	109,134	57,264	2,066	244	..	169,234	..	..	..	1·5	8·8	1·5	2·5	84·4	4·1	2·0	35·4	3·4	1·5	48·0	5·2	1·0	3·9	0·8	..	..	..	2·3	53·6	3·8
Shunting and marshalling yards ..	103	500	107,127	84,613	4,634	539	552	198,068	1·5	4·3	1·4	1·4	8·3	1·4	2·4	82·9	4·0	3·1	52·3	5·1	3·3	107·8	11·7	2·3	8·6	1·8	1·4	9·9	2·7	2·7	62·7	4·4
Goods-sheds and goods-yards ..	245	275	106,074	118,307	566	631	2,135	228,233	3·5	10·2	3·3	0·8	4·6	0·8	2·4	82·0	4·0	4·3	73·1	7·1	0·4	13·2	1·4	2·7	10·0	2·1	5·6	38·1	10·6	3·1	72·3	5·1
Wharves	36	..	24,099	76,790	16,363	1	2,946	120,235	0·5	1·5	0·5	..	..	..	0·6	18·6	0·9	2·7	47·5	4·6	11·5	380·5	41·3	..	..	..	7·7	52·7	14·7	1·6	38·2	2·7
Fuel, water, stationery, and other station expenses	87	685	23,573	18,075	273	225	389	43,307	1·3	3·6	1·2	1·9	11·4	1·9	0·5	18·2	0·9	0·6	11·2	1·1	0·2	6·3	0·7	1·0	3·6	0·8	1·0	6·9	1·9	0·6	13·7	1·0
Train expenses—																																
Running expenses	395	1,139	108,957	73,814	2,077	1,229	942	188,553	5·7	16·5	5·4	3·1	19·0	3·1	2·5	84·3	4·1	2·6	45·6	4·4	1·5	48·3	5·2	5·3	19·5	4·1	2·5	16·8	4·7	2·5	59·7	4·2
Cleaning and heating vehicles ..	..	615	35,054	22,363	42	289	421	58,784	..	..	..	1·7	10·3	1·7	0·8	27·1	1·3	0·8	13·8	1·3	..	1·0	0·1	1·2	4·6	1·0	1·1	7·5	2·1	0·8	18·6	1·3
Sleeping-cars	..	..	6,513	..	..	..	..	6,513	..	..	..	..	..	..	0·1	5·0	0·2	..	..	..	..	..	..	..	..	..	..	..	..	0·1	2·1	0·1
Miscellaneous	..	34	4,636	6,883	11	9	50	11,623	..	..	..	0·1	0·6	0·1	0·1	3·6	0·2	0·2	4·3	0·4	..	0·3	..	..	0·1	..	0·1	0·9	0·2	0·2	3·7	0·3
Totals	2,178	7,290	929,977	761,088	33,742	7,198	11,525	1,752,998	31·5	90·8	29·6	20·2	121·7	20·4	21·1	719·1	34·8	27·2	470·4	45·6	23·8	784·7	85·0	30·8	114·3	24·1	30·0	205·8	57·3	23·6	555·3	39·2

Abstract G.—Head Office and General Charges.

Item.	Expenditure.	Per Cent. of Revenue.	Per Mile of Railway.	Per Train-mile.
	£	£	£	d.
Head Office	27,629	0·3	8·8	0·6
Departmental buildings	4,601	0·1	1·5	0·1
Appeal Board	755	..	0·2	..
Chief Accountant	31,761	0·4	10·1	0·7
Divisional superintendence—				
North Island	5,875	0·1	1·8	0·1
South Island	5,034	0·1	1·6	0·1
Training School	6,632	0·1	2·1	0·2
Totals	82,287	1·1	26·1	1·8
Superannuation subsidy	175,007	2·4	55·4	3·9

Summary of Expenditure Abstracts.

Abstract and Item.	1926–27.				1925–26.			
	Expenditure.	Per Cent. of Revenue.	Per Mile of Railway.	Per Train-mile.	Expenditure.	Per Cent. of Revenue.	Per Mile of Railway.	Per Train-mile.
	£	£	£	d.	*£*	*£*	*£*	*d.*
A—Maintenance of Way and Works..	1,074,334	14·472	340·302	24·044	*1,144,385*	*15·079*	*368·800*	*26·615*
B—Maintenance of Signals and Electrical Appliances	100,861	1·359	31·948	2·257	*105,064*	*1·384*	*33·859*	*2·443*
C—Maintenance of Rolling-stock ..	1,303,444	17·558	412·874	29·171	*1,311,317*	*17·279*	*422·597*	*30·497*
D—Examination, Lubrication, and Lighting of Vehicles	60,095	0·810	19·035	1·345	*59,447*	*0·783*	*19·158*	*1·383*
E—Locomotive Transportation ..	1,609,257	21·678	509·742	36·015	*1,577,173*	*20·782*	*508·273*	*36·681*
F—Traffic Transportation	1,752,998	23·614	555·273	39·232	*1,743,641*	*22·975*	*561·920*	*40·552*
G—Head Office and General Charges	82,287	1·108	26·065	1·842	*82,528*	*1·087*	*26·596*	*1·919*
Superannuation Subsidy ..	175,007	2·357	55·435	3·917	*141,015*	*1·858*	*45·445*	*3·280*
Totals	6,158,283	82·956	1,950·674	137·823	*6,164,570*	*81·227*	*1,986·648*	*143·370*

STATEMENT No. 4.

Income and Expenditure in respect of Lake Wakatipu Steamers.

EXPENDITURE.	1926-27.	1925-26.	Per Cent. of Revenue. 1926-27.	Per Cent. of Revenue. 1925-26.	REVENUE.	1926-27.	1925-26.	Per Cent. of Revenue. 1926-27.	Per Cent. of Revenue. 1925-26.
	£ s. d.	*£ s. d.*				£ s. d.	*£ s. d.*		
Salaries and wages, shore staff	1,463 7 11	*1,706 2 1*	14·24	*16·06*	Ordinary passengers	4,474 7 0	*4,129 10 6*	43·55	*38·87*
Salaries and wages, steamer staff	5,223 14 7	*4,950 10 1*	50·84	*46·59*	Season tickets	184 0 0	*187 12 10*	1·79	*1·77*
Coal and stores	2,755 15 4	*3,427 12 0*	29·99	*32·26*	Parcels, luggage, and mails	957 4 5	*1,065 12 11*	9·32	*10·03*
Repairs, steamers	2,196 0 7	*1,665 4 11*	21·38	*15·67*	Goods	4,623 3 11	*5,149 0 1*	45·01	*48·45*
Repairs, wharves, &c.	711 12 0	*680 5 0*	6·93	*6·40*	Miscellaneous	33 15 8	*93 3 8*	0·33	*0·88*
Insurance, renewals, interest, &c.	3,508 0 0	*3,183 0 0*	31·00	*29·96*					
						10,272 11 0	*10,625 0 0*	100·00	*100·00*
					Loss on operation	5,585 19 5	*4,987 14 1*	54·38	*46·94*
	15,858 10 5	*15,612 14 1*	154·38	*146·94*		15,858 10 5	*15,612 14 1*	154·38	*146·94*

STATEMENT No. 5.

Income and Expenditure in respect of Refreshment Service.

EXPENDITURE.	1926-27.	1925-26.	Per Cent. of Revenue. 1926-27.	Per Cent. of Revenue. 1925-26.	REVENUE.	1926-27.	1925-26.
	£ s. d.	*£ s. d.*				£ s. d.	*£ s. d.*
Salaries and wages	37,634 16 5	*37,315 16 11*	29·04	*27·92*	Receipts from refreshment-rooms	129,612 6 6	*133,657 14 6*
Provisions consumed	51,911 12 7	*54,978 2 10*	40·05	*41·13*			
Light, fuel, and water	2,651 5 1	*2,266 12 3*	2·05	*1·70*			
Freights	3,245 10 1	*2,545 18 0*	2·50	*1·90*			
Rents	10,602 15 9	*8,915 13 3*	8·18	*6·67*			
Renewals	3,351 4 10	*3,729 4 0*	2·59	*2·79*			
Betterments	4,321 15 9	*5,534 3 5*	3·33	*4·14*			
Interest, insurance, and miscellaneous ..	5,848 6 6	*4,299 18 4*	4·51	*3·22*			
Total expenditure	119,567 7 0	*119,585 9 0*	92·25	*89·47*			
Net profit	10,044 19 6	*14,072 5 6*	7·75	*10·53*			
	129,612 6 6	*133,657 14 6*	100·00	*100·00*		129,612 6 6	*133,657 14 6*

STATEMENT No. 6.

INCOME AND EXPENDITURE IN RESPECT OF ADVERTISING SERVICE.

EXPENDITURE.	1926–27.	1925–26.	Per Cent. of Revenue. 1926–27.	Per Cent. of Revenue. 1925–26.	REVENUE.	1926–27.	1925–26.	Per Cent. of Revenue. 1926–27.	Per Cent. of Revenue. 1925–26.
	£ s. d.	£ s. d.				£ s. d.	£ s. d.		
Salaries, wages, and allowances	11,778 13 5	*9,336 4 0*	24·86	*20·54*	Advertising-signs, printing, &c.	45,342 0 7	*43,542 9 2*	95·68	*95·79*
Stores and materials	2,946 15 2	*2,670 4 6*	6·22	*5·87*	Miscellaneous receipts	2,045 5 11	*1,911 16 0*	4·32	*4·21*
Rent of premises, sites, and commission ..	13,190 17 4	*12,404 5 5*	27·85	*27·30*					
Office and general expenses	4,076 3 7	*3,328 11 0*	8·60	*7·32*					
Interest, insurance, and depreciation ..	10,059 18 9	*3,105 4 8*	21·22	*6·83*					
Betterments	456 9 11	*394 2 7*	0·96	*0·87*					
Total expenditure	42,508 18 2	*31,238 12 2*	89·71	*68·73*					
Net profit	4,878 8 4	*14,215 13 0*	10·29	*31·27*					
	47,387 6 6	*45,454 5 2*	100·00	*100·00*		47,387 6 6	*45,454 5 2*	100·00	*100·00*

STATEMENT No. 7.

INCOME AND EXPENDITURE IN RESPECT OF DEPARTMENTAL DWELLINGS.

EXPENDITURE.	1926–27.	1925–26.	Per Cent. of Revenue. 1926–27.	Per Cent. of Revenue. 1925–26.	REVENUE.	1926–27.	1925–26.	Per Cent. of Revenue. 1926–27.	Per Cent. of Revenue. 1925–26.
	£ s. d.	£ s. d.				£ s. d.	£ s. d.		
Wages and charges	35,676 2 11	*44,924 1 8*	25·94	*34·58*	Rentals	83,374 14 1	*68,661 4 3*	60·62	*52·85*
Materials	7,978 15 11	*8,023 8 2*	5·80	*6·18*	Net loss	54,172 4 9	*61,246 5 7*	39·38	*47·15*
Insurance	3,578 0 0	*3,000 0 0*	2·60	*2·31*					
Interest	63,054 0 0	*51,140 0 0*	45·84	*39·36*					
Renewals	27,260 0 0	*22,820 0 0*	19·82	*17·57*					
	137,546 18 10	*129,907 9 10*	100·00	*100·00*		137,546 18 10	*129,907 9 10*	100·00	*100·00*

STATEMENT No. 8.

INCOME AND EXPENDITURE IN RESPECT OF BUILDINGS OCCUPIED BY REFRESHMENT SERVICE, BOOKSTALL PROPRIETORS, ETC.

EXPENDITURE.	1926-27.	1925-26.	Per Cent. of Revenue. 1926-27.	Per Cent. of Revenue. 1925-26.	REVENUE.	1926-27.	1925-26.
	£ s. d.	*£ s. d.*				£ s. d.	*£ s. d.*
Wages and charges	1,550 4 7	*1,128 14 3*	7·57	*5·93*	Rentals	20,461 18 7	*19,062 1 11*
Materials	557 18 0	*25 5 4*	2·73	*0·13*			
Insurance, interest, and renewals	6,163 5 0	*6,360 0 0*	30·12	*33·36*			
Total expenditure	8,271 7 7	*7,513 19 7*	40·42	*39·42*			
Net profit	12,190 11 0	*11,548 2 4*	59·58	*60·58*			
	20,461 18 7	*19,062 1 11*	100·00	*100·00*		20,461 18 7	*19,062 1 11*

STATEMENT No. 8A.

INCOME AND EXPENDITURE IN RESPECT OF ROAD MOTOR SERVICES.

EXPENDITURE.	1926-27.	Per Cent. of Revenue.	REVENUE.	1926-27.
	£ s. d.			£ s. d.
Salaries and wages	2,475 7 8	28·31	Passengers	8,527 0 9
Maintenance charges	940 5 4	10·75	Parcels	200 18 2
Running expenses	3,104 6 2	35·51	Advertising	15 18 4
License fees	177 7 2	2·03		
Interest, insurance, and depreciation	1,900 4 2	21·73		
Net operating profit	146 6 9	1·67		
	8,743 17 3	100·00	Total revenue	8,743 17 3
			Net operating profit	146 6 9
Preliminary expenses	246 6 3		Net loss	99 19 6
	246 6 3			246 6 3

NOTE.—The first bus service was instituted between Napier and Hastings on 10th November, 1926.

STATEMENT No. 9.

Railway Sawmills and Bush Accounts.—Combined Trading and Profit and Loss Accounts.

Dr.			1926-27.	*1925-26.*	*Cr.*			1926-27.	*1925-26.*
	£	s. d.	£ s. d.	*£ s. d.*		£	s. d.	£ s. d.	*£ s. d.*
To Stock of timber, firewood, and logs on hand at 1st April, 1926			145,431 2 0	*159,538 17 4*	By sales, issues, and transfers—				
Purchases and transfers—					Timber	154,830	5 3		
Timber	23,764	1 7			Firewood	3,565	19 9		
Firewood	556	11 6			Logs	38,886	16 11		
Logs	42,760	5 6						197,283 1 11	*257,436 4 7*
			67,080 18 7	*120,227 10 4*	Stocks on hand at 31st March, 1927—				
Royalty payments			12,868 11 8	*14,163 3 0*	Timber	125,682	4 2		
Wages			43,794 17 7	*45,104 11 9*	Firewood	546	18 0		
Salaries and miscellaneous payments, including interest on capital			66,919 2 9	*60,665 12 8*	Logs	3,499	9 11		
								129,728 12 1	*145,431 2 0*
					Rents			420 13 3	*610 0 6*
Balance to Reserve Account			..	*3,777 12 0*	Balance to Reserve Account			8,662 5 4	..
			336,094 12 7	*403,477 7 1*				336,094 12 7	*403,477 7 1*

STATEMENT No. 10.

STATEMENT OF SUBSIDY FROM CONSOLIDATED FUND IN RESPECT OF SERVICES RENDERED BY NON-PAYING DEVELOPMENTAL BRANCH LINES AND ISOLATED SECTIONS: 1ST APRIL, 1926, TO 31ST MARCH, 1927.

Branches showing Loss.	Mileage.	Loss on Working.	Feeder Value.	Total Net Loss.	Loss including Interest.	Average per Mile of Line.					
						Branch Revenue.	Feeder Value.	Total Revenue.	Working-expenses.	Interest.	Total Loss.
		£ s. d.	£ s. d.	£ s. d.	£ s. d.	£	£	£	£	£	£
Kaikohe	25	71 8 11	5,954 13 10	5,883 4 11*	8,782 11 1	563	238	801	566	587	352
Waiuku	13	1,684 3 8	3,900 5 5	2,216 1 9*	6,862 1 10	509	300	809	638	698	527
Toko	48	9,167 10 3	2,656 17 3	6,510 13 0	39,524 17 6	377	55	432	568	688	824
Opunake	23	2,512 4 3	1,794 13 5	717 10 10	12,351 14 10	110	78	188	219	506	537
Greytown	3	2,763 16 8	1,882 13 2	881 3 6	1,434 8 8	235	627	862	1,156	184	478
Eskdale	12	4,120 7 0	686 8 7	3,433 18 5	10,777 2 1	265	57	322	608	612	898
North Island totals	124	20,319 10 9	16,875 11 8	3,443 19 1	79,732 16 0	364	136	500	528	615	643
Eyreton-Oxford	54	9,369 18 3	1,623 12 1	7,746 6 2	14,634 9 7	186	30	216	360	128	272
Cheviot	44	16,302 11 6	2,591 4 3	13,711 7 3	29,124 19 2	369	59	428	740	350	662
Little River	23	5,246 4 3	474 13 2	4,771 11 1	9,728 17 1	462	21	483	690	216	423
Southbridge	26	1,096 7 0*	2,109 6 11	3,205 13 11*	2,111 18 0	945	81	1,026	902	205	81
Whitecliffs	12	1,765 10 2	1,873 5 10	107 15 8*	1,060 9 7	323	156	479	470	97	88
Methven	23	1,818 10 6	3,132 2 2	1,313 11 8*	2,496 3 8	489	136	625	568	166	109
Springburn	28	2,600 1 8	1,154 14 11	1,445 6 9	4,474 15 8	225	41	266	318	108	160
Fairlie	37	1,559 7 0	2,282 16 2	723 9 2*	6,159 3 7	446	62	508	488	186	166
Waimate	13	5,302 19 11	4,397 15 8	905 4 3	3,297 10 3	376	338	714	784	184	254
Kurow	38	1,808 11 2	2,238 17 10	430 6 8*	5,861 2 8	358	59	417	406	166	155
Ngapara-Livingstone	27	4,339 0 0	1,574 10 2	2,764 9 10	10,094 6 1	197	58	255	358	271	374
Waihemo	9	785 9 0	1,238 9 10	453 0 10*	1,150 12 9	217	138	355	304	178	127
Otago Central	147	3,105 13 10	4,630 3 7	1,524 9 9*	62,176 14 0	687	31	718	709	433	424
Lawrence	52	7,927 0 7	2,908 1 1	5,018 19 6	28,919 17 1	376	56	432	528	460	556
Tapanui	27	5,621 12 4	2,950 6 11	2,671 5 5	8,307 0 10	257	109	366	465	209	308
Waikaka	13	2,193 2 10	1,065 12 3	1,127 10 7	4,194 5 7	215	82	297	384	236	323
Switzers	14	2,455 1 10	794 5 6	1,660 16 4	5,212 17 4	134	57	191	309	254	372
Glenham	10	5,559 12 4	1,776 6 7	3,783 5 9	6,137 16 3	201	178	379	757	235	613
Seaward Bush	34	345 5 7*	1,835 3 0	2,180 8 7*	6,365 19 2	527	54	581	517	251	187
Orawia	9	2,606 5 1	549 11 11	2,056 13 2	6,685 7 4	77	61	138	367	514	743
Forest Hill	13	1,639 0 4	1,736 8 3	97 7 11*	1,120 0 4	237	134	371	363	94	86
Mararoa	12	743 8 2	595 5 1	148 3 1	1,338 5 1	119	50	169	181	99	111
South Island totals	665	81,307 8 2	43,532 13 2	37,774 15 0	220,652 11 1	425	65	490	546	275	331
Cape Foulwind	8	2,630 4 9	127 18 5	2,502 6 4	6,123 8 2	179	16	195	508	453	766
Losses from 28th February, 1926, to 5th March, 1927	797	104,257 3 8	60,536 3 3	43,721 0 5	306,508 15 3	413	76	489	543	330	384
Estimated loss from 6th to 31st March, 1927	..	..	..	..	21,800 0 0						
Less estimated loss from 28th February to 31st March, 1926	..	..	..	..	8,500 0 0						
					13,300 0 0						
					319,808 15 3						
Isolated Sections.											
Kaihu	24	2,945 16 11	..	2,945 16 11	10,872 16 3	..	..	303	426	330	453
Gisborne	60	6,013 16 11	..	6,013 16 11	41,716 17 8	..	..	605	705	595	695
Nelson	64	13,206 12 5	..	13,206 12 5	36,088 10 7	..	..	369	575	358	564
Picton	56	8,273 13 0	..	8,273 13 0	36,733 14 9	..	..	696	844	508	656
Totals	204	30,439 19 3	..	30,439 19 3	125,411 19 3	..	..	520	670	466	616
Grand totals	1,001	134,697 2 11	60,536 3 3	74,160 19 8	445,220 14 6	..	..	..	..	..	..

* Indicates profit.

STATEMENT No. 11.

Statement of Cash Receipts and Payments—Working Railways Account.

Receipts.	£	s.	d.	*Payments.*	£	s.	d.
To Balance brought forward ..	623,150	7	3	By Wages and vouchers	7,109,697	1	5
Investments realized	175,000	0	0	Refunds to Harbour Boards, shipping companies, and other carriers	252,201	13	0
Revenue receipts	8,045,310	4	0	Interest on capital	2,043,433	0	4
"Credits in aid" (Working Railways expenditure)	982,015	15	2	Investments	500,000	0	0
Receipts from Consolidated Fund under subsection 1 (*b*) of section 37 of Government Railways Act, 1926 (Subsidy—Branch lines and isolated sections)	429,068	2	7	Balance as per general balance-sheet	364,514	2	7
Interest on investments	15,301	8	4				
	£10,269,845	17	4		£10,269,845	17	4

Reconciliation Statement.

	£	s.	d.
Credit balance in Working Railways Account as per Treasury figures ..	309,795	0	4
Add Imprests outstanding	54,719	2	3
Credit balance as per above statement	£364,514	2	7

STATEMENT No. 12.

RENEWALS, DEPRECIATION, AND EQUALIZATION FUNDS.

Slips, Floods, and Accidents Equalization Fund.

Expenditure.	£	s.	d.	*Income.*	£	s.	d.
To Repairs to bridges, slips, and washouts	33,093	13	5	By Balance from previous year ..	24,205	0	0
Claims for accidents	2,800	0	0	Contributions debited to working-expenses	21,515	0	0
Balance	9,826	6	7				
	£45,720	0	0		£45,720	0	0
				By Balance	£9,826	6	7

Workers' Compensation Fund.

Expenditure.	£	s.	d.	*Income.*	£	s.	d.
To Accident payments	34,809	15	3	By Balance from previous year ..	5,316	7	2
Balance	14,975	8	9	Premiums debited to working-expenses	44,468	16	10
	£49,785	4	0		£49,785	4	0
				By Balance	£14,975	8	9

Fire Insurance Fund.

Expenditure.	£	s.	d.	*Income.*	£	s.	d.
To Fire losses on—				By Balance from previous year ..	4,783	8	10
Operating buildings	772	9	8	Premiums debited to working-expenses	10,840	13	2
Dwellings	843	13	4				
Upkeep Railway fire brigades and fire appliances	3,564	6	4				
Balance	10,443	12	8				
	£15,624	2	0		£15,624	2	0
				By Balance	£10,443	12	8

General Renewals and Depreciation Fund.

Expenditure.	£	s.	d.	*Income.*	£	s.	d.
To Relaying of track	63,437	13	11	By Balance from previous year ..	280,835	19	0
Bridges, buildings, &c.	19,586	15	0	Contributions debited to working-expenses	572,437	0	0
Rolling-stock	121,956	7	11				
Locomotive workshops and plant ..	10,429	0	1				
Dwellings	1,124	12	10				
Balance	636,738	9	3				
	£853,272	19	0		£853,272	19	0
				By Balance	£636,738	9	3

Betterments Fund.

Expenditure.	£	s.	d.	*Income.*	£	s.	d.
To Way, works, buildings, and structures	25,867	18	10	By Balance from previous year ..	60,000	0	0
Signals, &c.	3,905	13	11	Contributions debited to working-expenses	4,778	5	8
Rolling-stock	16,527	1	6				
Refreshment service	4,321	15	9				
Advertising service	456	9	11				
Balance	13,699	5	9				
	£64,778	5	8		£64,778	5	8
				By Balance	£13,699	5	9

STATEMENT No. 13.

EXPENDITURE ON CONSTRUCTION OF RAILWAYS, ROLLING-STOCK, ETC., TO 31ST MARCH, 1927; NET REVENUE AND RATE OF INTEREST EARNED ON CAPITAL EXPENDED ON OPENED LINES FOR YEAR ENDED SAME DATE.

Section of Railway.	Opened Lines.			Unopened Lines.	Net Revenue.	Rate of Interest Earned.
	Lines and Works.	Rolling-stock.	Total.			
	£	£	£	£	£	£ s. d.
Kaihu	176,072	13,043	189,115	..	− 3,302	..
"	..	..	..	..	..	..
Tauranga	..	..	..	..	..	..
"	..	..	..	1,407,081	..	..
Gisborne	773,472	73,482	846,954	..	− 6,141	..
"	..	..	..	716,961	..	..
North Island Main Lines and Branches ..	17,795,592	5,568,217	23,363,809	..	989,589	4 6 9
" ..	..	..	..	4,244,487	..	..
South Island Main Lines and Branches ..	16,417,064	4,428,539	20,845,603	..	265,053	1 5 8
" ..	..	..	..	175,400	..	..
Westport	547,659	150,214	697,873	..	42,306	6 1 3
"	..	..	..	151,992	..	..
Nelson	529,241	42,632	571,873	..	− 13,457	..
"	..	..	..	48,909	..	..
Picton	629,858	50,863	680,721	..	− 8,859	..
"	..	..	..	17,184	..	..
	36,868,958	10,326,990	47,195,948	..	1,265,189	2 14 0
	..	..	..	6,762,014	..	..
Lake Wakatipu steamer service	44,387	..	44,387	..	− 5,586	..
Subsidiary Services	1,827,458	..	1,827,458	..	238,950	13 1 6
Subsidy Branch Lines and Isolated Sections ..	..	..	..	..	445,221	..
In suspense—						
Surveys, North Island	..	..	..	40,337	..	..
Miscellaneous, North Island	..	..	..	5,169	..	..
Surveys, South Island	..	..	..	5,763	..	..
Miscellaneous, South Island	..	..	..	5,168	..	..
General	7,575	..	7,575	..	..	
W.R.D. stock of A.O.L. stores	..	108,548	108,548	..	..	..
Balance of cost of raising loan of £900,000 for Railways Improvement Authorization Act 1914 Account	..	..	..	15,380	..	..
	38,748,378	10,435,538	49,183,916	..	1,943,774	3 19 10
	..	..	..	6,844,561	..	..
Total cost of opened and unopened lines at 31st March, 1927	..	..	56,028,477		..	3 10 0

NOTE.—The amount stated in this return as the cost of construction of opened lines includes the Provincial and General Government expenditure on railways. It also includes the Midland Railway and expenditure by the Greymouth and Westport Harbour Boards on railways and wharves under the provisions of section 7 of the Railways Authorization Act, 1885, the information regarding the last-mentioned being furnished by the respective Boards. The rate of interest earned has been computed on cost proportionately to the time during which the lines, taken over by the Working Railways Department, within the financial year were earning revenue, thus:—

North Island Main Lines and Branches: Te Roti-Opunake, opened for traffic 12th July, 1926.
Nelson Section: Glenhope-Kawatiri, opened for traffic 21st June, 1926.

STATEMENT No. 14.

EXPENDITURE UNDER VOTE FOR ADDITIONS TO OPEN LINES, CHARGED TO CAPITAL ACCOUNT, FOR THE YEAR ENDED 31ST MARCH, 1927.

WAY AND WORKS BRANCH: PARTICULARS OF WORKS, ETC.

Railway.	Work, &c.	Amount.	Total.
		£ s. d.	£ s. d.
North Island Main Lines and Branches	Sidings, loading-banks, stockyards, crossings, &c. ..	972 16 8	..
	Additions to station buildings, extension of station-yards, and other facilities	27,217 9 4	..
	Purchase of land	15,879 0 8	..
	Additional dwellings	150,108 18 7	..
	Bridge-work and subways	2,851 6 6	..
	Cranes, weighbridges, and turntables	205 14 6	..
	Additions to workshops and sawmills	25 16 7	..
	Engine depots	248 12 2	..
	Tablet installations	*Cr.* 282 5 0	..
			197,227 10 0
South Island Main Lines and Branches	Sidings, loading-banks, stockyards, crossings, &c. ..	4,572 3 11	..
	Additions to station buildings, extension of station-yards, and other facilities	7,166 6 11	..
	Purchase of land	6 11 0	..
	Additional dwellings	1,646 7 8	..
	Bridgework and subways	2,975 2 6	..
	Cranes, weighbridges, and turntables	1,096 13 5	..
	Additions to workshops	5,895 18 9	..
			23,359 4 2
Westport	Capstan on wharf	2 15 6	2 15 6
			£220,589 9 8

—	Road Motors.	Amount.	Total.
			£ s. d.
..	Purchase of motor-buses	..	13,703 6 2

LOCOMOTIVE BRANCH: PARTICULARS OF ROLLING-STOCK, ETC.

Description of Stock ordered.	Number Incomplete on 31st March, 1926.	Number Complete on 31st March, 1927.	Number Incomplete on 31st March, 1927.	Expenditure, Year ended 31st March, 1927.
				£ s. d.
Locomotives, Class AB	4	4	..	11,065 6 5
Locomotives, Class WAB and Ws (A. and G. Price, Ltd.)	8	6	2	50,719 5 4
Locomotives, Class WAB	10	8	2	30,310 15 5
Electric headlights for locomotives	..	..	..	2,167 7 7
Carriages, Class A	10	3	7	*Cr.* 2,674 9 8
Carriages, Class AA (Supplementary charges)	..	..	..	*Cr.* 12 18 9
Carriages, Class AA, sleeping	13	2	11	18,145 0 3
Electric-lighting for cars	..	..	..	27,349 8 5
Ministerial car	1	1	..	5,081 8 6
12 spare bogies for Royal Train	..	..	..	2,642 2 8
1 Clayton rail-car (Supplementary charges)	..	..	..	198 9 10
2 Ford rail motors (Supplementary charges)	..	..	..	6 9 10
Edison rail-car	1	1	..	9,494 8 7
Brake-vans, Class F	26	6	20	12,142 11 6
Wagons, Class G	7	..	7	..
Wagons, Class H	26	26	..	4,817 13 9
Wagons, Class J	40	..	40	*Cr.* 32 3 10
Wagons, Class LA	95	38	57	5,357 13 8
Wagons, Class M	103	99	4	13,526 14 8
Wagons, Class R	6	..	6	*Cr.* 16 12 9
Wagons, Class U	9	9	..	895 8 9
Wagons, Class UB	15	15	..	5,343 1 8
Wagons, Class UG	5	..	5	*Cr.* 0 3 2
Wagons, Class W	29	29	..	7,301 17 9
Wagons, Class XA	91	..	91	3,477 10 7
Wagons, Class XB	41	..	41	*Cr.* 6,099 17 10
Wagons, Class YB	50	..	50	319 1 0
Wagons, Class Z	2	..	2	*Cr.* 243 6 11
Wagons, Class ZP	3	..	3	*Cr.* 3,601 15 0
Fitting motor-generator to K wagon	..	..	..	643 18 8
Transfers of rolling-stock	..	..	..	1,505 10 7
Spare material returned to stores	..	..	..	*Cr.*24,119 12 9
Sale of obsolete locomotives	..	..	..	*Cr.* 8,670 0 0
Obsolete locomotives written off	..	..	..	*Cr.*61,003 0 0
Sale of obsolete rolling-stock	..	..	..	*Cr.* 2,540 0 0
Obsolete rolling-stock written off	..	..	..	*Cr.* 4,279 0 0
Obsolete machinery written off	..	..	..	*Cr.* 6,000 0 0
Sale of obsolete machinery	..	..	..	*Cr.* 1,610 0 0
Total	..	..	..	£91,608 4 9
Total locomotives	22	18	4	
„ carriages	25*	7	18	
„ brake-vans	26†	6	20	
„ wagons, bogie	40	24	16	
„ wagons, four-wheel	482‡	192	290	

* Increased by 6. † Increased by 22. ‡ Increased by 180.

STATEMENT No. 14—*continued.*

Reconciliation Statement.			Amount.		Total.	
			£ s. d.		£ s. d.	
Material on hand at 31st March, 1926			114,804 17 9			
	£ s. d.					
Expenditure charged to Vote No. 44 by Treasury	384,439 1 8					
Less outstandings previous year	3,662 11 10					
	380,776 9 10					
Less recoveries on account of expenditure in previous years	77,749 0 0					
			303,027 9 10			
Outstanding vouchers			16,616 2 10			
			434,448 10 5			
Less material on hand at 31st March, 1927			108,547 9 10			
					£325,901 0 7	
Expenditure :—						
Way and Works Branch			220,589 9 8			
Road Motor Service			13,703 6 2			
Locomotive Branch			91,608 4 9			
					£325,901 0 7	

EXPENDITURE UNDER THE RAILWAYS IMPROVEMENT AUTHORIZATION ACT, 1914, AND SECTION 7 OF FINANCE ACT, 1924, AND SECTION 10 OF FINANCE ACT, 1925, CHARGED TO CAPITAL ACCOUNT, FOR THE YEAR ENDED 31ST MARCH, 1927.

	£ s. d.	£ s. d.
New stations and station-yards, goods-sheds, and terminal facilities at Auckland, Wellington, Christchurch, Addington, Lyttelton, and Timaru	218,057 0 1	
Rearrangement of, or alterations and additions to, Paeroa, New Plymouth, Hikurangi, Helensville, Frankton Junction, Greymouth, Wanganui, Stratford, and Morrinsville	24,464 14 9	
Duplications, Penrose–Papakura	57,353 12 0	
Grade easements—Frankton – Te Kuiti	135 8 6	
Workshops and equipment of Locomotive Branch	219,887 8 7	
New lines, Auckland–Westfield, Auckland–Morningside	39,539 9 5	
Bridge strengthening	9,157 3 10	
Elimination of level crossings	24,325 18 6	
Deviations: Ravensbourne–Burke's, Pelichet Bay, Tawa Flat, Palmerston North	23,259 11 2	
Signalling, interlocking, and safety appliances	56,372 4 4	
Electric lighting	16,339 9 2	
New depot for locomotives at Elmer Lane	3,149 18 5	
		692,041 18 9
Expenditure charged by Public Works Department—		
New line—Auckland–Westfield	127,425 14 10	
Hutt Valley Railway	147,817 12 7	
Deviations: Tawa Flat, Palmerston North	9,495 16 1	
New locomotive workshops	3,887 5 7	
Miscellaneous works	*Cr.* 75,178 17 9	
		213,447 11 4
		£905,489 10 1

Reconciliation Statement.

	£ s. d.	£ s. d.
Material on hand at 31st March, 1926	25,260 12 10	
Expenditure charged by Treasury	809,820 15 8	
Balance of cost of raising loan, 31st March, 1926	23,579 19 7	
Cost of raising loan, 1926–27	34,377 12 10	
Less amount not yet allocated	15,380 6 11	
	18,997 5 11	
Vouchers outstanding	27,830 16 1	
		£905,489 10 1

STATEMENT No. 15.

Comparative Statement of Operating Traffic and Revenue for the Year ended 31st March, 1927.

(1) OPERATING TRAFFIC.

Section	Length Open for Traffic.	Passengers.						Live-stock.				Goods.			Gross Total Tonnage.
		First Class.		Second Class.		Total.	Season Tickets.	Cattle.	Sheep and Pigs.	Total.	Equivalent Tonnage.	Timber.	Goods.	Total.	
1926–27.	Miles.	Single.	Return.	Single.	Return.	Number.	Number.	Number.	Number.	Number.	Tons.	Tons.	Tons.	Tons.	Tons.
Kaihu	24	260	508	13,565	14,330	28,663	65	17	1,490	1,507	65	3,590	3,763	7,353	7,418
Gisborne	60	5,030	2,848	27,159	26,622	61,659	255	2,269	120,879	123,148	5,523	9,910	50,651	60,561	66,084
North Island Main Lines and Branches	1,299	342,327	419,792	1,806,574	3,082,514	5,651,207	419,648	282,737	4,516,576	4,799,313	266,346	364,879	2,657,116	3,021,995	3,288,341
South Island Main Lines and Branches	1,618	212,662	412,088	930,558	2,758,390	4,313,698	162,477	104,090	4,067,802	4,171,892	194,258	274,459	2,704,964	2,979,423	3,173,681
Westport	43	225	554	24,978	52,040	77,797	1,000	161	2,275	2,436	130	6,450	664,562	671,012	671,142
Nelson	64	1,010	1,920	22,015	51,662	76,607	834	402	14,571	14,973	705	2,733	28,481	31,214	31,919
Picton	56	7,827	4,016	23,190	30,214	65,247	799	1,386	178,918	180,304	7,577	1,421	52,169	53,590	61,167
	3,164	569,341	841,726	2,848,039	6,015,772	10,274,878	585,078	391,062	8,902,511	9,293,573	474,604	663,442	6,161,706	6,825,148	7,299,752
Lake Wakatipu steamers	..	2,936	3,766	6,181	17,304	30,187	16	250	8,336	8,586	409	682	7,606	8,288	8,697
Totals	3,164	572,277	845,492	2,854,220	6,033,076	10,305,065	585,094	391,312	8,910,847	9,302,159	475,013	664,124	6,169,312	6,833,436	7,308,449
1925–26.	Miles.	Single.	Return.	Single.	Return.	Number.	Number.	Number.	Number.	Number.	Tons.	Tons.	Tons.	Tons.	Tons.
Kaihu	24	451	790	13,227	13,472	27,940	16	26	942	968	46	6,948	4,467	11,415	11,461
Gisborne	60	6,134	3,234	33,475	24,374	67,217	369	1,017	122,901	123,918	5,223	11,755	46,582	58,337	63,560
North Island Main Lines and Branches	1,276	399,863	547,262	2,048,831	3,742,186	6,738,142	432,790	280,322	4,098,589	4,378,911	248,889	434,346	2,659,034	3,093,380	3,342,269
South Island Main Lines and Branches	1,618	240,657	533,900	995,560	2,943,764	4,713,881	164,169	108,466	3,804,779	3,913,245	185,059	305,853	2,645,621	2,951,474	3,136,533
Westport	43	252	786	27,362	53,698	82,098	1,217	144	2,093	2,237	128	6,304	582,011	588,315	588,443
Nelson	61	1,244	2,636	23,189	51,614	78,683	997	562	20,521	21,083	991	3,820	30,620	34,440	35,431
Picton	56	11,225	4,024	29,837	34,676	79,762	714	1,112	160,140	161,252	6,743	1,628	60,624	62,252	68,995
	3,138	659,826	1,092,632	3,171,481	6,863,784	11,787,723	600,272	391,649	8,209,965	8,601,614	447,079	770,654	6,028,959	6,799,613	7,246,692
Lake Wakatipu steamers	..	3,069	3,034	5,932	13,722	25,757	20	174	10,170	10,344	460	922	8,068	8,990	9,450
Totals	3,138	662,895	1,095,666	3,177,413	6,877,506	11,813,480	600,292	391,823	8,220,135	8,611,958	447,539	771,576	6,037,027	6,808,603	7,256,142

STATEMENT No. 15—*continued.*

COMPARATIVE STATEMENT OF OPERATING TRAFFIC AND REVENUE FOR THE YEAR ENDED 31ST MARCH, 1927—*continued.*

(2) OPERATING REVENUE.

Section.	Length Open for Traffic.	Revenue.								Mileage.		
		Ordinary Passengers.	Season Tickets.	Parcels, Luggage, and Mails.	Total Coaching.	Goods.	Labour, Demurrage, &c.	Total Goods.	Total Operating Revenue.	Per Mile of Railway per Annum (Average).	Per Train Mile.	Train.	Shunting, &c.	Total.
1926–27.	Miles.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	d.	Number.	Number.	Number.
Kaihu	24	2,129 11 7	320 4 4	1,078 14 11	3,528 10 10	3,276 7 9	119 7 0	3,395 14 9	6,924 5 7	288 10 3	94·06	17,668	5,459	23,127
Gisborne	60	8,850 7 5	870 3 7	2,113 11 8	11,834 2 8	24,051 9 2	293 16 8	24,345 5 10	36,179 8 6	602 19 10	102·20	84,961	15,118	100,079
North Island Main Lines and Branches	1,299	1,313,574 0 6	170,391 6 11	236,748 18 4	1,720,714 5 9	2,578,047 4 4	78,968 12 9	2,657,015 17 1	4,377,730 2 10	3,386 4 5	164·11	6,402,044	2,619,377	9,021,421
South Island Main Lines and Branches	1,618	702,402 0 5	83,696 5 4	132,574 7 8	918,672 13 5	1,826,350 12 6	54,291 19 3	1,880,642 11 9	2,799,315 5 2	1,730 2 2	167·79	4,004,155	1,715,109	5,719,264
Westport	43	5,467 11 9	987 7 0	1,299 3 9	7,754 2 6	124,547 13 9	9,286 1 6	133,833 15 3	141,587 17 9	3,292 14 10	356·54	95,309	80,786	176,095
Nelson	64	6,367 7 0	1,320 11 3	1,653 9 4	9,341 7 7	13,469 14 4	535 2 4	14,004 16 8	23,346 4 3	368 8 9	78·39	71,478	19,649	91,127
Picton	56	6,557 2 8	1,246 0 2	1,899 3 2	9,702 6 0	26,422 12 9	2,263 19 1	28,686 11 10	38,388 17 10	685 10 4	190·95	48,249	32,724	80,973
	3,164	2,045,348 1 4	258,831 18 7	377,367 8 10	2,681,547 8 9	4,596,165 14 7	145,758 18 7	4,741,924 13 2	7,423,472 1 11	2,351 6 1	166·14	..	..	..
Lake Wakatipu steamers ..	..	4,474 7 0	184 0 0	957 4 5	5,615 11 5	4,623 3 11	33 15 8	4,656 19 7	10,272 11 0	..	..	..	..	..
Totals	3,164	2,049,822 8 4	259,015 18 7	378,324 13 3	2,687,163 0 2	4,600,788 18 6	145,792 14 3	4,746,581 12 9	7,433,744 12 11	2,351 6 1	166·14	10,723,864	4,488,222	15,212,086
1925–26.	Miles.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	d.	Number.	Number.	Number.
Kaihu	24	2,337 2 11	297 3 4	994 12 6	3,628 18 9	4,696 2 9	85 19 8	4,782 2 5	8,411 1 2	350 9 3	113·73	17,749	5,031	22,780
Gisborne	60	10,941 1 10	1,024 8 8	2,563 18 10	14,529 9 4	24,735 1 9	300 9 10	25,035 11 7	39,565 0 11	659 8 4	120·76	78,631	16,778	95,409
North Island Main Lines and Branches	1,276	1,464,357 1 8	175,322 4 0	251,402 14 9	1,891,082 0 5	2,568,212 13 9	75,651 4 0	2,643,863 17 9	4,534,945 18 2	3,611 3 7	176·43	6,168,991	2,539,517	8,708,508
South Island Main Lines and Branches	1,618	771,459 13 6	85,079 3 10	149,255 16 11	1,005,794 14 3	1,748,634 15 11	54,021 14 10	1,802,656 10 9	2,808,451 5 0	1,752 2 6	174·88	3,854,181	1,651,417	5,505,598
Westport	43	6,093 1 5	1,079 19 2	1,295 12 5	8,468 13 0	109,819 11 9	8,979 10 3	118,799 2 0	127,267 15 0	2,959 14 4	336·84	90,680	73,872	164,552
Nelson	61	8,113 16 5	1,571 11 4	1,619 8 7	11,304 16 4	14,744 13 0	2,232 1 9	16,976 14 9	28,281 11 1	463 12 8	114·83	59,112	19,223	78,335
Picton	56	8,195 14 10	1,174 13 10	2,074 9 9	11,444 18 5	28,317 1 10	2,589 10 11	30,906 12 9	42,351 11 2	756 5 7	203·03	50,063	31,794	81,857
	3,138	2,271,497 12 7	265,549 4 2	409,206 13 9	2,946,253 10 6	4,499,160 0 9	143,860 11 3	4,643,020 12 0	7,589,274 2 6	2,446 0 11	176·51	..	..	..
Lake Wakatipu steamers ..	..	4,129 10 6	187 12 10	1,065 12 11	5,382 16 3	5,149 0 1	93 3 8	5,242 3 9	10,625 0 0	..	..	..	..	..
Totals	3,138	2,275,627 3 1	265,736 17 0	410,272 6 8	2,951,636 6 9	4,504,309 0 10	143,953 14 11	4,648,262 15 9	7,599,899 2 6	2,446 0 11	176·51	10,319,407	4,337,632	14,657,039

STATEMENT No. 16.

STATEMENT OF SEASON TICKETS ISSUED FOR THE YEAR ENDED 31ST MARCH, 1927.

Description of Tickets.	1926-27.				1925-26.			
	Number.	Amount.			Number.	Amount.		
		£	s.	d.		£	s.	d.
Travellers' annual, all lines	28	2,625	15	0	*26*	*2,455*	*0*	*0*
Travellers' annual, North Island	112	7,752	5	0	*110*	*7,597*	*6*	*0*
Travellers' annual, South Island	21	1,388	9	0	*21*	*1,335*	*9*	*0*
Reporters' annual	29	1,128	6	8	*54*	*1,061*	*8*	*4*
Sectional annual, North Island	487	21,180	15	2	*500*	*21,420*	*16*	*9*
Sectional annual, South Island	264	11,114	0	9	*281*	*11,505*	*13*	*10*
Tourist, all lines	319	5,168	0	0	*284*	*4,615*	*0*	*0*
Tourist, North Island	888	9,507	10	0	*842*	*8,980*	*0*	*0*
Tourist, South Island	51	637	10	0	*74*	*825*	*0*	*0*
School	30,401	26,336	11	3	*39,530*	*30,394*	*1*	*11*
Bearer twelve-trip	42,147	14,029	15	9	*32,780*	*12,185*	*11*	*2*
,, fifty-trip	7,032	12,933	15	2	*4,686*	*9,920*	*14*	*11*
Weekly twelve-trip	113,187	22,222	15	9	*126,179*	*24,292*	*0*	*1*
Weekly workmen's	352,128	43,704	10	5	*354,716*	*43,852*	*12*	*9*
All other season	38,000	79,285	18	8	*40,209*	*85,296*	*2*	*3*
Totals	585,094	259,015	18	7	*600,292*	*265,736*	*17*	*0*

STATEMENT No. 17.

STATEMENT OF PASSENGER TICKETS ISSUED AT CHEAP EXCURSION RATES FOR YEAR ENDED 31ST MARCH, 1927.

Sections.	Schools, Factories, and Friendly Societies.					Excursions (other than Schools, Factories, and Friendly Societies).				Gross Total.	
	Schools, Factories, and Friendly Societies. — Children not exceeding 15 Years of Age.	Schools only. — Senior Scholars over 15 but not exceeding 19 Years of Age.	Schools, Factories, and Friendly Societies. — Pupils exceeding 19 Years of Age and Adults.	Total.	Revenue.	First Class.	Second Class.	Total.	Revenue.	Number of Tickets.	Revenue.
	Number.	Number.	Number.	Number.	£ s. d.	Number.	Number.	Number.	£ s. d.	Number.	£ s. d.
Kaihu	382	..	309	691	41 13 4	17	808	825	122 8 5	1,516	164 1 9
Gisborne	1,548	71	714	2,333	116 9 6	365	2,206	2,571	1,112 11 0	4,904	1,229 0 6
Auckland	20,612	3,270	7,184	31,066	2,890 5 7	15,405	93,341	108,746	71,764 15 11	139,812	74,655 1 6
Ohakune	2,957	1,072	670	4,699	513 0 2	2,613	17,401	20,014	14,337 10 4	24,713	14,850 10 6
Wanganui	11,382	2,321	4,880	18,583	1,748 3 5	4,148	33,763	37,911	17,687 19 4	56,494	19,436 2 9
Wellington	28,704	4,096	20,829	53,629	4,014 8 3	56,278	107,639	163,917	84,083 6 7	217,546	88,097 14 10
Picton	834	105	639	1,578	112 6 7	977	2,514	3,491	670 10 9	5,069	782 17 4
Nelson	1,959	345	675	2,979	148 16 4	285	10,514	10,799	1,418 5 3	13,778	1,567 1 7
Westport	880	143	368	1,391	131 6 9	25	15,375	15,400	1,437 12 7	16,791	1,568 19 4
Christchurch	31,954	5,390	35,336	72,680	9,928 7 5	19,182	74,921	94,103	55,324 6 4	166,783	65,252 13 9
Dunedin	19,788	2,839	18,161	40,788	4,567 14 6	11,469	102,274	113,743	57,540 10 10	154,531	62,108 5 4
Invercargill	13,802	1,716	21,600	37,118	8,489 12 2	7,597	58,870	66,467	33,659 16 7	103,585	42,149 8 9
Head Office	..	..	..	..	..	2,302	2,972	5,274	12,321 12 11	5,274	12,321 12 11
Totals	134,802	21,368	111,365	267,535	32,702 4 0	120,663	522,598	643,261	351,481 6 10	910,796	384,183 10 10
Total, year ending—											
31st March, 1899 ..	45,748	6,192	39,955	91,895	6,215 11 8	70,531	411,747	482,278	84,794 15 6	574,173	91,010 7 2
31st March, 1900 ..	37,839	5,616	31,164	74,619	4,752 3 10	81,528	501,176	582,704	96,154 7 5	657,323	100,906 11 3
31st March, 1901 ..	38,864	5,602	34,550	79,016	5,234 16 8	87,544	541,624	629,168	102,932 10 9	708,184	108,167 7 5
31st March, 1902 ..	42,506	5,736	37,708	85,950	5,466 16 9	95,628	588,813	684,441	136,813 0 1	770,391	142,279 16 10
31st March, 1903 ..	41,540	6,048	41,555	89,143	6,050 11 3	84,448	517,566	602,014	103,279 8 6	691,157	109,329 19 9
31st March, 1904 ..	50,364	6,975	54,344	111,683	7,424 19 7	100,417	594,967	695,384	125,624 4 0	807,067	133,049 3 7
31st March, 1905 ..	52,742	7,359	53,558	113,659	7,490 16 0	100,968	592,485	693,453	130,068 16 9	807,112	137,559 12 9
31st March, 1906 ..	55,478	7,715	57,027	120,220	7,882 16 1	110,823	626,852	737,675	140,939 16 3	857,895	148,822 12 4
31st March, 1907 ..	48,044	7,837	39,783	95,664	6,514 18 4	125,280	731,132	856,412	194,185 2 9	952,076	200,700 1 1
31st March, 1908 ..	51,031	8,163	53,886	113,080	7,604 10 4	113,617	618,518	732,135	141,519 16 11	845,215	149,124 7 3
31st March, 1909 ..	55,199	9,266	52,579	117,044	7,641 5 10	122,312	667,867	790,179	166,471 6 3	907,223	174,112 12 1
31st March, 1910 ..	53,917	7,811	53,677	115,405	7,964 15 7	128,277	735,561	863,838	211,133 6 10	979,243	219,098 2 5
31st March, 1911 ..	66,381	10,799	66,695	143,875	9,488 14 7	107,208	576,251	683,459	155,444 10 11	827,334	164,933 5 6
31st March, 1912 ..	62,289	8,924	63,612	134,825	9,702 15 3	135,590	704,883	840,473	206,472 13 1	975,298	216,175 8 4
31st March, 1913 ..	63,040	9,723	61,134	133,897	9,509 8 7	159,730	804,965	964,695	271,611 17 7	1,098,592	281,121 6 2
31st March, 1914 ..	111,029	18,246	59,712	188,987	13,235 8 4	131,416	683,851	815,267	210,109 0 9	1,004,254	223,344 9 1
31st March, 1915 ..	47,846	7,974	48,197	104,017	7,919 1 9	144,260	782,355	926,615	259,547 10 6	1,030,632	267,466 12 3
31st March, 1916 ..	43,038	8,198	36,091	87,327	6,072 18 9	136,401	763,690	900,091	269,097 16 0	987,418	275,170 14 9
31st March, 1917 ..	38,477	8,788	32,901	80,166	6,159 17 6	168,098	735,468	903,566	313,006 7 3	983,732	319,166 4 10
31st March, 1918* ..	591	124	743	1,458	131 6 7	20,148	110,482	130,630	62,968 15 11	132,088	63,100 2 6
31st March, 1919* ..	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil
31st March, 1920 ..	38,357	3,968	42,461	84,786	7,173 12 2	76,713	260,159	336,872	161,401 18 3	421,658	168,575 10 5
31st March, 1921 ..	94,175	12,346	70,794	177,315	14,966 19 8	146,404	524,246	670,650	371,525 9 4	847,965	386,492 9 0
31st March, 1922 ..	76,537	13,835	71,852	162,224	14,955 1 5	109,414	338,791	448,205	242,464 18 6	610,429	257,419 19 11
31st March, 1923 ..	83,716	15,700	73,855	173,271	16,228 5 3	119,261	393,682	512,943	323,015 18 8	686,214	339,244 3 11
31st March, 1924 ..	96,338	18,363	86,047	200,748	19,699 5 2	111,124	322,061	433,185	267,717 7 0	633,933	287,416 12 2
31st March, 1925 ..	42,540	13,589	19,928	76,057	7,702 14 4	123,341	362,724	486,065	289,999 8 8	562,122	297,702 3 0
31st March, 1926 ..	88,461	19,197	86,061	193,719	24,699 0 7	146,417	565,326	711,743	445,694 15 10	905,462	470,393 16 5
31st March, 1927 ..	134,802	21,368	111,365	267,535	32,702 4 0	120,663	522,598	643,261	351,481 6 10	910,796	384,183 10 10

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

STATEMENT No. 18.

STATEMENT OF TRAFFIC AND REVENUE FOR EACH STATION FOR THE YEAR ENDED 31ST MARCH, 1927.

OUTWARD.

Stations.	Number of Tickets. First-class Single.	First-class Return.	Second-class Single.	Second-class Return.	Total.	Number of Season Tickets.	Cattle and Calves.	Sheep and Pigs.	Timber, Hundreds of Superficial Feet.	Other Goods.	Ordinary Passengers. £ s. d.	Season Tickets. £ s. d.	Parcels, &c. £ s. d.	Luggage, Mails, &c. £ s. d.	Goods. £ s. d.	Miscellaneous. £ s. d.	Total Value forwarded. £ s. d.
North Island Main Lines and Branches—							Number.	Number.		Tons.							
Auckland (Coaching) ..	54,984	19,921	190,909	138,704	404,518	16,797	..	..	..	..	271,574 10 4	25,832 3 2	36,198 5 3	13,196 8 2	*Cr.* 1,231 6 7	4,333 5 4	349,903 5 8
,, (Goods) ..	..	..	..	..	..	..	450	8,213	38,763	357,946	..	..	..	..	356,636 6 5	4,999 17 7	361,636 4 0
Newmarket	4,429	3,347	29,030	33,592	70,398	9,169	61	5	3,037	5,756	12,028 5 10	2,250 17 6	863 2 7	163 4 10	14,197 18 7	193 2 4	29,696 11 8
Mount Eden	1,203	813	15,166	19,553	36,735	4,537	46	462	2,061	32,323	4,983 0 4	902 11 3	331 7 3	39 13 2	6,532 8 5	378 5 5	13,167 5 10
Avondale	380	257	12,377	23,148	36,162	40,908	268	..	716	30,027	2,699 0 3	5,693 14 9	209 2 3	16 12 11	7,030 0 11	73 5 8	15,721 16 9
Henderson	444	449	17,427	35,501	53,821	20,224	1,856	14,226	695	7,538	4,907 19 3	4,600 5 8	1,320 11 3	15 5 9	5,718 2 8	56 7 1	16,618 11 8
Helensville	4,429	1,615	18,005	18,191	42,240	354	6,776	45,538	17,543	13,416	8,533 2 4	366 12 4	1,514 13 1	52 7 4	15,873 2 5	398 15 5	26,738 12 11
Wellsford	1,079	242	5,878	2,650	9,849	54	3,838	17,501	1,169	2,895	3,084 5 2	40 10 0	644 5 11	11 13 4	4,914 1 0	20 4 3	8,714 19 8
Maungaturoto	1,085	502	6,351	3,923	11,861	3	2,984	15,185	259	1,300	3,765 10 2	5 11 10	185 10 0	21 13 6	3,517 7 2	28 11 0	7,524 3 8
Paparoa	842	213	2,895	1,536	5,486	6	3,387	14,612	4,728	1,353	2,259 18 10	5 5 0	157 19 2	15 0 1	3,925 13 1	16 6 4	6,380 2 6
Waiotira	429	307	6,293	4,618	11,647	9	7,987	36,434	9,231	25,555	3,202 1 0	6 15 0	279 0 8	18 17 10	29,659 14 11	3,352 12 0	36,519 1 5
Onerahi	60	6	3,079	1,275	4,420	306	10	..	4	964	266 10 2	106 18 4	11 14 3	26 17 5	1,179 3 2	154 3 6	1,745 6 10
Whangarei	7,656	1,407	36,298	16,103	61,464	1,649	3,688	23,333	2,928	12,623	19,331 17 8	744 19 1	1,071 9 3	194 19 7	12,806 15 6	149 10 3	34,299 11 4
Hikurangi	276	172	4,385	2,368	7,201	151	506	6,661	29,153	143,630	2,016 12 7	134 17 8	341 18 6	6 14 10	39,680 9 1	11 3 2	42,191 15 10
Otiria	757	142	2,413	1,457	4,769	17	546	7,516	103,411	5,193	1,691 19 0	14 10 0	1,023 17 4	9 12 8	14,155 17 11	11 0 4	16,906 17 3
Kawakawa	947	444	5,695	2,243	9,329	35	80	91	23,037	4,102	2,036 19 5	21 3 3	378 13 9	16 6 7	3,006 9 9	11 0 2	5,470 12 11
Opua	1,329	359	9,343	6,695	17,726	64	5	153	1,288	4,002	3,961 13 4	28 2 6	145 18 8	13 12 7	2,331 9 7	351 6 8	6,832 3 4
Kaikohe	1,713	615	9,631	5,849	17,808	14	3,439	45,986	3,474	875	6,803 11 7	14 0 0	399 14 0	16 11 6	5,054 7 4	25 9 5	12,313 13 10
Remuera	527	159	1,036	739	2,461	2,516	900	831	244	80	46 18 0	977 17 3	35 14 8	2 3 2	545 6 10	5 11 8	1,613 11 7
Green Lane	440	288	3,118	5,518	9,364	4,655	..	..	26	93	481 19 9	1,157 19 7	51 9 7	7 5 4	122 5 6	10 3 11	1,831 3 8
Ellerslie	589	905	7,644	8,244	17,382	11,385	1,166	..	102	218	1,328 1 10	2,324 19 5	77 2 4	7 13 2	3,370 13 10	175 13 0	7,284 3 7
Penrose	229	474	7,804	6,235	14,742	6,675	556	6,559	1,275	94,358	875 13 0	1,097 11 11	108 3 1	9 3 11	44,134 11 4	104 0 5	46,329 3 8
Onehunga (Town) ..	88	39	6,178	3,500	9,805	8,698	40	30	1,338	1,160	610 5 9	1,297 10 2	189 10 4	12 15 8	978 18 10	8 4 1	3,097 4 10
,, (Wharf) ..	..	..	..	..	..	..	..	59	4,575	23,348	..	..	10 2 7	1 11 2	3,962 3 6	502 4 4	4,476 1 7
Otahuhu	509	1,460	12,596	25,086	39,651	16,842	1,730	21,678	123	80,746	3,308 1 7	3,438 9 1	144 18 9	47 17 11	51,632 15 9	807 6 9	59,379 9 10
Papatoetoe	514	1,315	11,036	28,744	41,609	13,095	391	5,140	3,950	3,342	2,626 8 3	3,320 18 7	1,190 12 0	21 13 5	1,826 0 5	12 1 5	8,997 14 1
Papakura	1,779	3,793	30,666	72,992	109,230	18,546	1,120	34,289	872	3,141	11,237 0 9	4,997 16 5	1,378 8 7	59 5 11	2,505 17 11	60 0 11	20,238 10 6
Drury	252	334	4,768	8,357	13,711	342	640	16,836	101	6,627	2,026 0 3	347 8 3	943 15 7	12 13 2	4,994 5 3	13 6 1	8,337 8 7
Waiuku	535	321	6,150	4,025	11,031	7	1,237	11,449	5	800	2,555 9 7	12 4 5	162 12 11	14 12 5	1,805 12 9	10 17 10	4,561 9 11
Pukekohe	2,273	1,416	22,038	17,928	43,655	788	4,196	19,079	227	13,965	9,698 9 11	320 16 5	1,296 8 8	101 7 2	16,260 15 0	50 1 3	27,727 18 5
Tuakau	750	614	7,283	7,046	15,693	522	2,394	43,558	6,365	4,339	3,381 0 1	256 8 6	597 4 6	38 10 7	5,704 0 9	17 19 5	9,995 3 10
Pokeno	215	249	4,650	4,081	9,195	136	690	8,813	2	424	1,503 19 6	80 9 8	1,072 14 10	9 12 10	909 12 11	12 13 5	3,589 3 2
Mercer	462	1,402	6,534	6,298	14,696	68	33	328	8,052	34,591	2,934 9 6	77 12 8	186 16 0	25 15 7	10,125 10 0	99 5 3	13,449 9 0
Te Kauwhata	286	190	3,277	2,516	6,269	40	6,194	35,351	84	4,297	1,764 15 5	44 18 5	1,198 6 6	14 18 11	5,398 11 1	7 16 6	8,429 6 10
Huntly	1,124	916	21,583	19,856	43,479	19,359	431	5,545	1,224	296,055	7,831 13 1	4,812 3 1	684 6 4	60 15 7	191,514 0 4	901 19 1	205,804 17 6
Glen Afton	18	34	2,934	6,078	9,064	43	1,137	11,917	63	146,899	1,409 19 8	32 7 5	112 3 4	7 6 2	93,623 7 6	80 19 4	95,266 3 5
Taupiri	309	185	4,341	1,892	6,727	47	1,178	13,664	1,316	2,668	1,455 14 4	47 6 7	360 16 5	14 6 2	4,772 6 2	8 13 9	6,659 3 5
Ngaruawahia	639	331	8,873	3,300	13,143	184	3,102	10,555	140	67,381	3,302 10 4	135 19 6	351 7 7	56 16 9	47,473 0 11	843 14 10	52,163 9 11
Frankton Junction ..	12,121	5,422	69,366	29,542	116,451	331	9,368	105,143	25,187	15,083	50,554 15 8	722 9 10	1,245 0 3	778 3 3	38,536 3 3	587 14 6	92,424 6 9
Hamilton	5,664	2,263	31,139	10,415	49,481	618	5,507	30,015	9,016	14,315	17,302 5 4	1,484 0 11	3,836 14 2	383 9 3	26,238 19 0	272 7 5	49,517 16 1
Cambridge	1,442	386	12,693	6,334	20,855	253	2,433	24,738	404	1,399	5,576 2 6	156 13 7	1,618 7 4	99 0 9	4,180 6 10	67 15 11	11,698 6 11
Morrinsville	1,916	867	16,842	11,962	31,587	261	5,209	62,488	9,627	10,241	7,653 19 3	295 1 10	1,275 9 7	164 9 1	20,911 14 3	180 13 5	30,481 7 5
Matamata	1,797	537	14,455	8,312	25,101	101	5,712	45,905	6,723	4,186	7,905 15 11	110 7 5	2,234 7 0	95 8 1	13,322 14 10	80 18 0	23,749 11 3
Putaruru	2,269	636	16,078	7,456	26,439	214	1,087	16,735	117,721	3,287	9,462 0 1	284 7 4	1,352 0 1	141 13 3	29,990 13 7	98 7 0	41,329 1 4
Mamaku	268	674	4,159	5,938	11,039	267	3,169	15,481	124,547	8,487	2,476 6 0	288 4 7	226 5 11	23 10 11	35,143 17 4	3 8 0	38,161 12 9
Rotorua	8,660	1,254	29,308	10,719	49,941	840	6,037	33,682	182	3,991	28,999 7 8	575 19 0	1,313 5 8	400 11 4	11,090 18 5	231 5 2	42,611 7 3
Waitoa	163	120	4,670	3,000	7,953	105	1,982	16,714	2,060	7,039	1,535 3 9	95 7 5	181 12 10	14 16 0	11,609 7 0	41 16 5	13,478 3 5
Te Aroha	2,677	777	20,768	9,760	33,982	434	1,129	5,838	814	31,318	8,477 0 9	241 3 10	530 12 2	134 16 1	8,812 11 2	56 10 0	18,252 14 0
Paeroa	2,330	739	22,330	11,937	37,336	386	3,108	20,366	5,538	16,398	8,385 18 0	196 18 7	1,170 14 0	109 12 1	12,899 0 0	75 1 6	22,837 4 2
Waihi	1,090	366	11,119	6,526	19,101	518	2,013	6,809	619	1,914	5,551 6 2	206 7 0	858 7 2	97 12 6	3,498 2 3	1,093 8 11	11,305 4 0
Thames South	1,585	291	11,064	2,920	15,860	370	126	44	85	1,583	4,539 4 0	358 3 6	428 18 11	66 17 2	3,550 19 8	16 13 10	8,960 17 1
Thames	917	243	9,283	4,890	15,333	16	86	632	924	1,384	3,720 18 10	48 4 9	420 7 8	35 6 8	3,434 11 6	44 11 1	7,704 0 6
Ohaupo	87	81	2,102	1,534	3,804	69	910	14,308	42	632	577 3 4	61 5 3	790 11 1	8 9 7	2,026 15 9	21 12 1	3,485 17 1
Te Awamutu	1,971	801	15,140	8,196	26,108	357	4,828	39,633	3,059	14,904	9,116 8 6	230 9 7	1,454 15 8	135 10 5	14,545 13 10	110 13 8	25,593 11 8
Otorohanga	913	336	8,296	4,866	14,411	95	2,762	33,314	10,617	46,602	4,183 8 3	43 14 4	763 11 8	60 7 2	20,943 3 1	86 1 4	26,080 5 10
Te Kuiti	4,476	1,583	30,194	19,531	55,784	902	8,771	97,583	100,041	18,496	17,394 12 7	713 16 1	1,483 6 1	266 7 8	42,620 9 9	288 7 6	62,766 19 8
Ongarue	272	264	7,276	8,032	15,844	36	1,379	39,513	100,240	4,600	3,753 19 3	39 1 8	208 4 2	14 11 2	33,527 10 7	247 16 11	37,791 3 9
Okahukura	224	55	4,107	3,238	7,624	45	1,328	16,121	26,175	1,616	723 12 6	33 2 10	249 5 4	6 9 7	10,781 2 9	641 2 6	12,434 15 6
Taringamotu	5	1	284	269	559	15	14	2,141	11,873	352	52 7 0	11 5 0	15 3 3	0 1 9	4,002 16 5	26 5 9	4,107 19 2
Taumarunui	4,376	2,115	45,764	24,514	76,769	543	4,072	81,322	71,065	14,242	24,272 4 10	690 2 4	1,258 11 1	341 17 11	42,441 3 10	574 12 7	69,578 12 7
National Park	462	153	1,644	772	3,031	35	375	18,331	211,418	9,020	1,541 13 4	34 15 1	283 9 4	34 19 9	65,827 17 2	21 15 6	67,744 10 2
Ohakune	2,958	2,500	25,893	14,885	46,236	56	267	5,828	143,896	12,631	15,371 8 5	145 19 6	469 2 1	164 15 9	47,468 9 1	254 14 9	63,814 9 7
Raetihi	147	85	2,474	547	3,253	3	467	53,653	41,034	3,695	804 16 5	2 5 0	271 16 11	14 2 1	18,911 9 6	24 9 1	20,028 19 0
Rangataua	371	552	5,578	4,236	10,737	73	458	9,072	57,584	3,791	2,573 16 4	62 12 6	114 16 0	11 0 6	19,519 2 0	244 15 10	22,526 3 2
Mataroa	241	286	2,096	2,157	4,780	172	1,901	68,082	102,684	3,731	548 11 6	120 17 6	282 17 10	10 3 4	33,550 17 11	79 0 1	34,592 8 2
Taihape	4,684	1,780	20,368	7,507	34,339	135	3,697	85,736	13,848	2,979	14,362 12 9	342 18 0	964 2 3	273 11 4	13,578 3 0	128 4 0	29,649 11 4
Utiku	297	414	2,596	1,785	5,092	..	904	48,632	28,833	3,703	665 14 2	..	70 16 4	10 0 9	13,284 7 5	5 8 10	14,036 7 6
Mangaweka	616	314	2,053	2,048	5,031	4	848	65,889	673	1,109	1,553 1 8	5 5 0	221 9 8	25 13 2	4,340 12 3	6 16 9	6,152 18 6
Hunterville	1,071	468	8,338	4,095	13,972	51	2,401	131,797	4,012	2,794	3,490 15 5	60 5 9	471 0 0	42 1 10	11,549 6 11	7 17 7	15,621 7 6
Marton	6,670	2,580	20,345	9,748	39,343	168	2,716	165,084	8,944	9,659	17,859 11 1	250 11 0	1,194 0 2	355 14 7	17,448 3 0	653 11 7	37,761 11 5
New Plymouth ..	6,237	1,321	30,198	11,750	49,506	355	1,282	5,874	5,580	102,760	21,757 14 6	630 0 2	1,639 5 6	266 3 0	47,918 11 0	5,478 4 9	77,689 18 11
New Plym'th (Breakwater)	..	..	..	..	..	..	..	..	..	63,851	..	..	..	..	16,763 11 0	..	16,763 11 0
Waitara	532	167	6,718	3,646	11,063	229	208	2,592	5,357	15,454	2,306 17 5	176 13 3	144 14 7	25 6 0	9,204 19 5	221 19 3	12,080 9 11
Inglewood	672	151	8,052	3,556	12,431	283	2,840	33,532	155	22,642	2,542 16 1	316 10 2	365 8 6	35 10 5	17,437 0 10	62 15 6	20,760 1 6

INWARD.

Stations.	Cattle and Calves.	Sheep and Pigs.	Timber, Hundreds of Superficial Feet.	Other Goods.	Stations.
North Island Main Lines and Branches—	Number.	Number.		Tons.	North Island Main Lines and Branches—
Auckland (Coaching).	..	..	..	..	Auckland (Coaching).
,, (Goods).	601	2,048	69,228	240,079	,, (Goods).
Newmarket	68	..	61,318	21,390	Newmarket
Mount Eden.	979	60	71,000	68,673	Mount Eden.
Avondale.	112	538	77,808	8,815	Avondale.
Henderson.	825	4,955	15,421	32,853	Henderson.
Helensville.	1,367	12,411	6,979	39,715	Helensville.
Wellsford.	1,349	6,534	1,336	8,647	Wellsford.
Maungaturoto.	483	1,619	1,188	4,970	Maungaturoto.
Paparoa.	281	777	380	6,673	Paparoa.
Waiotira.	156	1,709	3,826	116,735	Waiotira.
Onerahi.	3	..	3,894	25,243	Onerahi.
Whangarei.	1,469	4,720	35,692	11,914	Whangarei.
Hikurangi.	110	1,550	8,598	4,781	Hikurangi.
Otiria.	296	2,028	1,096	6,884	Otiria.
Kawakawa.	246	46,367	72,468	5,425	Kawakawa.
Opua.	15	10	27,542	5,645	Opua.
Kaikohe.	355	2,760	2,880	10,726	Kaikohe.
Remuera.	1,102	1,366	28,647	4,907	Remuera.
Green Lane.	4	..	5,649	3,466	Green Lane.
Ellerslie.	1,066	..	6,651	1,786	Ellerslie.
Penrose.	55,939	384,375	11,217	55,125	Penrose.
Onehunga (Town).	113	185	20,360	49,562	Onehunga (Town).
,, (Wharf).	8	38	1,706	24,493	,, (Wharf).
Otahuhu.	25,386	144,976	13,840	103,230	Otahuhu.
Papatoetoe.	1,815	9,023	23,185	8,653	Papatoetoe.
Papakura.	2,564	24,545	6,399	25,619	Papakura.
Drury.	385	3,152	2,274	9,944	Drury.
Waiuku.	553	6,746	8,451	24,109	Waiuku.
Pukekohe.	2,670	6,757	9,237	25,762	Pukekohe.
Tuakau.	1,596	13,365	3,607	11,269	Tuakau.
Pokeno.	857	3,604	1,930	6,084	Pokeno.
Mercer.	141	939	768	2,428	Mercer.
Te Kauwhata.	1,104	14,708	3,378	5,776	Te Kauwhata.
Huntly.	710	3,265	4,320	11,938	Huntly.
Glen Afton.	497	1,409	3,264	7,863	Glen Afton.
Taupiri.	521	3,717	3,038	7,248	Taupiri.
Ngaruawahia.	749	8,192	3,858	15,187	Ngaruawahia.
Frankton Junction.	6,835	79,184	142,686	37,017	Frankton Junction.
Hamilton.	1,098	2,700	27,065	40,478	Hamilton.
Cambridge.	1,693	11,467	14,820	30,618	Cambridge.
Morrinsville.	3,010	17,377	18,538	38,422	Morrinsville.
Matamata.	2,197	18,675	10,320	51,190	Matamata.
Putaruru.	1,859	19,879	2,798	45,062	Putaruru.
Mamaku.	289	949	529	3,340	Mamaku.
Rotorua.	2,127	5,303	11,920	28,234	Rotorua.
Waitoa.	1,306	2,610	4,398	23,827	Waitoa.
Te Aroha.	1,580	8,287	12,078	14,137	Te Aroha.
Paeroa.	1,164	4,888	10,070	12,064	Paeroa.
Waihi.	791	3,368	5,809	19,862	Waihi.
Thames South.	287	459	6,006	3,097	Thames South.
Thames.	1,739	5,758	3,318	8,498	Thames.
Ohaupo.	1,088	7,806	2,258	8,151	Ohaupo.
Te Awamutu.	2,929	29,227	9,809	34,111	Te Awamutu.
Otorohanga.	1,679	9,065	6,338	18,087	Otorohanga.
Te Kuiti.	4,917	41,844	11,553	19,484	Te Kuiti.
Ongarue.	1,820	11,346	1,244	5,920	Ongarue.
Okahukura.	322	2,077	1,356	3,913	Okahukura.
Taringamotu.	23	822	56	884	Taringamotu.
Taumarunui.	1,291	19,451	6,284	13,285	Taumarunui.
National Park.	532	3,735	5,411	5,755	National Park.
Ohakune.	148	753	4,586	2,982	Ohakune.
Raetihi.	759	13,018	2,611	4,910	Raetihi.
Rangataua.	324	7,308	122	2,709	Rangataua.
Mataroa.	409	1,214	1,606	2,792	Mataroa.
Taihape.	238	4,656	2,445	12,718	Taihape.
Utiku.	130	3,582	1,120	2,176	Utiku.
Mangaweka.	447	5,297	1,789	2,956	Mangaweka.
Hunterville.	519	12,415	3,342	7,819	Hunterville.
Marton.	882	65,953	43,109	14,521	Marton.
New Plymouth.	2,244	11,918	28,761	103,005	New Plymouth.
New Plym'th (Breakwater).	..	..	1,498	26,575	N.P. (Breakwater).
Waitara.	12,266	165,623	3,518	18,845	Waitara.
Inglewood.	826	11,023	3,133	31,463	Inglewood.

STATEMENT No. 18—*continued.*

STATEMENT OF TRAFFIC AND REVENUE FOR EACH STATION FOR THE YEAR ENDED 31ST MARCH, 1927—*continued.*

Stations.	OUTWARD. NUMBER OF TICKETS. First-class Single.	First-class Return.	Second-class Single.	Second-class Return.	Total.	Number of Season Tickets.	Cattle and Calves.	Sheep and Pigs.	Timber, Hundreds of Superficial Feet.	Other Goods.	Ordinary Passengers.	Season Tickets.	Parcels, &c.	Luggage, Mails, &c.	Goods.	Miscellaneous.	Total Value forwarded.	INWARD. Cattle and Calves.	Sheep and Pigs.	Timber, Hundreds of Superficial Feet.	Other Goods.	Stations.
NORTH ISLAND MAIN LINES AND BRANCHES—*contd.*							Number	Number.		Tons.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	Number.	Number.		Tons.	NORTH ISLAND MAIN LINES AND BRANCHES—*contd.*
Tariki	123	45	1,948	790	2,906	113	236	2,726	31	1,437	423 7 0	90 0 0	80 17 1	4 7 0	744 6 2	19 16 10	1,362 14 1	66	662	737	2,440	Tariki.
Midhirst	133	75	2,323	1,021	3,552	178	216	1,840	34	2,245	323 9 5	85 19 11	41 5 8	3 16 1	1,678 4 3	8 18 8	2,141 14 0	62	413	414	2,662	Midhirst.
Stratford	2,794	874	22,294	10,176	36,138	324	4,119	41,061	530	6,808	9,378 4 5	311 16 9	1,003 12 4	177 5 10	8,348 8 0	211 17 4	19,431 4 8	3,031	12,443	9,356	15,114	Stratford.
Te Wera	61	138	641	689	1,529	10	429	7,518	15	11,480	254 14 4	9 10 0	393 2 0	2 13 2	3,398 13 5	515 15 1	4,574 8 0	725	6,331	1,235	4,491	Te Wera.
Whangamomona	723	468	6,846	5,242	13,279	24	932	28,844	40	476	1,552 17 5	33 1 6	303 18 0	11 17 6	2,248 8 3	172 0 3	4,322 2 11	876	1,806	2,347	13,414	Whangamomona.
Eltham	1,189	330	10,476	6,180	18,175	288	6,430	47,949	3,993	11,547	5,030 7 8	260 7 1	670 10 11	72 19 9	13,524 13 4	520 3 7	20,079 2 4	751	11,618	27,327	19,518	Eltham.
Normanby	48	21	2,815	903	3,787	57	1,684	10,330	635	11,252	567 16 5	33 11 6	39 6 7	6 16 9	7,379 7 6	6 19 9	8,033 18 6	367	7,351	1,149	8,492	Normanby.
Hawera	3,387	1,366	29,851	15,713	50,317	268	10,232	63,257	1,741	14,052	16,013 9 0	575 1 4	843 13 7	249 15 7	16,120 2 0	183 8 4	33,985 9 10	4,604	50,935	15,837	35,148	Hawera.
Patea	561	273	5,812	3,782	10,428	213	1,385	12,734	472	9,088	2,527 9 4	156 13 11	459 10 5	47 0 1	11,473 7 0	847 14 6	15,511 15 3	10,400	80,695	2,159	31,827	Patea.
Waverley	424	158	4,081	1,904	6,567	58	3,647	48,429	6	3,205	1,842 5 4	51 0 10	587 7 2	28 19 11	4,907 5 8	7 9 1	7,424 8 0	1,808	25,813	12,431	8,546	Waverley.
Waitotara	76	85	1,166	747	2,074	..	1,684	61,831	14	863	478 7 7	..	515 15 9	6 3 4	3,661 0 6	51 19 8	4,713 6 10	572	24,079	1,819	6,120	Waitotara.
Kai Iwi	78	92	1,326	489	1,985	..	1,417	60,295	..	959	280 9 10	..	432 14 4	5 5 9	2,768 18 2	0 9 2	3,487 17 3	582	12,743	220	4,967	Kai Iwi.
Aramoho	1,798	632	9,772	3,421	15,623	14	1,321	27,904	141	18,979	4,665 8 3	46 10 0	219 6 4	141 9 4	9,324 11 3	48 8 9	14,445 13 11	887	22,237	7,304	25,331	Aramoho.
Wanganui	6,787	2,778	36,316	17,096	62,977	76	2,323	30,134	2,886	13,872	28,256 13 0	809 10 1	2,960 14 3	610 14 9	21,484 2 1	7,487 16 3	61,609 10 5	9,622	435,888	47,060	48,384	Wanganui.
„ (Wharf)	..	..	..	..	..	..	2	28	828	45,445	..	..	..	..	22,022 3 0	5,397 11 11	27,419 14 11	56	21	8,603	8,878	„ (Wharf).
Fordell	133	134	1,676	586	2,529	34	1,003	59,400	284	1,239	505 6 5	33 2 5	116 12 2	12 14 6	3,284 14 9	18 13 10	3,971 4 1	1,020	25,602	1,560	9,136	Fordell.
Turakina	119	119	3,849	1,125	5,212	75	1,176	49,516	722	2,248	844 12 9	51 7 11	269 9 1	14 16 11	2,863 18 1	13 5 0	4,057 9 9	276	16,206	669	2,426	Turakina.
Greatford	199	80	1,592	911	2,782	5	1,180	38,287	2	20,121	608 8 0	2 4 6	56 12 9	16 8 7	8,031 19 0	114 7 11	8,830 0 9	412	16,623	1,468	2,540	Greatford.
Halcombe	107	39	3,056	2,633	5,835	84	97	31,481	607	5,331	789 13 5	68 8 0	50 16 6	10 4 0	4,064 5 6	2 16 10	4,986 4 3	62	9,632	864	2,232	Halcombe.
Feilding	3,086	1,044	15,430	5,652	25,212	249	8,959	163,371	632	10,435	9,534 14 7	233 5 11	754 0 11	229 0 8	23,924 8 7	77 10 1	34,753 0 9	4,189	103,652	14,979	25,361	Feilding.
Palmerston North	18,758	5,918	81,032	39,048	144,756	583	6,836	41,398	1,758	28,415	62,048 6 0	1,991 5 11	4,119 3 5	1,877 13 9	44,705 6 8	765 3 3	115,506 19 0	3,721	78,019	84,765	65,278	Palmerston North.
Ashhurst	947	195	4,900	1,344	7,386	53	755	40,205	..	967	1,803 14 11	49 14 3	91 13 11	32 10 3	2,732 2 3	6 15 6	4,716 11 1	1,151	18,235	1,239	2,699	Ashhurst.
Longburn	239	272	4,389	5,274	10,174	63	4,975	85,197	10,384	13,069	1,030 9 9	59 8 4	341 0 1	9 4 3	21,606 2 9	Cr. 133 9 7	22,912 15 7	796	143,419	991	5,412	Longburn.
Foxton	316	151	6,579	4,089	11,135	33	344	8,659	2,384	6,813	1,684 4 1	44 17 7	151 4 3	14 18 9	7,668 5 9	389 10 3	9,953 0 8	631	11,296	7,930	21,297	Foxton.
Shannon	713	518	11,363	12,332	24,926	180	1,668	24,084	1,668	7,426	4,477 6 6	241 17 1	227 6 4	55 5 2	10,852 16 3	30 2 6	15,884 13 10	1,222	19,762	2,584	11,030	Shannon.
Levin	2,087	977	18,318	10,198	31,580	312	4,575	32,767	2,806	3,819	8,568 2 0	273 1 3	751 8 1	133 2 8	7,107 4 8	44 6 11	16,877 5 7	1,175	16,358	9,618	11,636	Levin.
Otaki	1,597	850	11,250	6,446	20,143	232	2,006	34,318	3,909	6,098	5,182 18 9	168 13 10	2,423 9 8	78 1 4	7,975 19 1	37 6 3	15,866 8 11	1,003	7,840	2,674	8,298	Otaki.
Paekakariki	2,393	3,258	15,247	22,483	43,381	1,390	1,203	26,629	3,290	18,510	7,256 14 11	722 17 2	2,312 5 1	60 4 9	5,444 13 6	33 10 7	15,830 6 0	731	4,254	2,649	8,102	Paekakariki.
Johnsonville	1,462	3,689	13,589	41,048	59,788	18,265	784	15,277	29	461	4,895 17 10	3,389 7 0	155 12 10	16 3 10	861 5 7	26 11 1	9,344 18 2	9,462	58,910	5,615	20,750	Johnsonville.
Thorndon (Coaching)	23,671	20,310	82,600	108,280	234,861	14,744	..	..	..	..	100,224 7 7	5,733 3 7	16,744 14 10	3,993 11 7	Cr. 209 3 5	378 2 3	126,864 16 5	..	..	..	..	Thorndon (Coaching).
Lambton (Coaching)	20,557	49,606	73,790	130,328	274,281	37,110	..	..	..	..	37,714 7 3	13,353 8 8	3,835 12 8	1,991 13 0	Cr. 42 2 1	447 0 9	57,300 0 3	..	..	..	..	Lambton (Coaching).
Wellington (Goods)	..	..	..	..	..	..	1,028	1,544	45,421	188,025	..	..	..	..	242,560 13 11	2,725 11 11	245,286 5 10	1,420	27,209	107,643	178,299	Wellington (Goods).
„ (Wharf)	..	..	..	..	..	..	..	..	..	1,132	..	..	..	..	67 9 5	..	67 9 5	..	..	..	22,571	„ (Wharf).
Central Booking-office	17,154	7,930	15,119	14,472	54,675	6,761	..	..	..	..	103,369 8 6	17,571 11 2	8,240 9 2	..	Cr. 0 12 6	115 9 2	129,296 5 6	..	..	..	..	Central Booking-office.
Ngahauranga	106	159	3,254	4,108	7,627	1,899	29	344	..	9,710	252 13 9	408 9 9	11 13 9	1 12 0	2,578 7 3	0 11 2	3,253 7 8	14,402	455,864	42	5,137	Ngahauranga.
Petone	1,360	5,801	15,954	47,087	70,202	55,380	145	2,467	1,165	18,287	5,147 9 3	9,066 9 2	183 2 2	91 14 6	13,344 7 1	73 0 11	27,906 3 1	10,200	636,023	47,223	13,562	Petone.
Lower Hutt	2,523	4,598	16,633	28,641	52,395	50,119	607	23	351	52,957	4,064 7 3	10,628 8 2	274 18 10	125 9 10	12,701 13 3	123 14 7	27,918 11 11	413	12	58,982	33,091	Lower Hutt.
Upper Hutt	2,183	3,939	21,258	47,746	75,126	17,617	960	8,146	467	16,817	8,422 0 9	4,079 14 7	634 12 7	51 12 10	4,959 4 7	195 9 10	18,342 15 2	1,550	2,640	3,015	11,257	Upper Hutt.
Featherston	1,869	727	5,649	4,589	12,834	240	9,904	164,737	2,813	7,661	3,592 9 11	221 4 10	598 11 7	99 14 9	15,792 1 11	150 12 7	20,454 15 7	838	10,033	5,447	11,887	Featherston.
Greytown	522	214	1,783	1,378	3,897	73	444	11,497	28	2,023	1,158 10 3	62 16 8	248 6 9	26 9 3	2,492 6 7	5 8 6	3,993 18 0	45	3,556	694	3,147	Greytown.
Carterton	1,331	733	4,895	2,228	9,187	81	2,615	84,087	310	11,493	3,473 0 8	58 8 8	522 6 11	76 4 1	18,882 13 10	22 5 6	23,034 19 8	926	70,199	9,726	11,806	Carterton.
Masterton	5,389	2,182	15,092	7,164	29,827	63	5,742	159,122	8,094	7,994	12,879 15 6	148 5 7	1,057 3 3	274 4 8	19,771 11 5	91 13 4	34,222 13 9	815	38,753	20,428	26,117	Masterton.
Mauriceville	131	41	1,300	1,002	2,474	19	259	19,131	36	10,576	496 18 2	15 18 3	55 9 11	8 1 9	5,503 11 3	15 10 11	6,095 10 3	87	1,460	411	1,781	Mauriceville.
Eketahuna	853	360	3,887	1,854	6,954	90	1,738	40,828	919	3,024	2,443 15 8	149 19 5	371 5 5	48 8 5	6,198 5 2	12 7 2	9,224 1 3	244	4,264	1,356	4,859	Eketahuna.
Hukanui	101	39	1,079	1,094	2,313	22	81	10,257	444	1,098	462 4 0	23 4 9	132 5 5	8 7 1	1,801 9 6	2 18 3	2,430 9 0	117	2,259	699	1,527	Hukanui.
Pahiatua	1,326	189	4,069	1,427	7,011	35	2,534	71,513	191	3,112	2,572 11 9	31 7 9	278 16 3	56 4 11	9,103 10 4	24 12 5	12,067 3 5	556	4,326	5,068	7,553	Pahiatua.
Mangatainoka	134	32	906	446	1,518	9	2,267	65,022	..	2,584	488 3 2	4 1 6	192 11 10	11 11 9	9,382 10 0	10 4 9	10,089 3 0	301	1,461	494	3,221	Mangatainoka.
Woodville	2,404	1,137	14,584	6,774	24,899	90	6,956	112,765	342	5,200	5,810 3 2	84 6 7	418 16 1	124 17 4	15,309 0 10	153 5 1	21,900 9 1	1,994	11,053	1,265	5,558	Woodville.
Dannevirke	4,557	1,298	23,015	10,852	39,722	183	4,443	126,987	1,075	9,570	12,671 11 7	290 13 5	925 13 6	292 8 1	18,375 0 8	232 11 10	32,787 19 1	1,533	17,606	14,423	17,616	Dannevirke.
Ormondville	409	194	3,620	2,981	7,204	96	1,052	67,584	1,287	2,899	1,453 19 2	76 16 5	126 3 1	31 12 4	5,860 19 6	10 18 8	7,560 9 2	759	6,497	1,164	3,216	Ormondville.
Takapau	733	175	3,301	2,369	6,578	64	2,324	111,081	50	2,452	2,096 12 1	46 0 0	172 3 8	36 6 5	7,410 7 10	9 13 4	9,771 3 4	530	12,897	786	2,859	Takapau.
Waipukurau	3,429	980	12,949	7,652	25,010	296	4,964	203,297	6,106	3,272	7,516 6 1	94 15 11	414 5 6	142 18 4	12,336 5 9	54 4 0	20,558 15 7	826	18,685	11,965	10,720	Waipukurau.
Waipawa	1,695	612	7,040	5,231	14,578	100	1,238	76,954	3,602	2,512	3,710 4 5	85 4 10	621 11 9	70 5 10	5,741 3 0	49 13 4	10,278 3 2	653	4,169	1,649	6,257	Waipawa.
Otane	533	355	3,138	3,174	7,200	128	6,368	117,016	35	2,364	1,570 9 9	75 6 2	106 1 10	24 1 11	8,905 12 9	2 1 5	10,683 13 10	838	32,539	1,129	7,462	Otane.
Hastings	6,378	2,586	33,281	18,963	61,208	1,149	1,669	36,609	1,154	25,536	23,670 4 9	1,077 13 2	1,862 14 1	425 6 11	35,462 5 9	282 9 9	62,780 14 5	6,399	151,613	13,617	45,235	Hastings.
Clive	29	185	561	1,331	2,106	371	264	3,162	49	18,364	231 11 4	146 14 3	71 16 6	2 2 9	8,067 10 8	3 5 1	8,522 19 10	8,414	439,629	246	4,990	Clive.
Napier	9,694	4,273	35,401	26,724	76,092	2,586	951	42,391	748	11,148	40,085 4 2	1,541 3 4	2,281 11 2	651 1 2	13,140 18 11	678 8 4	58,378 7 1	2,231	10,771	13,553	25,926	Napier.
Port Ahuriri	..	..	..	..	..	..	35	279	5,276	45,371	..	..	82 12 0	..	26,362 18 3	1,026 4 11	27,471 15 2	77	2,690	10,597	36,053	Port Ahuriri.
Chief Accountant	9,157	844	4,005	15,576	29,582	557	..	..	..	..	28,051 4 7	20,938 12 0	..	59,726 14 1	17,718 0 0	24,830 7 3	151,264 17 11	..	..	..	..	Chief Accountant.
Overseas traffic	..	..	..	..	..	..	46	40	2	1,356	..	..	..	..	10,703 6 5	..	10,703 6 5	46	40	2	1,356	Overseas traffic.
Totals	342,327	209,896	1,806,574	1,541,257	3,900,054	419,648	282,737	4,516,576	1,641,964	2,657,116	1,313,574 0 6	170,391 6 11	145,416 8 0	91,332 10 4	2,578,047 4 4	78,968 12 9	4,377,730 2 10	282,737	4,516,576	1,641,964	2,657,116	Totals.
KAIHU SECTION—																						KAIHU SECTION—
Dargaville	227	232	12,419	6,321	19,199	65	9	250	2,722	2,095	1,822 19 5	45 2 4	187 0 0	8 3 5	1,356 16 11	97 5 9	3,517 7 10	8	1,240	13,427	1,668	Dargaville.
Donnelly's Crossing	33	22	1,146	616	1,817	..	8	1,240	13,427	1,668	277 16 2	..	546 8 8	1 2 10	1,917 10 10	22 1 3	2,764 19 9	9	250	2,722	2,095	Donnelly's Crossing.
District Office	..	..	..	228	228	..	..	..	..	..	28 16 0	275 2 0	..	336 0 6	2 0 0	..	641 18 0	..	..	..	..	District Office.
Totals	260	254	13,565	7,165	21,244	65	17	1,490	16,149	3,763	2,129 11 7	320 4 4	733 8 8	345 6 3	3,276 7 9	119 7 0	6,924 5 7	17	1,490	16,149	3,763	Totals.
GISBORNE SECTION—																						GISBORNE SECTION—
Gisborne	2,446	454	16,170	7,117	26,187	116	85	7,794	1,222	6,880	4,915 4 10	120 15 6	388 15 0	67 14 5	4,607 3 5	282 19 10	10,382 13 0	1,513	92,653	41,310	42,504	Gisborne.
Te Karaka	428	288	3,312	1,001	5,029	126	1,715	99,440	2,046	39,429	598 19 9	77 19 11	704 15 3	6 10 3	10,991 15 7	2 0 8	12,382 1 5	128	9,989	2,941	4,521	Te Karaka.
Motuhora	2,156	682	7,677	4,617	15,132	13	469	13,645	41,326	4,342	3,264 16 8	21 6 9	92 0 5	13 16 4	8,440 10 2	8 16 2	11,841 6 6	628	18,237	343	3,626	Motuhora.
District Office	..	..	..	576	576	..	..	..	..	..	71 6 2	650 1 5	..	840 0 0	12 0 0	..	1,573 7 7	..	..	..	..	District Office.
Totals	5,030	1,424	27,159	13,311	46,924	255	2,269	120,879	44,594	50,651	8,850 7 5	870 3 7	1,185 10 8	928 1 0	24,051 9 2	293 16 8	36,179 8 6	2,269	120,879	44,594	50,651	Totals.

STATEMENT No. 18—*continued.*

STATEMENT OF TRAFFIC AND REVENUE FOR EACH STATION FOR THE YEAR ENDED 31ST MARCH, 1927—*continued.*

OUTWARD.

Stations.	Number of Tickets. First-class Single	First-class Return.	Second-class Single.	Second-class Return.	Total.	Number of Season Tickets.	Cattle and Calves.	Sheep and Pigs.	Timber, Hundreds of Superficial Feet.	Other Goods.	Ordinary Passengers.	Season Tickets.	Parcels, &c.	Luggage, Mails, &c.	Goods.	Miscellaneous.	Total Value forwarded.
SOUTH ISLAND MAIN LINES AND BRANCHES—							Number.	Number.		Tons.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Lyttelton	32,657	29,234	37,921	86,612	186,424	13,295	1,700	67,643	72,484	374,856	17,595 19 0	3,682 7 0	1,648 15 7	130 18 1	134,087 3 9	12,038 7 2	169,183 10 7
„ (Wharf)	..	..	..	..	..	..	..	..	..	15,752	..	..	..	..	2,860 11 11	..	2,860 11 11
Heathcote	593	3,768	3,207	20,481	28,049	3,581	..	4	21	2,991	1,249 12 11	1,010 5 3	58 11 7	13 9 9	2,096 11 8	1 16 9	4,430 7 11
Woolston	261	433	2,139	6,268	9,101	2,336	15	70	29	5,255	414 3 8	414 5 1	104 3 6	4 19 11	2,164 0 11	3 0 6	3,104 13 7
Opawa	677	615	2,256	4,094	7,642	3,722	..	..	..	..	430 17 9	528 15 8	22 0 0	7 19 5	8 15 3	0 3 5	998 11 6
Christchurch (Coaching)	47,759	47,386	124,189	219,884	439,218	27,432	..	..	..	..	104,273 3 2	7,145 12 2	13,359 7 1	6,552 18 6	Cr. 80 6 8	637 7 7	131,888 1 10
„ (Goods)	..	..	..	..	..	..	1,518	7	12,400	91,127	..	..	..	..	100,761 3 8	4,056 8 6	104,817 12 2
Central Booking-office	9,165	5,993	5,971	10,484	31,613	359	..	..	..	..	40,062 3 5	3,651 5 0	2,283 1 11	11 3 0	Cr. 0 9 11	42 19 6	46,050 2 11
Addington	279	652	3,820	5,350	10,101	1,524	6,515	418,953	9,118	28,468	1,356 4 6	214 5 10	176 14 1	46 18 2	33,666 6 6	161 2 6	35,621 11 7
Riccarton	362	195	1,715	725	2,997	271	..	..	2,396	3,052	512 14 11	72 12 8	32 14 2	17 19 10	1,456 4 10	2 8 9	2,094 15 2
Papanui	940	294	3,866	3,482	8,582	1,629	69	1	312	5,578	1,136 19 11	317 2 10	135 2 4	31 7 5	3,235 0 0	8 17 2	4,864 9 8
Belfast	228	520	3,209	7,251	11,208	398	232	1,487	124	25,235	884 5 6	233 4 8	55 16 4	15 2 2	12,269 0 10	3 2 2	13,460 11 8
Kaiapoi	604	497	6,676	11,699	19,476	671	557	13,059	997	18,572	2,668 5 2	576 16 7	508 18 2	53 5 4	8,515 14 6	25 17 0	12,348 16 9
Rangiora	1,543	2,368	12,247	24,344	40,502	537	1,612	45,265	1,737	26,455	6,264 3 9	622 2 9	773 11 3	98 0 9	12,103 15 10	44 18 10	19,906 13 2
Cust	26	31	458	504	1,019	44	409	24,850	78	2,562	187 7 5	50 10 0	29 17 0	4 1 7	1,800 6 4	2 10 7	2,074 12 11
East Oxford	32	58	697	1,492	2,279	27	994	52,167	6	2,204	337 4 11	32 8 0	344 16 6	9 11 3	2,753 18 0	1 13 5	3,479 12 1
Sefton	41	79	978	1,088	2,186	78	349	9,179	2	4,729	441 2 9	62 9 8	97 4 3	7 0 1	2,221 9 5	4 4 5	2,833 10 7
Amberley	406	197	1,540	1,657	3,800	56	359	53,286	72	3,463	825 8 7	47 17 6	107 13 5	22 14 10	3,719 17 0	16 12 8	4,740 4 0
Waipara	506	388	2,098	1,082	4,074	28	1,406	122,970	9	4,289	1,378 19 11	21 17 6	220 3 8	12 14 10	7,580 14 5	13 5 10	9,227 16 2
Mina	187	65	760	509	1,521	..	731	62,465	9	1,704	738 11 2	..	249 0 11	10 9 0	4,448 11 5	25 10 7	5,472 3 1
Parnassus	472	200	1,263	399	2,334	1	1,306	69,291	85	1,019	1,049 15 4	0 15 0	292 1 3	11 9 8	5,316 17 2	44 8 0	6,715 6 5
Waikari	386	314	2,176	1,686	4,562	16	217	29,885	14	1,624	1,158 14 0	18 2 6	108 16 9	14 13 3	2,132 2 2	8 13 4	3,441 2 0
Hawarden	265	82	1,167	716	2,230	17	826	76,511	8	3,761	646 9 10	12 17 6	169 3 0	14 0 10	6,008 14 6	16 8 7	6,867 14 3
Culverden	289	43	1,631	375	2,338	5	1,516	56,109	5	3,589	963 1 10	4 0 0	250 16 7	30 7 0	6,343 6 9	23 9 4	7,615 1 6
Waiau	228	22	895	562	1,707	..	651	52,893	24	811	743 5 6	..	118 10 10	13 6 1	3,866 8 1	29 12 3	4,771 2 9
Hornby	113	228	1,507	2,308	4,156	133	1,118	2,507	16	53,968	852 17 2	92 9 4	23 18 5	6 17 8	25,685 5 3	35 19 2	26,697 7 0
Prebbleton	50	17	767	1,724	2,558	74	18	94	16	9,964	229 12 4	69 9 4	20 9 1	2 3 6	3,014 17 11	0 3 1	3,336 15 3
Lincoln	76	77	973	1,186	2,312	57	1,265	49,003	40	16,988	405 9 3	51 18 3	130 2 10	7 3 6	5,606 19 0	14 0 5	6,215 13 3
Springston	17	26	455	688	1,186	34	638	33,481	315	11,167	128 15 10	26 12 6	47 18 11	2 7 11	4,837 8 11	0 18 6	5,044 2 7
Leeston	92	128	695	1,813	2,728	91	735	17,136	99	6,642	696 14 6	81 19 2	477 12 6	10 0 11	3,353 19 5	6 13 7	4,627 0 1
Southbridge	119	203	2,300	2,887	5,509	23	764	28,770	..	10,857	887 16 8	28 17 1	512 18 0	11 19 8	5,611 8 11	4 10 4	7,057 10 8
Little River	93	88	2,896	3,233	6,310	39	4,174	122,724	72	2,444	1,889 9 1	41 2 0	418 12 8	9 11 0	5,227 16 10	33 13 3	7,620 4 10
Islington	167	95	2,660	4,985	7,907	226	50	2,902	307	21,531	607 12 11	173 13 4	75 4 8	5 16 4	9,665 0 6	0 15 3	10,528 3 0
Rolleston	224	280	3,445	3,337	7,286	15	765	37,280	1,055	8,182	1,152 17 0	13 0 0	75 19 5	8 12 9	3,880 17 1	2 9 3	5,133 15 6
Kirwee	65	57	870	1,122	2,114	33	206	27,112	56	2,889	434 12 3	29 5 0	41 8 8	7 3 10	1,815 3 8	4 17 7	2,332 11 0
Darfield	301	221	2,616	2,800	5,938	68	375	62,180	1,385	8,902	1,476 3 1	60 2 1	127 3 3	15 3 2	5,772 9 9	26 9 11	7,477 11 3
Coalgate	178	100	963	1,482	2,723	41	582	51,795	177	10,490	525 9 9	42 9 11	131 19 8	12 9 2	6,760 4 9	85 17 6	7,558 10 9
Sheffield	61	130	642	904	1,737	53	381	27,356	219	2,706	573 15 8	77 0 4	291 15 8	7 16 1	2,202 0 2	5 4 4	3,157 12 3
Springfield	331	403	2,475	2,000	5,209	43	362	15,993	15	3,440	1,304 15 11	41 7 3	138 6 3	47 6 11	3,664 16 4	27 17 5	5,224 10 1
Arthur's Pass	211	62	726	502	1,501	..	12	1,893	..	306	426 18 4	..	25 6 0	12 19 7	348 16 4	3 14 10	817 15 1
Otira	745	418	8,177	5,059	14,399	30	256	4,661	39,918	1,205	3,190 5 9	31 15 0	137 19 3	24 13 10	11,775 4 11	15 7 8	15,175 6 5
Moana	126	70	1,516	1,115	2,827	16	429	1,295	134,755	1,744	664 16 4	30 15 8	303 3 11	5 7 5	24,887 18 0	6 12 5	25,898 13 9
Stillwater	314	373	3,998	4,567	9,252	272	13	51	55,794	21,294	1,394 2 10	98 3 11	117 19 7	15 12 6	17,564 9 10	9 6 5	19,199 15 1
Ngahere	530	386	4,816	3,892	9,624	220	870	9,912	66,987	2,786	1,582 3 2	77 10 0	168 7 8	24 9 10	14,713 9 8	3 16 3	16,569 16 7
Blackball	77	132	2,352	3,158	5,719	233	4	..	4,656	112,446	833 0 8	175 14 5	44 6 9	4 3 2	31,375 6 10	0 12 6	32,433 4 4
Ikamatua	208	156	1,688	1,195	3,247	104	376	4,330	14,314	3,966	893 6 9	87 1 4	188 10 5	16 4 5	5,633 16 0	3 12 7	6,822 11 6
Reefton	2,210	743	9,575	4,489	17,017	99	662	17,303	43,706	31,636	5,710 12 1	53 5 0	318 19 8	76 13 6	31,562 12 4	354 0 6	38,076 3 1
Greymouth	7,214	3,806	50,725	34,900	96,645	3,178	584	1,350	21,615	12,185	19,880 19 11	1,312 3 4	2,009 3 9	505 18 5	15,720 10 9	7,344 3 8	46,772 19 10
„ (Wharf)	..	..	..	..	..	..	1	68	215	3,643	..	..	..	..	3,614 11 1	..	3,614 11 1
Runanga	17	42	8,633	22,185	30,877	2,146	9	..	941	71,097	1,926 13 7	604 7 6	30 6 9	9 0 10	30,821 10 10	27 6 1	33,419 5 7
Rewanui	..	5	1,133	2,436	3,574	11,757	7	..	..	136,691	299 18 2	2,151 3 6	1 12 5	0 14 6	49,404 4 3	158 1 7	52,015 14 5
Kumara	346	259	2,453	2,067	5,125	52	702	4,838	135,338	2,104	798 16 7	44 6 6	61 1 0	16 3 1	23,231 17 2	3 5 4	24,155 9 8
Hokitika	2,643	1,361	11,889	8,378	24,271	89	237	1,305	155,409	3,189	7,058 6 6	97 1 4	508 4 1	117 3 5	29,880 9 11	272 18 6	37,934 3 9
Ross	206	169	3,018	5,477	8,870	22	826	12,156	56,780	1,729	1,053 13 2	21 15 0	180 11 11	10 18 10	14,171 15 6	12 2 0	15,450 16 5
Dunsandel	112	165	1,848	2,662	4,787	79	409	42,704	104	7,932	1,220 1 1	78 18 3	115 7 6	18 16 8	5,328 15 0	29 10 11	6,791 9 5
Rakaia	554	577	4,476	6,040	11,647	315	1,090	110,507	4,478	16,812	3,593 19 7	365 18 6	304 5 7	51 17 7	14,516 7 7	19 8 8	18,851 17 6
Methven	9	14	2,896	3,218	6,137	7	826	113,740	12	6,025	1,330 18 5	32 3 7	88 6 11	34 19 7	9,570 2 7	25 14 6	11,082 5 7
Chertsey	58	105	875	1,174	2,212	61	1,346	48,804	49	8,099	450 5 10	59 10 6	98 15 9	4 16 2	9,674 10 10	1 5 9	10,289 4 10
Ashburton	3,271	2,096	20,211	22,635	48,213	568	1,140	4,635	3,276	18,949	17,031 13 8	578 14 5	1,024 4 6	340 2 2	14,517 8 8	284 4 9	33,776 8 2
Tinwald	51	53	1,309	1,196	2,609	192	938	109,142	7,157	13,915	196 14 2	171 11 4	116 19 10	4 17 1	13,167 10 11	1 11 3	13,659 4 7
Mount Somers	40	18	439	500	997	61	258	12,172	..	1,554	286 4 7	49 12 6	102 4 10	8 16 1	1,643 5 8	0 12 8	2,090 16 4
Hinds	95	50	1,294	1,769	3,208	125	694	71,573	601	11,342	595 3 5	113 5 0	43 14 0	7 13 9	7,794 7 5	7 13 0	8,561 16 7
Rangitata	48	34	567	977	1,626	21	84	38,005	507	2,291	362 4 1	15 7 8	49 18 7	5 16 0	2,027 6 0	5 4 10	2,465 17 2
Orari	891	411	3,402	3,244	7,948	103	752	70,004	441	3,232	3,181 11 2	125 18 1	167 2 0	57 4 1	4,038 7 10	13 11 11	7,583 15 1
Winchester	126	141	1,170	1,780	3,217	92	486	3,796	26	3,579	591 16 2	106 5 0	64 18 8	9 10 9	1,923 0 11	1 14 7	2,697 6 1
Temuka	947	507	6,575	8,426	16,455	54	2,302	21,550	487	9,440	5,260 11 9	48 1 2	376 13 5	106 6 2	7,118 6 1	48 19 1	12,958 17 8
Washdyke	32	3	827	536	1,398	51	1,034	8,901	3	15,079	181 17 8	39 0 0	14 18 5	2 0 0	6,577 7 7	3 17 1	6,819 0 9
Pleasant Point	146	92	1,806	1,784	3,828	24	220	70,201	..	6,174	646 5 3	18 15 0	78 18 2	15 14 3	4,553 6 4	15 11 2	5,328 10 2
Albury	76	52	1,117	869	2,114	32	251	31,037	32	1,246	528 9 8	29 3 2	46 14 9	7 16 6	1,766 6 8	31 10 7	2,410 1 4
Fairlie	450	202	2,898	2,334	5,884	16	369	43,232	7	2,507	1,468 10 0	20 2 10	307 18 5	28 9 7	3,723 16 10	17 8 2	5,566 5 10
Timaru	8,828	3,907	37,033	27,637	77,405	1,753	659	9,580	5,701	75,471	34,522 5 9	592 3 6	2,629 2 1	743 17 11	41,632 13 5	3,838 11 4	83,958 14 0
„ (Wharf)	..	..	..	..	..	..	..	..	..	54,389	..	..	..	..	8,363 16 11	..	8,363 16 11
St. Andrews	133	44	3,050	2,350	5,577	125	368	14,041	20	12,781	752 11 7	103 12 6	46 15 8	11 2 2	4,879 12 2	3 10 1	5,797 4 2
Makikihi	49	85	1,070	1,051	2,255	28	269	16,287	13	3,781	415 17 1	21 7 6	41 17 11	8 8 1	1,932 11 9	6 7 10	2,426 10 2
Studholme	579	418	2,833	2,591	6,421	70	548	27,669	120	9,828	1,405 8 0	67 12 7	66 13 0	29 18 1	5,313 10 6	23 11 9	6,906 13 11
Waimate	1,523	836	7,471	9,444	19,274	133	565	50,177	123	6,998	5,721 8 3	110 2 5	690 7 2	115 6 8	7,335 14 1	53 6 2	14,026 4 9
Morven	61	53	957	1,111	2,182	34	203	38,449	40	9,163	501 6 1	30 17 6	51 9 1	7 0 4	5,460 3 9	12 17 7	6,063 14 4
Glenavy	88	58	1,253	1,026	2,425	87	121	15,589	23	3,508	486 0 11	59 17 1	107 3 3	7 4 8	2,062 2 10	20 11 2	2,742 19 11
Pukeuri Junction	21	35	1,044	758	1,858	23	359	37,837	66	9,731	156 10 9	19 14 2	108 19 0	3 8 10	6,946 6 11	5 15 3	7,240 14 11
Duntroon	11	9	624	511	1,155	84	327	32,950	46	2,616	256 11 10	73 7 0	178 18 2	4 8 3	3,089 6 10	1 4 1	3,603 16 2
Kurow	98	97	2,493	2,749	5,437	24	278	27,803	2	7,388	1,177 12 3	22 12 2	197 8 3	16 12 11	6,288 2 3	46 7 11	7,748 15 9
Oamaru	3,973	2,490	22,808	18,684	47,955	205	775	31,442	2,296	24,465	19,049 3 3	187 6 11	1,595 10 7	576 16 0	14,605 16 5	930 3 6	36,944 16 8
Breakwater	..	..	..	..	..	..	..	..	387	9,462	..	..	..	..	2,004 9 0	804 15 7	2,809 4 7
Waiareka Junction	20	28	452	474	974	..	499	20,614	15	14,585	124 18 2	..	97 6 10	0 10 7	8,631 7 3	36 0 10	8,890 3 8
Ngapara	29	52	1,307	809	2,197	30	143	5,848	..	4,771	89 5 9	24 5 0	41 5 11	1 3 6	2,500 1 0	0 11 4	2,656 12 6
Maheno	75	77	2,504	1,628	4,284	79	2,033	23,099	20	5,736	591 1 6	66 0 2	478 14 5	6 18 8	4,615 9 6	7 6 8	5,765 10 11
Hampden	213	70	1,681	1,009	2,973	43	541	19,086	17	9,353	644 2 11	24 4 3	220 4 4	13 8 3	5,618 18 5	37 2 2	6,558 0 4
Palmerston	1,366	925	10,982	9,432	22,705	192	566	35,954	336	16,812	3,932 2 3	158 3 11	620 4 7	52 8 6	9,065 6 5	87 13 7	13,915 19 3
Makareao	..	..	..	..	..	..	..	..	..	11,814	..	..	..	..	4,955 13 5	..	4,955 13 5
Waikouaiti	301	239	2,532	2,129	5,201	179	1,131	22,245	298	1,266	963 18 0	155 6 3	236 7 2	14 6 5	2,487 5 5	2 7 0	3,859 10 3
Seacliff	424	525	4,108	5,770	10,827	468	230	1,462	469	850	1,881 12 1	161 15 3	214 14 0	9 10 10	981 7 10	2 5 8	3,251 5 8
Waitati	318	308	3,539	4,705	8,870	76	209	1,379	193	974	968 2 0	65 12 5	536 14 0	6 0 10	564 11 1	0 7 2	2,141 7 6
Port Chalmers Upper	138	614	1,842	4,872	7,466	62	109	1,620	..	74	1,147 7 2	31 0 6	282 4 5	16 17 3	120 0 4	0 10 0	1,597 19 8
Sawyer's Bay	275	1,462	5,284	14,708	21,729	4,708	94	449	..	67	1,091 19 3	1,064 9 2	19 9 2	6 9 7	91 14 7	2 6 4	2,276 8 1
Port Chalmers	1,863	8,252	13,660	50,302	74,077	11,765	5	5	1,431	49,471	4,900 2 9	3,567 9 9	215 7 0	39 5 7	16,219 0 1	962 7 1	25,903 12 3

INWARD.

Stations.	Cattle and Calves.	Sheep and Pigs.	Timber, Hundreds of Superficial Feet.	Other Goods.	Stations.
SOUTH ISLAND MAIN LINES AND BRANCHES—	Number.	Number.		Tons.	SOUTH ISLAND MAIN LINES AND BRANCHES—
Lyttelton	1,740	11,360	10,351	215,368	Lyttelton.
„ (Wharf)	..	..	..	39,418	„ (Wharf).
Heathcote	..	2	598	8,180	Heathcote.
Woolston	28	260	945	13,213	Woolston.
Opawa	..	..	..	4	Opawa.
Christchurch (Coaching)	..	..	..	..	Christchurch (Coaching).
„ (Goods)	1,293	77	174,849	347,205	„ (Goods).
Central Booking-office	..	..	..	..	Central Booking-office.
Addington	26,053	584,270	94,109	77,337	Addington.
Riccarton	..	..	54,738	22,304	Riccarton.
Papanui	703	6	13,439	7,465	Papanui.
Belfast	937	552,682	5,464	10,617	Belfast.
Kaiapoi	322	211,990	4,257	9,066	Kaiapoi.
Rangiora	830	18,230	9,872	11,256	Rangiora.
Cust	156	8,282	72	3,094	Cust.
East Oxford	385	16,521	3,084	5,585	East Oxford.
Sefton	248	3,495	464	1,696	Sefton.
Amberley	259	23,809	1,781	2,536	Amberley.
Waipara	244	15,358	820	871	Waipara.
Mina	365	10,770	2,934	4,885	Mina.
Parnassus	164	7,042	502	2,217	Parnassus.
Waikari	160	7,640	1,634	3,072	Waikari.
Hawarden	142	9,372	1,248	2,149	Hawarden.
Culverden	637	9,651	2,038	4,545	Culverden.
Waiau	386	7,217	2,071	2,838	Waiau.
Hornby	1,665	16,023	819	50,676	Hornby.
Prebbleton	63	594	79	2,354	Prebbleton.
Lincoln	249	3,166	908	4,063	Lincoln.
Springston	33	2,148	106	1,130	Springston.
Leeston	643	20,515	2,205	5,557	Leeston.
Southbridge	126	10,536	1,192	2,706	Southbridge.
Little River	1,350	32,619	2,621	2,976	Little River.
Islington	1,655	372,685	4,450	10,372	Islington.
Rolleston	645	13,253	298	3,069	Rolleston.
Kirwee	150	17,363	292	2,163	Kirwee.
Darfield	157	11,371	1,133	2,101	Darfield.
Coalgate	219	17,064	2,030	5,223	Coalgate.
Sheffield	131	15,334	858	2,514	Sheffield.
Springfield	141	13,889	1,123	2,281	Springfield.
Arthur's Pass	64	4,424	86	480	Arthur's Pass.
Otira	134	157	524	3,468	Otira.
Moana	243	2,500	338	2,283	Moana.
Stillwater	23	245	657	4,527	Stillwater.
Ngahere	256	2,514	372	2,245	Ngahere.
Blackball	85	254	1,567	3,864	Blackball.
Ikamatua	477	1,915	1,569	5,752	Ikamatua.
Reefton	1,416	4,503	3,186	4,362	Reefton.
Greymouth	2,101	6,972	16,400	24,598	Greymouth
„ (Wharf)	..	..	364,030	230,075	„ (Wharf).
Runanga	20	144	509	2,908	Runanga.
Rewanui	8	..	1,005	3,830	Rewanui.
Kumara	214	1,020	658	3,500	Kumara.
Hokitika	309	2,097	1,846	12,898	Hokitika.
Ross	92	267	813	3,780	Ross.
Dunsandel	267	20,075	1,213	4,660	Dunsandel.
Rakaia	285	33,249	790	4,136	Rakaia.
Methven	493	52,301	1,940	8,825	Methven.
Chertsey	66	57,457	270	1,779	Chertsey.
Ashburton	1,287	36,823	14,970	26,264	Ashburton.
Tinwald	211	35,342	88	2,851	Tinwald.
Mount Somers	124	12,494	1,580	4,498	Mount Somers.
Hinds	214	24,217	668	3,603	Hinds.
Rangitata	64	15,486	537	1,475	Rangitata.
Orari	252	15,816	3,744	5,244	Orari.
Winchester	219	5,348	397	3,434	Winchester.
Temuka	599	15,971	4,607	10,511	Temuka.
Washdyke	765	152,722	1,434	2,403	Washdyke.
Pleasant Point	207	12,978	3,307	3,545	Pleasant Point.
Albury	76	2,291	1,049	2,981	Albury.
Fairlie	254	2,737	2,802	6,053	Fairlie.
Timaru	1,043	232,364	28,323	161,900	Timaru.
„ (Wharf)	..	..	..	40,115	„ (Wharf).
St. Andrews	148	118,056	2,235	4,567	St. Andrews.
Makikihi	154	12,155	1,323	2,074	Makikihi.
Studholme	237	10,672	913	1,852	Studholme.
Waimate	341	7,954	7,631	12,201	Waimate.
Morven	65	5,903	1,579	2,109	Morven.
Glenavy	84	8,714	1,122	2,916	Glenavy.
Pukeuri Junction	478	115,486	289	3,059	Pukeuri Junction.
Duntroon	85	5,466	1,362	2,943	Duntroon.
Kurow	230	4,770	3,320	5,352	Kurow.
Oamaru	857	7,437	25,939	48,266	Oamaru.
Breakwater	4	17	..	21,246	Breakwater.
Waiareka Junction	214	15,291	330	3,627	Waiareka Junction.
Ngapara	120	3,930	1,293	13,941	Ngapara.
Maheno	174	10,837	930	4,908	Maheno.
Hampden	347	6,858	1,023	3,730	Hampden.
Palmerston	437	2,778	2,006	7,778	Palmerston.
Makareao	..	..	1	3,104	Makareao.
Waikouaiti	804	7,187	2,475	3,912	Waikouaiti.
Seacliff	474	3,259	1,758	8,650	Seacliff.
Waitati	178	1,655	750	2,257	Waitati.
Port Chalmers Upper	22	375	392	26	Port Chalmers Upper.
Sawyer's Bay	123	347	94	2,966	Sawyer's Bay.
Port Chalmers	13	782	3,984	48,942	Port Chalmers.

STATEMENT No. 18—*continued.*

STATEMENT OF TRAFFIC AND REVENUE FOR EACH STATION FOR THE YEAR ENDED 31ST MARCH, 1927—*continued.*

OUTWARD.

Stations.	Number of Tickets. First-class Single.	First-class Return.	Second-class Single.	Second-class Return.	Total.	Number of Season Tickets.	Cattle and Calves.	Sheep and Pigs.	Timber, Hundreds of Superficial Feet.	Other Goods.	Ordinary Passengers. £ s. d.	Season Tickets. £ s. d.	Parcels, &c. £ s. d.	Luggage, Mails, &c. £ s. d.	Goods. £ s. d.	Miscellaneous. £ s. d.	Total Value forwarded. £ s. d.
SOUTH ISLAND MAIN LINES AND BRANCHES—*contd.*							Number.	Number.		Tons.							
Burke's	399	1,223	1,129	5,529	8,280	2,211	..	..	..	1	287 19 1	720 8 0	8 7 10	2 19 3	*Cr.* 11 15 5	*Cr.* 0 4 0	1,007 14 9
Ravensbourne	1,576	3,799	4,738	16,103	26,216	6,269	..	..	..	105	629 12 8	1,749 16 8	15 5 11	9 4 0	11 14 9	1 2 1	2,416 16 1
Dunedin (Coaching)	29,767	35,332	111,032	209,289	385,420	14,828	..	..	..	..	138,535 18 2	11,116 5 10	16,791 4 2	4,132 16 7	*Cr.* 176 13 3	572 4 0	170,971 15 6
„ (Goods)	..	..	..	..	..	..	1,308	256	25,998	117,808	..	..	..	..	159,834 15 2	1,453 12 11	161,288 8 1
Exhibition Booking-office	233	55	208	54	550	1	..	..	..	..	800 4 0	16 5 0	..	..	..	2 16 6	819 5 6
Caversham	496	512	4,764	8,664	14,436	1,828	..	..	15	706	1,617 13 1	241 2 6	116 19 1	21 10 7	716 16 5	4 0 9	2,718 2 5
Burnside	312	445	4,947	8,009	13,713	2,964	2,678	39,333	20	37,948	420 19 8	626 15 2	27 14 2	3 14 3	18,726 17 6	56 15 5	19,862 16 2
Green Island	540	2,244	4,120	15,497	22,401	5,957	..	..	14	40,516	882 7 5	1,636 12 9	24 16 7	9 6 0	6,651 7 7	1 19 6	9,206 9 10
Abbotsford	334	1,609	3,971	17,609	23,523	7,713	1	..	1	4,089	1,115 3 0	1,587 12 11	17 12 2	10 1 10	923 15 1	42 5 1	3,696 10 1
Wingatui	280	1,140	3,370	11,268	16,058	2,121	739	12,073	..	6,451	1,361 17 4	615 1 10	73 9 10	12 11 11	4,125 5 10	2 3 10	6,190 10 7
Middlemarch	490	236	1,272	700	2,698	19	1,366	43,391	55	2,672	955 4 2	19 3 6	591 16 4	12 2 5	5,899 4 3	17 11 9	7,495 2 5
Waipiata	383	138	1,296	700	2,517	..	313	23,940	8	805	1,043 5 7	..	99 13 8	9 16 5	3,043 6 3	7 5 4	4,203 7 3
Ranfurly	741	330	1,677	766	3,514	19	445	33,808	359	1,867	1,834 0 0	11 0 1	352 1 9	15 16 8	5,093 7 6	26 14 9	7,333 0 9
Oturehua	151	69	584	458	1,262	25	792	49,751	3	1,991	589 1 4	20 18 4	221 16 4	7 14 8	6,689 7 4	7 19 5	7,536 17 5
Omakau	445	196	1,492	714	2,847	..	374	34,132	333	1,590	1,381 16 10	..	255 18 8	7 11 7	4,878 11 3	15 0 5	6,538 18 9
Alexandra	702	298	1,502	896	3,398	22	42	3,480	67	1,847	1,981 17 6	90 9 7	203 15 4	14 10 9	3,425 15 10	18 5 9	5,734 14 9
Clyde	458	177	814	487	1,936	95	18	3,634	177	916	908 6 2	85 17 2	142 13 9	7 7 3	1,731 16 3	15 6 8	2,891 7 3
Cromwell	1,169	313	2,771	1,139	5,392	12	814	20,248	33	4,385	3,764 8 2	10 9 4	495 8 11	25 8 3	8,826 5 7	22 13 8	13,144 13 11
Mosgiel	1,110	3,640	11,171	40,698	56,619	9,945	1,025	6,886	116	10,736	5,364 16 8	3,109 2 11	330 4 5	132 1 5	3,786 16 8	16 11 9	12,739 13 10
Outram	195	83	3,789	2,214	6,281	309	217	6,767	..	4,373	608 3 2	143 16 6	94 11 6	6 17 0	1,612 5 3	2 3 11	2,467 17 4
Allanton	175	334	4,145	6,277	10,931	56	720	11,180	50	4,959	1,512 8 8	51 4 0	402 16 7	5 10 3	2,170 2 7	1 19 5	4,144 1 6
Milburn	24	73	918	1,018	2,033	80	445	14,750	74	46,155	327 12 11	30 19 5	42 10 7	3 12 10	16,500 12 9	257 1 11	17,162 10 5
Milton	1,154	1,221	6,753	10,962	20,090	148	607	28,623	258	19,045	6,186 1 10	178 7 6	481 7 11	68 8 8	9,054 9 6	320 1 10	16,288 17 3
Waitahuna	63	34	514	1,066	1,677	4	431	13,956	122	1,271	336 3 8	7 14 4	111 18 9	6 6 3	1,220 8 10	8 14 6	1,691 6 4
Lawrence	909	583	3,748	4,307	9,547	7	263	18,230	24	1,304	2,678 15 6	16 4 7	380 16 9	29 11 1	2,246 4 6	12 11 6	5,364 3 11
Miller's Flat	221	93	1,537	1,111	2,962	..	101	9,237	64	5,026	1,104 3 5	..	148 8 2	20 6 6	7,686 16 6	510 8 3	9,470 2 10
Lovell's Flat	52	157	664	1,121	1,994	47	221	16,210	318	30,164	314 13 9	51 1 3	42 7 5	2 15 9	12,113 10 5	383 18 1	12,908 6 8
Stirling	192	337	4,367	3,646	8,542	111	4,727	4,638	26	63,978	1,864 8 10	162 2 11	189 17 1	14 16 1	34,257 15 9	698 6 5	37,187 7 1
Balclutha	1,867	1,444	14,986	12,431	30,728	95	1,895	61,354	989	8,634	11,064 2 10	239 9 1	1,169 8 11	133 12 11	11,179 4 6	70 8 2	23,856 6 5
Owaka	249	144	2,966	2,482	5,841	16	727	23,458	58,483	7,756	1,995 14 4	28 13 9	409 17 7	32 11 3	19,067 14 8	29 3 8	21,563 15 3
Tahakopa	151	171	3,981	7,616	11,919	..	212	2,008	39,936	2,432	1,785 5 1	..	124 15 0	5 4 9	10,542 1 7	77 18 8	12,535 5 1
Waiwera	53	36	734	700	1,523	5	360	23,168	23	1,700	404 7 8	5 2 6	374 8 1	5 17 4	2,336 12 11	5 4 9	3,131 13 3
Clinton	326	385	7,275	6,310	14,296	51	385	29,232	123	2,417	3,384 6 5	66 6 2	112 7 6	17 10 3	3,091 17 2	16 9 10	6,688 17 4
Waipahi	125	163	982	1,520	2,790	7	1,233	57,956	27	5,269	874 7 4	23 9 2	131 16 0	10 6 3	6,777 14 11	4 12 9	7,822 6 5
Tapanui	194	95	1,212	1,132	2,633	1	189	7,026	21	693	990 2 1	1 0 0	112 14 8	16 5 8	1,301 7 11	2 14 3	2,424 4 7
Kelso	64	33	588	636	1,321	3	340	14,157	5	1,527	379 18 3	3 1 1	39 18 1	6 8 1	2,332 4 6	3 19 7	2,765 9 7
Heriot	135	69	1,505	1,095	2,804	16	397	40,075	1,569	2,010	1,058 14 4	13 13 3	152 5 3	34 18 0	5,182 8 2	13 9 2	6,455 8 2
Gore	2,840	1,826	22,573	18,205	45,444	482	1,784	46,318	2,336	25,438	16,446 8 1	616 15 0	1,328 15 2	259 3 9	18,149 11 5	223 16 3	37,024 9 8
Riversdale	178	134	2,195	2,488	4,995	66	1,085	52,930	60	9,850	1,200 16 10	56 15 0	261 3 3	13 4 0	9,066 5 11	15 8 5	10,613 13 5
Mataura	319	126	6,551	9,117	16,113	455	549	10,392	1,705	16,926	3,688 13 9	286 8 0	204 2 9	36 13 11	14,951 18 5	18 6 0	19,186 2 10
Edendale	358	341	4,317	5,520	10,536	199	2,080	19,281	13	4,625	3,304 13 8	193 4 2	210 4 8	32 15 11	6,304 6 2	76 3 1	10,121 7 8
Wyndham	181	200	3,684	3,253	7,318	55	1,164	13,474	243	3,222	1,632 17 7	47 9 10	228 17 7	17 19 7	4,402 13 1	9 8 4	6,339 6 0
Woodlands	107	103	2,940	2,929	6,079	135	1,328	23,775	..	3,615	1,564 10 2	112 16 11	98 10 6	10 19 7	3,649 18 4	11 19 0	5,448 5 6
Invercargill (Coaching)	9,226	9,967	64,660	84,345	168,198	5,236	..	..	..	..	57,138 5 1	3,974 14 5	5,066 18 9	1,111 7 11	*Cr.* 25 8 8	198 18 0	67,464 15 6
„ (Goods)	..	..	..	..	..	..	5,407	32,074	30,857	77,962	..	..	..	..	57,420 18 6	1,171 4 2	58,592 2 8
Waimahaka	148	132	7,218	8,021	15,519	112	1,989	16,937	19,139	3,114	1,238 5 8	92 14 3	372 10 0	3 2 8	6,433 13 6	5 0 1	8,145 6 2
Bluff	823	2,794	6,569	17,821	28,007	1,031	62	12	11,237	107,433	4,437 9 1	946 7 10	602 13 11	35 12 8	45,574 1 2	5,045 9 10	56,641 14 6
„ (Wharf)	..	..	..	..	..	..	..	..	..	6,377	..	..	..	..	775 19 8	..	775 19 8
Makarewa	92	173	1,416	797	2,478	501	864	33,565	4,653	39,886	168 11 11	189 1 4	142 5 1	5 10 8	13,479 18 7	21 12 7	14,007 0 2
Thornbury	110	83	1,685	1,172	3,050	143	319	28,252	6,527	9,842	480 13 5	124 19 6	61 18 2	6 7 11	5,175 5 6	6 16 10	5,856 1 4
Riverton	640	330	5,746	2,235	8,951	305	301	4,452	31,729	3,579	2,227 16 2	245 8 0	342 16 10	25 6 11	8,413 5 3	21 1 5	11,275 14 7
Orepuki	243	304	3,770	3,916	8,233	212	326	10,024	37,003	2,112	1,553 3 8	124 6 6	199 14 1	8 3 11	10,674 3 8	4 11 1	12,564 2 11
Tuatapere	514	415	8,177	9,792	18,898	47	458	17,791	51,717	4,475	3,736 8 11	63 8 2	453 1 4	14 8 3	16,879 3 3	5 3 2	21,151 13 1
Otautau	213	144	2,331	3,499	6,187	208	669	29,921	12,167	10,366	1,291 2 11	190 13 0	170 11 10	12 1 0	6,642 15 5	7 6 5	8,314 10 7
Wairio	243	330	3,445	4,104	8,122	117	162	4,074	..	194,425	2,098 10 10	100 10 2	122 10 6	7 10 4	128,945 0 0	2,803 9 11	134,077 11 9
Winton	593	459	8,318	6,460	15,830	515	1,453	103,058	22,910	50,198	2,805 14 11	452 15 2	559 10 2	28 1 11	28,498 5 7	20 2 2	32,364 9 11
Lumsden	938	728	10,424	7,054	19,144	223	923	36,766	257	8,160	4,239 5 7	206 1 7	641 9 9	33 2 3	7,906 14 0	28 9 6	13,055 2 8
Kingston	428	158	2,539	1,661	4,786	..	54	1,493	2	294	1,773 2 3	..	26 15 10	100 10 4	382 5 1	9 6 9	2,292 0 3
Through traffic (Lake Wakatipu)	..	..	..	..	..	..	23	3,061	275	1,755	..	..	..	..	2,905 9 5	..	2,905 9 5
Chief Accountant	6,801	1,513	5,399	19,055	32,768	306	..	..	..	..	31,127 4 9	20,199 1 2	..	40,611 18 6	9,410 0 0	6,813 6 3	108,161 10 2
Overseas traffic	..	..	..	..	..	..	71	17	..	1,347	..	..	..	..	12,637 12 11	..	12,637 12 11
Totals	212,662	206,044	930,558	1,379,195	2,728,459	162,477	104,090	4,067,802	1,235,067	2,704,964	702,402 0 5	83,696 5 4	74,819 15 7	57,754 12 1	1,826,350 12 6	54,291 19 3	2,799,315 5 2
WESTPORT SECTION—																	
Westport	174	218	12,032	9,226	21,650	356	69	2,192	1,519	10,045	2,413 9 7	179 0 0	436 5 8	39 6 5	11,207 9 6	9,214 14 7	23,490 5 9
Waimangaroa Junction	10	11	3,620	4,661	8,302	309	26	..	22,852	245,384	641 19 8	107 6 9	108 7 1	3 16 0	38,166 5 9	30 5 6	39,058 0 9
Granity	41	48	9,326	11,725	21,140	333	66	83	4,652	409,133	2,360 10 3	256 12 5	141 13 2	9 15 5	75,173 18 6	4 7 5	77,946 17 2
District Office	..	..	..	408	408	2	..	..	..	..	51 12 3	444 7 10	..	560 0 0	..	36 14 0	1,092 14 1
Totals	225	277	24,978	26,020	51,500	1,000	161	2,275	29,023	664,562	5,467 11 9	987 7 0	686 5 11	612 17 10	124,547 13 9	9,286 1 6	141,587 17 9
NELSON SECTION—																	
Port Nelson	..	..	..	..	..	..	..	..	..	4,446	..	..	..	..	321 12 9	..	321 12 9
Nelson	744	712	14,058	14,876	30,390	699	28	172	714	7,811	4,361 10 8	633 1 1	284 13 2	68 6 1	4,414 7 2	176 1 2	9,937 19 4
Wakefield	111	141	5,543	8,804	14,599	129	137	5,768	1,137	9,207	1,099 13 6	40 6 3	89 6 5	12 10 0	3,083 16 11	2 14 11	4,328 8 0
Kohatu	39	18	707	338	1,102	5	163	7,143	8,430	5,780	177 16 8	4 12 6	269 7 10	4 19 11	3,500 15 5	0 10 2	3,958 2 6
Glenhope	116	89	1,707	1,226	3,138	..	74	1,488	2,015	1,013	478 1 11	..	27 13 5	9 18 11	1,561 19 0	5 3 1	2,082 16 4
District Office	..	..	..	587	587	1	..	..	..	..	250 4 3	642 11 5	..	886 13 7	48 0 0	350 13 0	2,178 2 3
Overseas traffic	..	..	..	..	..	..	..	..	..	224	..	..	..	..	539 3 1	..	539 3 1
Totals	1,010	960	22,015	25,831	49,816	834	402	14,571	12,296	28,481	6,367 7 0	1,320 11 3	671 0 10	982 8 6	13,469 14 4	535 2 4	23,346 4 3
PICTON SECTION—																	
Picton	3,511	375	7,538	3,861	15,285	320	160	20,994	2,955	22,292	2,050 1 6	274 13 3	164 11 6	40 15 9	12,001 13 7	2,163 5 9	16,695 1 4
Blenheim	4,029	1,503	11,083	6,936	23,551	464	799	135,146	3,446	22,196	3,103 1 5	391 15 11	509 19 3	108 18 1	10,879 7 9	96 13 0	15,089 15 5
Ward	287	130	4,569	3,771	8,757	15	423	22,778	2	7,554	1,282 15 6	14 5 10	285 9 7	5 9 0	2,912 8 8	0 17 4	4,501 5 11
District Office	..	..	..	539	539	..	..	..	..	..	121 4 3	565 5 2	..	784 0 0	34 0 0	3 3 0	1,507 12 5
Overseas traffic	..	..	..	..	..	..	4	..	..	127	..	..	..	..	595 2 9	..	595 2 9
Totals	7,827	2,008	23,190	15,107	48,132	799	1,386	178,918	6,403	52,169	6,557 2 8	1,246 0 2	960 0 4	939 2 10	26,422 12 9	2,263 19 1	38,388 17 10
LAKE WAKATIPU STEAMERS—																	
Totals	2,936	1,883	6,181	8,652	19,652	16	250	8,336	3,064	7,606	4,474 7 0	184 0 0	389 15 0	567 9 5	4,623 3 11	33 15 8	10,270 11 0

INWARD.

Cattle and Calves.	Sheep and Pigs.	Timber, Hundreds of Superficial Feet.	Other Goods.	Stations.
Number.	Number.		Tons.	**SOUTH ISLAND MAIN LINES AND BRANCHES—*contd.***
..	..	45	6	Burke's.
1	..	348	1,791	Ravensbourne.
..	..	..	..	Dunedin (Coaching).
1,369	1,551	103,342	293,237	„ (Goods).
..	..	..	..	Exhibition Booking-office
..	..	2,179	7,850	Caversham.
21,220	354,074	2,184	25,363	Burnside.
..	..	536	10,601	Green Island.
1	..	111	3,256	Abbotsford.
678	2,178	1,292	1,264	Wingatui.
850	9,954	1,181	3,661	Middlemarch.
144	4,316	2,147	3,984	Waipiata.
97	1,950	1,706	3,194	Ranfurly.
25	11,119	1,819	1,425	Oturehua.
329	5,924	2,646	3,998	Omakau.
119	5,102	3,621	3,633	Alexandra.
65	1,000	1,671	1,771	Clyde.
189	4,316	4,220	5,385	Cromwell.
749	2,784	1,474	2,883	Mosgiel.
344	2,200	2,321	8,021	Outram.
940	6,118	1,058	5,951	Allanton.
220	5,526	850	19,549	Milburn.
515	12,428	2,486	13,686	Milton.
38	1,343	609	2,589	Waitahuna.
223	3,023	981	4,129	Lawrence.
301	1,760	7,383	5,869	Miller's Flat.
73	2,518	839	1,985	Lovell's Flat.
1,290	2,398	1,662	5,882	Stirling.
1,318	40,294	5,381	13,198	Balclutha.
323	47,734	2,345	9,671	Owaka.
193	6,683	101	2,532	Tahakopa.
137	2,121	704	5,705	Waiwera.
100	4,883	642	4,912	Clinton.
268	5,876	2,377	10,872	Waipahi.
102	374	1,918	4,646	Tapanui.
37	3,473	287	3,178	Kelso.
144	1,817	1,331	4,775	Heriot.
1,162	21,606	9,159	32,447	Gore.
334	6,812	2,689	15,849	Riversdale.
291	44,507	1,902	11,309	Mataura.
499	13,880	2,203	15,580	Edendale.
362	3,482	2,969	9,195	Wyndham.
354	14,577	1,324	25,280	Woodlands.
..	..	..	..	Invercargill (Coaching).
3,261	25,537	50,348	159,873	„ (Goods).
885	5,751	2,627	26,026	Waimahaka.
456	104,849	52,651	69,904	Bluff.
..	..	..	27,698	„ (Wharf).
1,723	74,490	2,251	15,072	Makarewa.
185	3,931	685	8,711	Thornbury.
201	1,010	1,160	7,094	Riverton.
128	4,951	519	3,183	Orepuki.
328	3,638	81	4,135	Tuatapere.
229	4,432	536	8,002	Otautau.
229	1,433	4,693	14,694	Wairio.
587	11,650	2,310	17,261	Winton.
442	13,520	3,769	17,900	Lumsden.
109	2,425	1,634	3,656	Kingston.
116	1,261	2,349	4,917	Through traffic (Lake Wakatipu).
..	..	..	..	Chief Accountant.
71	17	..	1,347	Overseas traffic.
104,090	4,067,802	1,235,067	2,704,964	Totals.
WESTPORT SECTION—				
85	59	22,119	648,593	Westport.
..	431	3,496	7,209	Waimangaroa Junction.
76	1,785	3,408	8,760	Granity.
..	..	..	..	District Office.
161	2,275	29,023	664,562	Totals.
NELSON SECTION—				
..	..	15	530	Port Nelson.
229	9,329	10,923	19,188	Nelson.
26	264	385	4,905	Wakefield.
22	996	79	992	Kohatu.
125	3,982	894	2,642	Glenhope.
..	..	..	..	District Office.
..	..	..	224	Overseas traffic.
402	14,571	12,296	28,481	Totals.
PICTON SECTION—				
358	114,958	631	18,897	Picton.
537	33,359	2,957	29,147	Blenheim.
487	30,601	2,815	3,998	Ward.
..	..	..	..	District Office.
4	..	..	127	Overseas traffic.
1,386	178,918	6,403	52,169	Totals.
LAKE WAKATIPU STEAMERS—				
250	8,336	3,064	7,606	Totals.

STATEMENT No. 18A.

CLASSIFICATION OF GOODS AND LIVESTOCK TRAFFIC AND EARNINGS BY COMMODITIES DURING TWELVE MONTHS ENDED 31ST MARCH, 1927.

Commodity.	Tonnage carried.	Per Cent. of Gross.	Tons one Mile.	Average Haul.	Revenue.			
					Total.	Per Cent. of Gross.	Per Ton.	Per Ton Mile.
				Miles.	£		£ s. d.	d.
Products of Agriculture.								
Grain	251,837	3·45	12,821,933	51	112,051	2·42	0 8 11	2·09
Meals	98,829	1·35	6,541,665	66	54,948	1·18	0 11 1	2·01
Fruit	46,377	0·64	7,653,026	165	56,756	1·22	1 4 6	1·77
Root crops, fodder	193,206	2·65	10,639,053	55	87,911	1·90	0 9 1	1·98
Flax, green and dressed	29,588	0·41	1,792,036	61	20,573	0·44	0 13 11	2·75
Seeds	22,703	0·31	1,076,881	47	14,354	0·31	0 12 8	3·19
Animals and their Products.								
Cattle and horses	118,502	1·62	10,064,853	85	178,900	3·85	1 10 2	4·26
Sheep and pigs	356,094	4·88	25,354,566	71	364,460	7·85	1 0 6	3·44
Meat	148,102	2·03	3,677,945	25	94,290	2·03	0 12 9	6·15
Butter	86,630	1·19	4,865,818	56	90,459	1·95	1 0 11	4·46
Cheese	71,462	0·98	3,511,480	49	77,436	1·67	1 1 8	5·29
Wool	134,286	1·84	6,837,151	51	133,400	2·88	0 19 11	4·68
Dairy by-products	12,220	0·17	1,122,605	92	14,177	0·31	1 3 2	3·02
Fat, hides, skins	34,367	0·47	1,518,076	44	37,373	0·81	1 1 9	5·90
Fish	8,341	0·11	1,306,386	157	13,867	0·30	1 13 3	2·55
Products of Mines.								
Agricultural lime	102,992	1·40	6,989,926	68	35,035	0·76	0 6 10	1·20
Coal, imported	81,592	1·12	2,337,763	29	35,160	0·76	0 8 7	3·61
Coal, N.Z. hard	1,089,464	14·92	33,363,403	31	269,384	5·81	0 5 0	1·93
Coal, N.Z. brown	951,643	13·04	114,512,204	120	539,518	11·63	0 11 4	1·13
Road-metal	336,537	4·61	9,070,149	27	64,112	1·38	0 3 10	1·69
Lime and coke	55,244	0·76	3,510,971	64	25,337	0·55	0 9 2	1·73
Products of Forests.								
Timber, imported	45,561	0·62	2,045,083	45	41,707	0·90	0 18 4	4·89
Timber, N.Z.	617,882	8·46	68,062,589	110	565,099	12·18	0 18 3	1·99
Firewood, posts, &c.	140,009	1·92	10,615,477	76	53,698	1·16	0 7 8	1·21
Manufactures, &c.								
Benzine	61,753	0·85	5,022,954	81	118,694	2·56	1 18 5	5·67
Cement, N.Z.	78,236	1·07	7,796,413	100	67,650	1·46	0 17 3	2·08
Manures	441,396	6·05	31,604,880	72	201,923	4·35	0 9 2	1·53
Miscellaneous	1,684,899	23·08	61,158,246	36	1,269,806	27·38	0 15 1	4·98
Total	7,299,752	100·00	454,873,532	62	4,638,078	100·00	0 12 9	2·44

STATEMENT No. 19A.

CLASSIFICATION OF GOODS AND LIVESTOCK TRAFFIC AND HARVESTED BY COMMODITIES DURING TWELVE MONTHS ENDED 31ST MARCH, 1922.

Commodity.	Tonnage carried.	Per Cent. of Goods.	Tons one Mile.	Average Haul	Revenue.			
					Total.	Per Cent. of Goods.	Per Ton.	Per Ton Mile.
				Miles.	£		s. d.	d.
Grain				81	112,051	3·42	0 8 11	2·00
Meals				66	64,048	1·18	0 11 1	2·01
Fruit		0·64		165	66,736	1·22	1 4 6	1·77
Root crops, fodder		3·85		55	87,211	1·60	0 9 1	1·66
Hay, green and dressed		6·44		66	211,272	6·44	0 23 11	2·13
Seeds		0·46		42	14,264	0·44	0 12 3	0·19
Animals and Dairy Products.								
Cattle and horses	115,309	1·63		85	175,309	3·85	1 10 2	1·29
Sheep and pigs	350,101	4·85		71	324,160	7·85	1 0 6	3·11
Wool	116,102	2·08		25	91,290	2·03	0 12 3	0·15
Dairy produce		1·59		38		1·65	1 0 11	1·40
Poultry		0·05		40		1·67	1 1 3	0·20
Meats		1·81		50		2·88	0 20 11	4·68
Fish, preserved		0·17		62		0·31	1 3 2	0·02
Fish, fresh, &c.		0·12		44		0·31	1 1 3	0·80
Milk		0·11		120		0·20	1 13 3	0·02
Products of Mines.								
Agricultural lime	102,309	1·40		105			0 3 10	1·20
Coal, imported		1·12		30			0 5 7	0·01
Coal, N.Z. land		14·92		81			0 3	
Coal, N.Z. brown		13·01		150			0 3	
Timber, local		4·61		27			0 3 10	1·09
Timber, sole		0·36		64			0 6 2	1·73
Timber				46			0 16 6	4·20
Timber				42			0 15 3	1·80
Firewood		1·16		18			0 7 8	1·21
Flooring				81			1 15 5	5·07
Ornam. N.Z.				100			0 17 8	3·05
Minerals				72			0 9 2	1·38
Miscellaneous				38			0 15 1	4·05
Total		100·00		62		100·00	0 12 0	2·41

STATEMENT No. 19.

STATEMENT SHOWING MILEAGE, CAPITAL COST, TRAFFIC, REVENUE, AND EXPENDITURE OF NEW ZEALAND GOVERNMENT RAILWAYS FROM 1ST APRIL, 1919, TO 31ST MARCH, 1927.

MILEAGE, CAPITAL COST, TRAFFIC, AND REVENUE.*

Year.	Miles.	Capital Cost.	Train-mileage.	Passengers.		Season Tickets.		Coaching.	Cattle.	Sheep and Pigs.	Timber.
				Number.	Revenue	Number.	Revenue	Revenue.			
		£			£		£	£	Number.	Number.	Tons.
1919–1920 ..	3,006	36,390,115	7,408,608	12,760,814	2,138,391	400,621	165,596	290,453	357,976	7,316,556	611,171
1920–1921 ..	3,018	37,235,254	9,303,392	15,315,640	2,459,362	464,691	198,717	335,754	376,745	7,129,222	717,701
1921–1922 ..	3,030	39,309,097	8,717,265	14,262,440	2,212,633	472,865	205,594	339,482	279,904	7,635,515	708,212
1922–1923 ..	3,037	40,275,161	8,346,731	14,256,610	2,216,514	485,681	204,106	393,322	293,930	7,367,763	663,213
1923–1924 ..	3,053	41,399,427	9,024,503	13,886,311	2,136,999	525,744	212,601	406,832	320,434	7,723,971	724,116
1924–1925 ..	3,085	44,570,746	9,083,623	12,424,012	2,077,625	537,554	210,946	417,550	351,873	8,105,597	754,634
1925–1926 ..	3,138	45,794,199	10,319,407	11,787,273	2,271,498	600,272	265,549	409,207	391,649	8,209,965	770,654
1926–1927 ..	3,164	47,195,948	10,723,864	10,274,878	2,045,348	585,078	258,832	377,367	391,062	8,902,511	663,442

Year.	Goods.	Total.	Goods Revenue.	Miscellaneous Revenue, Labour, Demurrage, &c.	Rents and Commission.	Total Revenue.	Revenue per Train-mile.
	Tons.	Tons.	£	£	£	£	d.
1919–1920 ..	4,986,061	5,597,232	2,956,237	105,072	96,738	5,752,487	186·00
1920–1921 ..	5,367,659	6,085,360	3,676,665	136,505	101,528	6,908,531	178·00
1921–1922 ..	5,222,900	5,931,112	3,646,594	124,106	115,182	6,643,591	182·69
1922–1923 ..	5,571,594	6,234,807	3,671,008	119,933	122,919	6,727,802	193·18
1923–1924 ..	5,795,341	6,519,457	3,953,213	141,968	132,598	6,984,211	185·50
1924–1925 ..	5,847,973	6,602,607	4,122,017	137,149	147,237	7,112,524	187·65
1925–1926 ..	6,028,959	6,799,613	4,499,160	143,861	..	7,589,274	176·51
1926–1927 ..	6,161,706	6,825,148	4,596,166	145,759	..	7,423,472	166·14

EXPENDITURE.*

Year.	Expenditure per Train-mile.	Expenditure per Cent. of Revenue.	Maintenance of Way and Works.				Maintenance of Signals.				Maintenance of Locomotives, Carriages, and Wagons.		
			Amount.	Per Cent. of Revenue.	Per Mile of Railway.	Per Train-mile.	Amount.	Per Cent. of Revenue.	Per Mile of Railway.	Per Train-mile.	Amount.	Per Cent. of Revenue.	Per Train-mile.
	d.		£		£	d.	£		£	d.	£		d.
1919–1920 ..	132·72	71·36	783,033	13·61	262·17	25·37	54,877	0·98	18·37	1·77	724,473	12·59	23·47
1920–1921 ..	145·14	81·59	983,940	14·24	327·00	25·38	69,109	1·02	22·97	1·79	984,244	14·25	25·39
1921–1922 ..	171·37	93·89	1,111,883	16·76	368·45	30·61	72,343	1·09	23·97	1·99	1,113,170	16·76	30·65
1922–1923 ..	157·81	81·79	1,040,892	15·49	343·76	29·93	67,425	1·01	22·27	1·94	1,043,590	15·51	30·00
1923–1924 ..	143·43	77·37	1,143,281	16·39	375·57	30·40	70,912	1·02	23·29	1·88	1,048,567	15·01	27·89
1924–1925 ..	146·19	77·97	1,113,048	15·67	362·95	29·40	81,201	1·14	26·48	2·14	1,083,788	15·24	28·63
1925–1926 ..	143·37	81·23	1,144,385	15·08	368·80	26·62	105,064	1·38	33·86	2·43	1,311,317	17·28	30·50
1926–1927 ..	137·82	82·96	1,074,334	14·47	340·30	24·04	100,861	1·36	31·95	2·26	1,303,444	17·56	29·17

Year.	Locomotive Transportation.			Traffic Transportation.			Head Office and General Charges.			Lake Wakatipu Steamers.			Total Expenditure.
	Amount.	Per Cent. of Revenue.	Per Train-mile.	Amount.	Per Cent. of Revenue.	Per Train-mile.	Amount.	Per Cent. of Revenue.	Per Train-mile.	Amount.	Per Cent. of Revenue.		
	£		d.	£		d.	£		d.	£			£
1919–1920 ..	1,061,018	18·44	34·37	1,301,935	22·66	42·17	171,767	2·99	5·57	7,964	101·09		4,105,067
1920–1921 ..	1,672,567	24·21	43·15	1,712,375	24·82	44·17	203,906	2·95	5·26	10,458	116·34		5,636,601
1921–1922 ..	2,020,994	30·42	55·64	1,703,049	25·66	46·89	202,948	3·06	5·59	13,339	166·34		6,237,727
1922–1923 ..	1,613,564	23·98	46·40	1,527,033	22·73	43·91	195,894	2·91	5·63	14,100	150·79		5,502,497
1923–1924 ..	1,395,491	19·98	37·11	1,530,652	21·94	40·71	204,407	2·93	5·44	10,456	117·85		5,403,766
1924–1925 ..	1,408,927	19·81	37·23	1,599,668	22·52	42·27	246,504	3·47	6·51	12,279	121·62		5,545,415
1925–1926 ..	1,636,620	21·56	38·06	1,743,641	22·98	40·55	223,543	2·94	5·20	..	..		6,164,570
1926–1927 ..	1,669,352	22·49	37·36	1,752,998	23·61	39·23	257,294	3·47	5·76	..	..		6,158,283

* Figures for 1925–26 and 1926–27 are for train operation only, and do not include subsidiary services as in previous years.

STATEMENT No. 20.

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.	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.	Expenses. Earnings per Average Mile open.	Working-expenses per Average Mile open.	Net Earnings per Average Mile.	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	Number of Locomotives.	Number of Passenger-carriages.	Number of Wagons and Brake-vans.	Year ending
				Ft. in.	£	£		£ s. d.		£	d.	£	d.	£	d.			£ s. d.			£	£	£	£	d.						
Victoria	87,884	1,696,000	4,627	5 3	69,723,030	15,069	367	41 2 2	17,575,547	12,671,061	173·00	9,767,543	133·38	2,903,518	39·65	4·16	77·09	7 9 5	168,054,308	8,728,496	2,798	2,157	641	426	55·43	24·90	4·93	704	2,022	20,634	30 June, 1926.
New South Wales ..	309,432	2,318,770	5,742	4 8½	105,237,668	18,328	404	45 7 8	24,624,995	16,939,032	165·09	12,519,993	122·02	4,419,039	43·07	4·30	73·91	7 6 1	130,725,581	15,032,811	2,960	2,188	772	350	59·52	20·02	5·99	1,402	1,848	24,387	„ „
Queensland ..	670,500	879,396	6,240	3 6	54,111,970	8,672	141	61 10 8	12,866,323	7,437,090	138·75	6,459,792	120·50	977,298	18·25	1·81	86·86	8 9 2	28,384,302	5,106,386	1,210	1,051	159	246	55·46	25·15	1·39	726	1,100	17,786	„ „
South Australia ..	380,070	558,478	2,499	3 6 / 5 3	25,992,778	10,401	223	46 10 10	6,846,149	4,262,174	149·42	7,103,459	249·02	2,841,285 (loss)	99·60 (loss)	..	166·66	7 12 8	25,751,550	3,563,037	1,711	2,852	1,141 (loss)	967	126·59	20·37	5·09	482	751	9,740	„ „
Western Australia ..	975,920	375,476	3,865	3 6	21,026,792	5,440	97	56 0 0	5,052,930	3,337,292	158·51	2,509,049	119·17	828,243	39·34	3·94	75·18	8 17 9	16,457,719	3,237,496	870	654	216	155	54·96	20·55	2·09	395	397	10,475	„ „
Tasmania ..	26,215	209,378	673	3 6 / 2 0	6,450,185	9,584	311	30 16 2	1,358,011	545,191	96·35	504,038	89·07	41 153	7·27	0·63	92·45	2 12 1	2,455,824	694,194	810	749	61	200	38·59	21·50	4·33	96	148	1.969	„ „
New Zealand ..	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	31 Mar., 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	1,980,316	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	3,398,575	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.
„ ..	103,861	1,223,915	3,006	3 6	36,390.115	12,106	407	29 14 8	7,408,608	5,752,487	186·00	4,105,067	132·72	1,647,420	53·28	4·53	71·36	4 14 0	24,582,186	6,000,279	1,923	1,372	551	281	57·84	22·66	2·99	616	1,492	22,937	„ 1920.
„ ..	103,861	1,268,046	3,018	3 6	37,235,254	12,338	420	29 7 3	9,303,392	6,908,531	178·00	5,636,601	145·14	1,271,930	32·86	3·42	81·59	5 9 0	28,821,783	6,487,279	2,293	1,870	423	350	68·54	24·82	2·95	608	1,492	23,119	„ 1921.
„ ..	103,861	1,300,967	3,030	3 6	39,309,097	12,973	429	30 4 4	8,717,265	6,643,591	182·69	6,237,727	171·37	405,864	11·32	1·07	93·89	5 2 0	28,121,763	6,321,351	2,199	2,063	136	393	86·29	25·66	3·06	637	1,496	23,974	„ 1922.
„ ..	103,861	1,325,310	3,037	3 6	40,275,161	13,261	436	30 7 9	8,346,731	6,727,802	193·18	5,502,497	157·81	1,225,305	35·37	3·04	81·79	5 1 6	28,221,362	6,618,588	2,219	1,813	406	366	76·40	22·73	2·91	639	1,498	26,106	„ 1923.
„ ..	103,861	1,347,723	3,053	3 6	41,399,427	13,560	441	30 14 4	9,024,503	6,984,211	185·50	5,403,766	143·43	1,580,445	42·07	3·83	77·37	5 3 8	28,436,475	6,925,517	2,291	1,772	519	399	65·00	21·94	2·93	655	1,527	26,195	„ 1924.
„ ..	103,861	1,379,487	3,085	3 6	44,570,746	14,448	447	32 6 2	9,083,623	7,112,524	187·65	5,545,416	146·19	1,567,108	41·46	3·55	77·97	5 3 1	26,106,859	7,033,459	2,316	1,804	512	389	65·87	22·52	3·47	662	1,568	26,438	„ 1925.
„ ..	103,861	1,407,165	3,138	3 6	45,794,199	14,593	449	32 10 3	10,319,407	7,589,274	176·51	6,164,570	143·37	1,424,704	33·14	3·24	81·23	5 7 10	27,653,414	7,256,142	2,446	1,987	459	403	68·56	22·98	2·95	704	1,602	26,767	„ 1926.‡
„ ..	**103,861**	**1,437,980**	**3,164**	**3 6**	**47,195,948**	**14,917**	**454**	**32 16 5**	**10,723,864**	**7,423,472**	**166·14**	**6,158,283**	**137·82**	**1,265,189**	**28·32**	**2·70**	**82·96**	**5 3 3**	**26,002,137**	**7,308,449**	**2,351**	**1,951**	**400**	**372**	**66·53**	**23·61**	**3·46**	**698**	**1,610**	**26,980**	„ 1927.‡

* The figures for rain-miles run in New Zealand prior to 1925 included mileage run by assisting engines.

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

‡ New Zealand figures for 1926 and 1927 are for operation only, subsidiary services not included as hitherto

STATEMENT No. 21.

COMPARATIVE STATEMENT OF THE NUMBER OF EMPLOYEES FOR YEARS 1926-27 AND 1925-26.

Branch.	Kaihu.	Gisborne	North Island Main Line and Branches.	South Island Main Line and Branches.	Westport.	Nelson.	Picton.	Stores.	Refreshment Branch.	Architectural Branch.	Total.
1926-27.											
General	1	3	655	152	4	4	3	428	321	155	1,726
Traffic	6	23	2,900	2,505	87	22	36	..	..	..	5,579
Maintenance	15	41	2,522	1,779	45	41	48	..	..	..	4,491
Locomotive	6	25	3,661	2,848	74*	25	23	..	..	..	6,662
Totals	28	92	9,738	7,284	210	92	110	428	321	155	18,458
1925-26.											
General	1	3	612	143	4	4	3	381	294	176	1,621
Traffic	6	23	2,836	2,467	81	21	32	..	..	..	5,466
Maintenance	16	42	2,463	1,658	52	41	44	..	..	..	4,316
Locomotive	6	23	3,593	2,844	74*	24	23	..	..	..	6,587
Totals	29	91	9,504	7,112	211	90	102	381	294	176	17,990

* Workshops staff only. Westport locomotive-running staff are included under South Island Main Line and Branches.

STATEMENT No. 22.

STATEMENT OF ACCIDENTS FOR THE YEAR ENDED 31ST MARCH, 1927.

Section.	Train Accidents.				Accidents on Line (other than Train Accidents).						Shunting Accidents.						Employees proceeding to or from Duty within the Railway Boundary.		Persons killed or injured at Crossings.		Trespassers.		Miscellaneous.		Accidents in Railway Workshops, &c.				Total.	
	Passengers.		Employees.		Passengers.		Employees.		Other Persons.		Passengers.		Employees.		Other Persons.										Railway Employees.		Other Persons.			
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Kaihu	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Gisborne	..	..	..	..	..	..	..	2	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	2	..	..	..	..	..	4
North Island Main Line and Branches	..	2	1	1	4	21	5	30	8	5	..	2	2	77	1	5	..	11	10	27	..	..	..	573	1	292	..	..	32	1,046
South Island Main Line and Branches	..	1	..	1	3	4	1	7	..	2	..	..	2	38	1	1	1	3	2	4	..	..	..	405	1	358	..	..	11	824
Westport	..	..	..	..	..	..	..	..	..	..	..	..	..	6	..	..	..	..	..	..	..	..	..	2	..	8	..	..	..	16
Nelson	..	..	..	..	..	..	..	..	..	..	..	..	..	2	..	1	..	..	..	..	..	..	..	..	..	..	..	..	..	3
Picton	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	6	..	..	..	..	..	6
Totals ..	..	3	1	2	7	25	6	39	8	7	..	2	4	123	2	7	1	14	12	31	..	..	..	988	2	658	..	..	43	1,899

STATEMENT No. 23.

STATEMENT OF RAILS RELAID DURING THE YEAR ENDED 31ST MARCH, 1927.

Weight.	Kaihu.	Gisborne.	North Island Main Line and Branches.	South Island Main Line and Branches.	Westport.	Nelson.	Picton.	Total.
RAILS RELAID :—								
55 lb. steel	..	..	70	36	7	..	22	135
70 "	..	..	5,850	1,545	..	..	..	7,395
100 "	..	..	..	87	..	..	..	87
Totals	..	..	5,920	1,668	7	..	22	7,617

STATEMENT No. 24.

STATEMENT OF SLEEPERS LAID AND REMOVED DURING THE YEAR ENDED 31ST MARCH, 1927.

Description.	Kaihu.	North Island Main Line and Branches.	Gisborne.	South Island Main Line and Branches.	Westport.	Nelson.	Picton.	Total.
SLEEPERS LAID :—								
Jarrah	10	67,605	228	16,846	22	..	..	84,711
Totara	76	432	..	3	8	53	422	994
Birch	..	..	..	..	40	..	13	53
Silver-pine	..	759	..	8,717	553	37	300	10,366
Puriri	151	9	..	..	..	..	..	160
Hardwood	..	..	..	3,515	..	..	..	3,515
Yellow Pine	..	..	..	..	220	..	..	220
Creosoted	..	40	..	..	..	..	..	40
Totals	237	68,845	228	29,081	843	90	735	100,059
SLEEPERS REMOVED :—								
Hardwood	..	..	..	1,440	..	..	..	1,440
Kauri	14	13	..	..	..	..	..	27
Maire	..	30	..	..	..	..	..	30
Ironbark	..	105	..	995	..	..	..	1,100
Jarrah	..	19,096	90	4,622	2	5	177	23,992
Matai and Rimu	..	1,365	..	1,162	..	..	..	2,527
Totara	171	22,714	96	350	..	11	6	23,348
Birch	..	6,754	..	47	34	2	13	6,850
Silver-pine	..	11,457	7	12,946	637	72	512	25,631
Powellized	..	..	..	73	..	..	..	73
Puriri	52	6,426	..	72	..	..	..	6,550
Creosoted	..	778	..	4,803	..	..	..	5,581
Grey-gum	..	..	..	194	..	..	..	194
Yellow Pine	..	..	..	73	170	..	..	243
Totals	237	68,738	193	26,777	843	90	708	97,586

STATEMENT No. 25.

STATEMENT OF NUMBER OF STATIONS AND PRIVATE SIDINGS ON EACH SECTION FOR THE YEAR ENDED 31ST MARCH, 1927.

Section.	Length.	Number of Stations and Stopping-places for Passengers in the Time-tables.	Number of Private Sidings.		
			At Stations.	Out of Stations.	Total.
	M. ch.				
Kaihu	24 10	12	1	..	1
Gisborne	60 50	20	9	2	11
North Island Main Line and Branches ..	1,309 39	461	203	47	250
South Island Main Line and Branches ..	1,619 7	578	218	35	253
Westport	43 2	20	4	5	9
Nelson	64 10	23	4	1	5
Picton	56 12	19	8	..	8
Totals	3,176 50	1,133	447	90	537

STATEMENT No. 26.

COMPARATIVE STATEMENT OF MILEAGE OF RAILWAYS OPEN FOR TRAFFIC AND UNDER MAINTENANCE ON 31ST MARCH, 1927.

Section.	Mileage open for Traffic on 31st March, 1926.	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, 1927.	Equivalent Total Mileage maintained during Financial Year ended 31st March, 1927.
		Line opened.	Date of Opening.	Length opened.		Line.	Length.				
	M. ch.			M. ch.	M. ch.		M. ch.	M. ch.	M. ch.	M. ch.	M. ch.
Kaihu	24 10	..	..	..	..	..	..	..	..	24 10	24 10
North Island Main Lines and Branches	1,285 17	Kioreroa–Whangarei ..	16th November, 1925	*1 25	1 25	..	..	24 22	24 22	1,309 39	1,303 06
		Te Roti–Opunake ..	12th July, 1926 ..	22 77	16 44						
Gisborne	60 50	..	..	..	..	..	..	..	..	60 50	60 50
South Island Main Lines and Branches	1,619 07	..	..	..	..	..	..	..	..	1,619 07	1,619 07
Westport	43 02	..	..	..	..	..	..	..	..	43 02	43 02
Nelson	60 20	Glenhope–Kawatiri ..	21st June, 1926 ..	3 70	3 02	..	..	3 70	3 70	64 10	63 22
Picton	56 12	..	..	..	..	..	..	..	..	56 12	56 12
Totals	3,148 38	..	..	28 12	20 71	..	..	28 12	28 12	3,176 50	3,169 29

* Omitted from previous year's return.

STATEMENT No. 27.

STATEMENT SHOWING WEIGHTS OF RAILS IN VARIOUS LINES ON 31ST MARCH, 1927.

Line.	40 lb. Iron.	40 lb. Steel.	52 lb. Iron.	52 lb. Steel.	53 lb. Steel	55 lb. Steel.	56 lb. Steel.	65 lb. Steel.	70 lb. Steel.	100 lb. Steel.	Total.
	M. ch.	M. ch.	M. ch.	M. ch.	M. ch	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.
Kaihu Section—											
Kaihu Branch	..	..	..	..	17 15	6 75	..	..	..	..	24 10
North Island Main Lines and Branches—											
Kaikohe Branch	..	..	..	..	..	24 59	..	..	..	..	24 59
Onerahi Branch	..	..	..	..	0 20	2 57	..	..	1 23	..	4 20
Auckland–Wellington	..	..	..	..	0 5	..	0 5	11 29	414 26	..	425 65
North Auckland Line	..	..	..	..	0 40	101 50	31 70	..	47 19	..	181 19
Onehunga Branch	..	0 10	..	..	0 57	..	1 48	..	0 24	..	2 59
Waiuku Branch	..	..	..	..	..	12 70	..	..	..	..	12 70
Huntly–Awaroa Railway	..	..	..	..	..	9 6	..	..	..	..	9 6
Thames Branch	..	..	..	..	0 33	..	17 75	..	44 47	..	62 75
Waihi Branch	..	..	..	..	..	..	11 37	..	0 67	..	12 24
Cambridge Branch	..	..	..	..	6 75	2 36	2 42	..	0 8	..	12 1
Rotorua Branch	..	..	..	..	15 51	..	0 3	..	53 6	..	68 60
Raetihi Branch	..	..	..	..	6 35	2 3	..	..	..	..	8 38
Marton–New Plymouth	..	..	..	..	0 16	..	14 38	..	122 29	..	137 3
Waitara Branch	..	0 48	..	..	3 77	..	0 3	..	..	..	4 62
Toko Branch	..	..	..	..	15 45	31 34	0 31	..	..	..	47 30
Opunake Branch	..	..	..	..	..	22 77	..	..	..	..	22 77
Mount Egmont Branch	..	..	..	..	..	..	6 2	..	..	..	6 2
Wanganui Branch	..	..	..	..	..	0 9	1 70	..	1 21	..	3 20
Foxton Branch	..	..	0 2	..	10 70	..	8 41	..	..	..	19 33
Palmerston North–Eskdale	..	..	..	..	0 20	11 73	20 43	..	91 20	..	123 76
Port Ahuriri Branch	..	..	..	..	1 66	0 3	..	..	0 1	..	1 70
Wellington–Woodville	..	..	..	..	5 47	0 1	12 12	..	96 63	..	114 43
Greytown Branch	..	..	3 7	..	..	..	..	..	..	..	3 7
Gisborne Section—											
Gisborne Line	..	..	..	..	..	31 8	17 62	..	..	..	49 10
Ngatapa Branch	..	..	..	..	..	11 40	..	..	..	..	11 40
South Island Main Lines and Branches—											
Lyttelton–Bluff	..	0 8	0 3	..	0 1	..	..	..	390 21	1 48	392 1
Main North Line	..	..	..	..	28 25	12 79	..	..	39 28	..	80 52
Oxford Branch	..	11 46	..	..	18 35	0 2	3 36	..	0 6	..	33 45
Eyreton Branch	..	..	..	..	20 14	0 7	..	..	..	..	20 21
Cheviot Branch	..	..	..	..	..	12 52	31 27	..	0 2	..	44 1
Southbridge Branch	..	..	..	..	23 11	1 0	1 20	..	0 8	..	25 39
Little River Branch	..	0 9	..	..	0 48	17 47	4 23	..	0 1	..	22 48
Midland Line	..	..	..	..	0 4	..	..	..	122 10	8 51	130 65
White Cliffs Branch	..	..	..	..	11 29	..	0 10	..	0 7	..	11 46
Methven Branch	..	..	..	22 16	..	0 1	..	..	0 3	..	22 20
Carried forward	0 34	12 41	3 12	22 16	188 39	315 69	187 58	11 29	1,425 40	10 19	2,177 37

STATEMENT No. 27—*continued.*

STATEMENT SHOWING WEIGHTS OF RAILS IN VARIOUS LINES ON 31ST MARCH, 1927—*continued.*

Line.	40 lb. Iron.	40 lb. Steel.	52 lb Iron.	52 lb. Steel.	53 lb. Steel.	55 lb. Steel.	56 lb. Steel.	65 lb. Steel.	70 lb. Steel.	100 lb. Steel.	Total.
	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.
Brought forward	0 34	12 41	3 12	22 16	188 39	315 69	187 58	11 29	1,425 40	10 19	2,177 37
South Island Main Lines and Branches—*continued.*											
Springburn Branch	3 29	2 23	..	..	..	4 48	16 74	..	0 22	..	27 36
Albury Branch	0 65	..	..	..	22 40	4 78	7 66	..	0 4	..	36 13
Waimate Branch	..	..	..	2 2	2 44	..	..	..	..	..	4 46
Waimate Gorge Branch	..	..	7 21	..	1 0	..	..	..	..	..	8 21
Duntroon Branch	1 16	..	0 4	..	28 51	3 61	3 69	..	..	..	37 41
Oamaru Breakwater Branch	0 23	..	..	..	0 40	..	..	..	..	..	0 63
Ngapara Branch	..	..	..	..	11 44	..	3 45	..	..	..	15 9
Livingstone Branch	..	..	..	..	..	10 36	1 39	..	..	..	11 75
Waihemo Branch	..	6 76	0 53	..	0 16	..	1 0	..	..	..	8 65
Port Chalmers Branch	..	..	..	..	0 16	..	..	..	1 10	..	1 26
Walton Park Branch	0 2	..	..	..	1 48	0 19	0 48	..	0 1	..	2 38
Fernhill Branch	..	..	..	..	1 57	..	..	..	..	..	1 57
Otago Central Railway	..	..	..	..	65 73	15 27	65 58	..	..	..	146 78
Outram Branch	0 1	..	..	..	6 26	0 73	1 53	..	0 7	..	9 0
Lawrence Branch	..	..	..	..	1 40	33 7	15 8	..	..	..	49 55
Catlin's River Branch	..	..	..	..	15 26	20 5	3 46	..	4 1	..	42 78
Tapanui Branch	..	..	..	..	10 40	9 3	6 58	..	..	..	26 21
Waikaka Branch	..	..	..	..	..	12 56	..	..	0 1	..	12 57
Glenham Branch	..	..	..	..	6 64	..	2 17	..	0 34	..	9 35
Seaward Bush Branch	..	..	..	..	1 52	25 9	7 4	..	..	..	33 65
Kingston Branch	..	..	..	..	42 48	..	25 63	..	18 47	..	86 78
Orepuki Branch	..	..	..	..	13 30	16 26	13 52	..	13 8	..	56 36
Wairio Branch	..	..	..	..	..	..	..	..	22 44	..	22 44
Forest Hill Branch	2 41	7 5	..	..	..	3 18	0 2	..	..	..	12 66
Mararoa Branch	..	10 16	..	..	0 24	..	0 1	..	..	..	10 41
Waimea Plains Branch	..	..	..	..	..	..	..	..	36 37	..	36 37
Switzers Branch	..	..	..	..	1 77	11 69	..	..	0 1	..	13 67
Greymouth–Ross	..	..	..	..	10 2	..	17 22	..	11 5	..	38 29
Stillwater–Inangahua	..	..	..	..	27 66	14 52	8 75	..	5 40	..	56 73
Blackball Branch	..	..	..	..	..	1 0	2 31	..	..	..	3 31
Point Elizabeth Branch	..	..	..	..	0 15	..	4 46	..	3 24	..	8 5
7-Mile Branch	..	..	..	..	..	2 43	..	..	..	..	2 43
Westport–Mokihinui	..	..	..	..	0 18	0 1	8 67	..	21 11	..	30 17
Westport–Te Kuha	..	..	..	..	..	5 61	..	..	..	..	5 61
Cape Foulwind Line	..	..	..	..	..	..	7 4	..	..	..	7 4
Nelson Line	..	..	..	..	25 38	21 50	16 73	..	0 9	..	64 10
Picton Line	..	..	..	..	17 11	22 54	16 24	..	0 3	..	56 12
Totals	8 51	39 1	11 10	24 18	506 5	555 65	446 63	11 29	1,563 29	10 19	3,176 50

STATEMENT No. 28.

STATEMENT SHOWING APPROXIMATELY SLEEPERS LAID AND REMOVED UP TO 31ST MARCH, 1927.

Year.	Approximate Length opened each Year.			Sleepers.	
	North Island.	Middle Island.	Total.	Laid during Construction.	Removed during Maintenance.*
	M. ch.	M. ch.	M. ch.		
1867	..	45 70	45 70	96,338	..
1870–71	..	18 58	18 58	39,323	..
1871–72	..	11 68	11 68	24,885	..
1872–73	..	27 62	27 62	58,327	..
1873–74	10 55	11 21	21 76	46,095	..
1874–75	61 19	126 78	188 17	395,246	..
1875–76	69 23	248 4	317 27	666,409	..
1876–77	64 24	152 39	216 63	455,254	..
1877–78	103 76	94 58	198 54	417,217	..
1878–79	27 19	56 46	83 65	176,006	..
1879–80†	26 33	40 73	67 26	141,382	..
1880–81	68 39	32 71	101 30	212,888	74,261
1881–82	22 67	40 16	63 3	132,379	73,947
1882–83	2 2	40 19	42 21	88,751	106,763
1883–84	22 19	22 50	44 69	94,211	125,632
1884–85	56 0	24 0	80 0	168,000	148,325
1885–86	43 26	47 52	90 78	191,048	137,993
1886–87	58 72	11 39	70 31	147,814	139,040
1887–88	11 47	17 32	28 79	60,874	122,027
1888–89	18 31	..	18 31	42,814	108,690
1889–90	11 57	20 68	32 45	68,381	129,634
1890–91	28 21	5 68	34 9	71,636	133,954
1891–92	..	27 27	27 27	57,408	139,912
1892–93	17 26	..	17 26	36,382	132,569
1893–94	28 38	33 58	62 16	130,620	155,827
1894–95	16 62	27 24	44 6	92,558	170,681
1895–96	14 73	3 48	18 41	38,876	188,291
1896–97	3 64	1 11	4 75	10,370	210,588
1897–98	27 46	10 2	37 48	78,960	243,479
1898–99	22 46	11 13	33 59	70,848	282,326
1899–1900	..	19 26	19 26	40,582	302,354
1900–1901	4 30	103 38	107 68	226,485	345,433
1901–1902	11 20	12 32	23 52	49,665	369,339
1902–1903	28 40	27 43	56 3	117,679	330,029
1903–1904	33 12	4 44	37 56	79,170	309,296
1904–1905	17 61	27 75	45 56	95,970	302,252
1905–1906	23 5	8 52	31 57	66,596	309,183
1906–1907	..	50 7	50 7	105,184	283,293
1907–1908	10 38	4 61	15 19	31,999	331,678
1908–1909	186 21	23 21	209 42	440,003	279,190
1909–1910	3 60	31 43	35 23	74,104	236,390
1910–1911	14 64	29 76	44 60	93,975	282,682
1911–1912	23 30	23 1	46 31	97,414	273,586
1912–1913	25 37	26 77	52 34	110,092	235,378
1913–1914	..	3 6	3 6	6,458	261,748
1914–1915	40 22	51 3	91 25	191,756	227,674
1915–1916	7 43	7 73	15 36	32,445	157,970
1916–1917	..	..	..	..	86,595
1917–1918	22 70	..	22 70	48,038	88,540
1918–1919	..	..	..	..	70,743
1919–1920	..	12 75	12 75	27,169	78,663
1920–1921	11 54	0 7	11 61	24,701	100,280
1921–1922	..	12 27	12 27	25,909	139,187
1922–1923	7 70	..	7 70	16,538	163,735
1923–1924	24 66	2 43	27 29	57,461	227,075
1924–1925	18 8	14 75	33 3	69,379	184,036
1925–1926	30 41	20 66	51 27	107,809	235,266
1926–1927	24 22	3 70	28 12	67,560	97,586
Totals ..	..	..	..	6,615,441	9,133,120

* Complete information not recorded until 1880–81. † Nine months only.

STATEMENT No. 29.

STATEMENT OF CARRIAGE, RAIL-CAR, BRAKE-VAN, AND WAGON STOCK, AND TARPAULINS, FOR THE YEAR ENDED 31ST MARCH, 1927.

Description.	Class.	Kaihu.	North Island Main Line and Branches.	Gisborne.	South Island Main Line and Branches.	Westport.	Nelson.	Picton.	Total.
CARRIAGES.									
Sleepers, bogie, 56 ft.	AA	..	3	..	..	..	..	..	3
Sleepers, bogie, 50 ft.	AA	..	15	..	..	..	..	..	15
First-class, bogie, 50 ft.	AA	..	43	..	..	..	..	..	43
Ladies' (composite), bogie, 50 ft.	AA	..	6	..	..	..	..	..	6
Second-class bogie, 50 ft.	AA	..	56	..	..	..	..	..	56
Royal saloon, bogie, 50 ft.	AA	..	1	..	..	..	..	..	1
Saloon, bogie, 50 ft.	AA	..	1	..	..	..	..	..	1
Postal, bogie, 50 ft.	AA	..	1	..	..	..	..	..	1
Royal saloon, bogie, 44 ft.	A	..	..	..	1	..	..	..	1
Gallery-cars, bogie, 44 ft.	A	..	..	..	5	..	..	..	5
Saloon, bogie, 47½ ft.	A	..	1	..	1	..	..	..	2
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
,, ,, ,, 50 ft.	A	..	10	..	..	..	..	..	10
Motor-train, bogie, 60 ft.	A	..	4	..	1	..	..	..	5
First-class, bogie, 50 ft.	A	..	46	..	..	..	..	..	46
,, ,, 47½ ft.	A	..	40	..	88	..	..	2	130
,, ,, 44 ft.	A	..	3	..	2	..	..	..	5
,, ,, 43 ft.	A	..	11	..	..	..	..	..	11
,, ,, 30 ft.	B	..	..	..	1	..	..	..	1
Composite, bogie, 60 ft.	A	..	8	..	..	..	..	..	8
,, ,, 50 ft.	A	..	52	..	1	..	..	..	53
,, ,, 47½ ft.	A	..	102	2	105	1	4	2	216
,, ,, 46 ft.	A	..	..	..	7	..	..	..	7
,, ,, 44 ft.	A	..	65	7	92	2	1	2	169
,, ,, 43 ft.	A	..	7	..	..	..	..	..	7
,, ,, 42½ ft.	A	..	15	..	30	..	..	..	45
,, ,, 39½ ft.	A	..	2	..	4	1	2	1	10
,, ,, 30 ft.	B	..	13	..	19	..	..	..	32
,, 6-wheel	C	2	2	..	3	..	..	..	7
Second-class, bogie, 52 ft.	A	..	1	..	..	..	..	..	1
,, ,, 50 ft.	A	..	107	..	1	..	..	..	108
,, ,, 47½ ft.	A	..	99	..	137	3	..	..	239
,, ,, 46 ft.	A	..	..	..	4	..	..	..	4
,, ,, 44 ft.	A	..	86	4	109	3	3	5	210
,, ,, 43 ft.	A	..	18	..	..	..	..	..	18
,, ,, 42½ ft.	A	..	3	..	14	..	..	..	17
,, ,, 39½ ft.	A	..	9	..	3	..	..	..	12
,, ,, 35 ft.	A	..	3	..	..	..	..	..	3
,, ,, 30 ft.	B	..	6	..	16	..	..	..	22
,, 6-wheel	C	2	6	..	4	2	4	..	18
,, 4-wheel	D	..	..	..	..	4	..	..	4
Postal, bogie, 50 ft.	A	..	7	..	2	..	..	..	9
,, ,, 44 ft.	A	..	4	..	4	..	..	..	8
,, ,, 39½ ft.	A	..	2	..	..	..	..	..	2
,, ,, 30 ft.	B	..	..	..	1	..	..	..	1
Totals ..	..	4	873	13	673	16	14	12	1,605
RAIL-CARS.									
Rail-car, 58 ft. (Clayton)	..	..	..	..	1	..	..	..	1
,, 56½ ft. (Sentinel)	..	..	1	..	..	..	..	..	1
,, 55½ ft. (Edison)	..	..	..	..	1	..	..	..	1
,, 16 ft. (Ford)	..	..	..	..	2	..	..	..	2
Totals ..	..	..	1	..	4	..	..	..	5
BRAKE-VANS.									
Brake-vans, 4-wheel	F	2	13	..	52	4	3	..	74
,, bogie	F	..	234	4	142	5	3	4	392
,, Fell	F	..	7	..	4	..	..	..	11
Totals ..	..	2	254	4	198	9	6	4	477

STATEMENT No. 29—*continued.*

STATEMENT OF CARRIAGE, BRAKE-VAN, AND WAGON STOCK, AND TARPAULINS, FOR THE YEAR ENDED 31ST MARCH, 1927—*continued.*

Description.	Class.	Kaihu.	North Island Main Line and Branches.	Gisborne.	South Island Main Line and Branches.	Westport.	Nelson.	Picton.	Total.
WAGONS.									
Horse-boxes	G	..	140	1	116	..	1	4	262
Cattle ..	H	..	379	4	263	4	5	4	659
Sheep ..	J	..	1,010	40	927	..	10	40	2,027
Covered goods	K	1	338	2	406	5	6	3	761
Sleeping-vans	K	..	25	..	47	1	1	..	74
High sides	L	4	5,342	47	5,022	17	103	174	10,709
,,	LA	..	2,314	..	2,382	..	..	..	4,696
Wharf ..	LB	..	..	..	13	..	..	..	13
Low sides	M	12	516	40	940	24	14	21	1,567
,, steel	MA	..	148	12	..	..	..	..	**160**
Work-train	MB	..	86	..	28	..	..	..	114
Timber ..	N	40	177	..	196	65	8	..	486
Iron hopper	O	..	21	..	..	..	..	..	21
,, for ballast	OB	..	28	..	..	..	..	..	28
Platform coal	P	..	228	..	..	..	..	..	228
Movable hopper	Q	..	..	..	495	673	..	..	**1,168**
Frozen meat	W	..	286	10	95	..	15	..	406
Cool, insulated	X	..	179	..	32	..	..	..	211
,, ventilated	XA	1	161	..	148	..	..	7	317
,, ,,	XB	..	99	..	56	..	..	..	155
Work-train hopper	Y	..	..	..	11	..	..	..	11
,,	YB	..	211	..	152	..	..	..	363
High side, bogie	R	2	223	..	84	..	..	..	309
,, ,,	RB	..	70	..	21	..	..	..	91
,, ,,	RD	..	61	..	..	..	..	..	61
,, ,,	RN	..	34	..	..	..	..	..	34
Sheep, bogie	S	..	68	..	52	..	..	..	120
Cattle, ,,	T	..	49	..	26	..	..	..	75
Platform, ,,	U	..	236	40	135	4	4	6	425
Gas-storeholders, bogie	UA	..	11	..	7	..	..	..	18
Platform, ,,	UB	..	134	..	219	..	..	..	353
Horse-boxes, ,,	UG	..	32	..	29	..	..	..	61
Frozen meat, ,,	V	..	47	12	75	..	..	..	134
,, ,,	VB	..	124	..	60	..	..	..	184
Covered goods, ,,	Z	..	61	..	40	..	..	..	101
,, ,,	ZP	..	43	..	68	..	..	..	111
Totals ..	..	60	12,881	208	12,145	793	167	259	26,513
TARPAULINS ..	..	24	9,874	115	11,345	52	175	290	21,875

STATEMENT No. 30.

STATEMENT OF LOCOMOTIVE STOCK FOR THE YEAR ENDED 31ST MARCH, 1927.

Class.	Type.	Cylinder.		Coupled Wheels.		Truck Wheels.		Kaihu.	North Island Main Line and Branches.	Gisborne.	South Island Main Line and Branches.	Westport.	Nelson.	Picton.	Total.
		Diameter.	Stroke.	No.	Diameter.	No.	Diameter.								
		In.	In.		Ft. in.		In.								
A	Tender (4-cyl. balanced compound), (17 superheated)	12 &19	22	6	4 6	6	30½	..	50	..	7	..	..	..	57
AA	Tender (superheated) ..	18	24	6	4 1	6	30½	..	10	..	..	..	..	..	10
AB	„ „ ..	17	26	6	4 6	2 4	26½ 30½	..	87	..	54	..	..	..	141
AB	„ (409) „ ..	17	26	6	4 6	6	30½	..	..	..	1	..	..	..	1
B	„ (3 superheated) ..	16	22	8	3 6½	4	30½	..	..	..	8	..	..	..	8
BA	„ (superheated) ..	16	22	8	3 6½	4	26½	..	..	..	10	..	..	..	10
BB	„ (superheated) ..	17	22	8	3 6½	4	26½	..	30	..	..	..	..	..	30
F	Tank	10½	18	6	3 0½	..	..	2	23	..	41	5	1	..	72
FA	„	12	18	6	3 0½	2	24	..	7	1	3	2	3	2	18
H	„ (Fell)	14	16	4	2 8	2	30½	..	6	..	..	..	..	..	6
J	Tender	14	20	6	3 6½	2	24½	..	14	..	13	..	..	..	27
K	„	12	20	4	4 1⅛	4	30½	..	..	..	2	..	..	..	2
L	Tank	12	18	4	3 6½	6	26½	..	4	..	1	..	..	..	5
LA	„	12	18	4	3 9	4	26½	..	..	..	1	..	..	..	1
M	„	13	20	4	3 6¼	6	28½	..	2	..	..	..	..	..	2
N	Tender	15	20	6	4 1⅛	4	28½	..	5	..	..	..	..	..	5
N	„	15	20	6	4 1⅛	4	30½	..	..	..	2	..	..	..	2
NA	„ (compound) ..	10 &17	20	6	4 1	4	30½	..	2	..	..	..	..	..	2
NC	„ „ ..	10 &17	20	6	4 1	4	30½	..	2	..	..	..	..	..	2
OA	„ „ ..	11 &18	20	8	3 7	2	30½	..	1	..	..	..	..	..	1
OB	„	16	20	8	3 7	2	30½	..	2	..	..	..	..	..	2
OC	„ (compound) ..	11 &18	20	8	3 7	2	30½	..	1	..	..	..	..	..	1
P	„	15	20	8	3 5	2	26½	..	..	..	4	..	..	..	4
Q	„ (2 superheated) ..	16	22	6	4 1⅛	2 4	30½ 26½	..	6	..	7	..	..	..	13
R	Single Fairlie	12¼	16	6	3 0½	4	36½	..	1	..	7	..	..	..	8
T	Tender	15	18	8	3 0¼	2	24⅜	..	1	..	3	..	..	..	4
U	„ (superheated) ..	16	20	6	4 6	4	30½	..	..	..	9	..	..	..	9
UA	„ (2 superheated) ..	16	20	6	4 1⅛	4	30½	..	..	..	6	..	..	..	6
UB	„ (3 superheated) ..	16	20	6	4 1⅛	4	26½	..	..	..	20	..	..	..	20
UB	„ (1 superheated) ..	16	22	6	4 1⅛	4	30½	..	..	..	2	..	..	..	2
UC	„	16	22	6	4 1⅛	4	30½	..	..	..	10	..	..	..	10
UD	„	16½	22	6	4 10	4	28	..	2	..	..	..	..	..	2
V	„	15	20	6	4 1⅛	4	26½	..	..	..	6	..	..	..	6
W	Tank	14	20	6	3 0½	4	26½	..	..	..	2	..	..	..	2
WA	„	14	20	6	3 3¾	4	28½	..	2	6	3	..	..	..	11
WA	„ (converted) ..	14	20	6	3 6½	4	24⅜	..	3	..	1	..	..	..	4
WAB	„ (superheated) ..	17	26	6	4 6	4 4	30½ 26½	..	6	..	8	..	..	..	14
WB	„	14	20	6	3 3¾	4	25	..	6	..	..	6	..	..	12
WD	„	14	20	6	3 3¾	6	25	..	11	..	7	..	..	..	18
WE	„ (1 superheated) ..	16	22	6	3 6½	8	30½	..	..	..	2	..	..	..	2
WF	„	14	22	6	3 9	6	30½	..	14	..	17	..	3	4	38
WG	„ (8 superheated) ..	14	22	6	3 9	8	26½	..	20	..	..	..	..	..	20
WH	„	12	18	6	3 1	4	24½	..	1	..	..	..	..	..	1
WJ	„	17	20	8	3 7	2 4	30½ 26½	..	1	..	..	..	..	..	1
WS	„ (superheated) ..	17	26	6	4 6	4 4	30½ 26½	..	12	..	..	..	..	..	12
WW	„ „ ..	15½	22	6	3 9	8	26½	..	48	..	2	..	..	..	50
X	Tender (4-cyl. balanced compound)	13½ & 22	22	8	3 9	2 4	30½ 26½	..	18	..	..	..	..	..	18
..	Electric	..	..	8	3 8⅞	..	..	..	..	..	5	..	..	..	5
..	Battery	..	..	8	3 0½	..	..	..	..	..	1	..	..	..	1
	Totals	..	..	..	..	..	..	2	398	7	265	13	7	6	698

STATEMENT No. 31.

PERFORMANCES OF LOCOMOTIVES FOR THE YEAR ENDED 31ST MARCH, 1927.

Type.	Number of Engines.	Engine-mileage. Details. Train.	Shunting, Assisting, Light, and Miscellaneous.	Work train.	Total	Quantity of Stores. Running. Coal.	Oil.	Cost. Repairs. Wages and Material.	Running. Stores.	Fuel.	Wages.	Total.	Cost per Engine-mile, in Pence. Repairs. Wages and Material.	Running. Stores.	Fuel.	Wages.	Total.	Days in Steam.	Type.
KAIHU SECTION.																			
						Cwt.	Qt.	£	£	£	£	£							
F	2	17,668	5,459	..	23,127	4,675	569	433	34	562	819	1,848	4·49	0·35	5·83	8·51	19·18	314	F.
Betterments and depreciation	..	..	..	..	..	..	..	..	..	..	..	117	..	..	..	..	1·21	..	
Water charges	..	..	..	..	..	..	..	..	..	..	..	9	..	..	..	..	0·09	..	
General charges	..	..	..	..	..	..	..	..	..	..	..	100	..	..	..	..	1·04	..	
Totals	..	17,668	5,459	..	23,127	..	..	..	..	..	..	2,074	..	..	..	..	21·52	..	
GISBORNE SECTION.																			
						Cwt.	Qt.												
FA	1	..	..	..	..	..	..	19	..	..	1	20	..	..	..	..	..	..	FA.
WA	6	84,961	15,115	3	100,079	38,027	3,466	2,843	182	6,538	3,252	12,815	6·82	0·44	15·68	7·80	30·74	949	WA.
Totals	7	84,961	15,115	3	100,079	38,027	3,466	2,862	182	6,538	3,253	12,835	6·86	0·44	15·68	7·80	30·78	949	
Betterments and depreciation	..	..	..	..	..	..	..	..	..	..	..	689	..	..	..	..	1·65	..	
Water charges	..	..	..	..	..	..	..	..	..	..	..	142	..	..	..	..	0·34	..	
General charges	..	..	..	..	..	..	..	..	..	..	..	991	..	..	..	..	2·38	..	
Totals	..	84,961	15,115	3	100,079	..	..	..	..	..	..	14,657	..	..	..	..	35·15	..	

STATEMENT No. 31—*continued.*

PERFORMANCES OF LOCOMOTIVES FOR THE YEAR ENDED 31ST MARCH, 1927—*continued.*

Type.	Number of Engines.	Engine-mileage.				Quantity of Stores.		Cost.					Cost per Engine-mile, in Pence.					Days in Steam.	Type.
		Details.			Total	Running.		Repairs.	Running.			Total.	Repairs.	Running.			Total.		
		Train.	Shunting, Assisting, Light, and Miscellaneous.	Work train.		Coal.	Oil.	Wages and Material.	Stores.	Fuel.	Wages.		Wages and Material.	Stores.	Fuel.	Wages.			
NORTH ISLAND MAIN LINE AND BRANCHES.																			
						Cwt.	Qt.	£	£	£	£	£							
A¼	50	959,479	222,691	16,832	1,199,002	594,126	47,612	36,777	2,454	65,118	39,342	143,691	7·36	0·49	13·04	7·87	28·76	10,532	A.
AA	10	195,790	45,105	953	241,848	122,687	8,361	11,998	443	13,857	6,969	33,267	11·91	0·44	13·74	6·92	33·01	1,936	AA.
AB	87	2,579,152	411,791	1,631	2,992,574	1,376,104	95,051	46,384	4,828	153,237	79,878	284,327	3·72	0·39	12·28	6·41	22·80	21,894	AB.
BB	30	561,830	181,723	10,131	753,684	410,254	28,112	26,984	1,468	46,902	25,762	101,116	8·59	0·47	14·94	8·20	32·20	6,786	BB.
BC	1	..	1	..	1	160	..	17	..	18	7	42	..	..	..	..	..	1	BC.
F	23	5,170	133,314	12,553	151,037	48,098	4,523	3,755	271	4,641	8,649	17,316	5·97	0·43	7·37	13·75	27·52	2,896	F.
FA	7	1,232	74,830	78	76,140	31,421	2,702	1,493	148	2,887	4,442	8,970	4·70	0·47	9·10	14·00	28·27	1,168	FA.
H	6	13,268	30,576	201	44,045	50,082	2,468	6,990	156	5,793	4,441	17,380	38·09	0·85	31·56	24·20	94·70	1,193	H.
J	14	277	231,561	87	231,925	108,160	8,500	8,107	486	11,620	14,030	34,243	8·39	0·50	12·02	14·53	35·44	2,869	J.
L	4	10,478	16,355	3,946	30,779	10,346	860	1,658	49	1,069	1,519	4,295	12·93	0·38	8·34	11·84	33·49	587	L.
M	2	15,743	20,430	57	36,230	12,769	1,095	392	56	1,469	1,637	3,554	2·60	0·37	9·73	10·84	23·54	533	M.
N	4	8,964	43,368	1,615	53,947	24,917	1,827	1,180	105	2,636	2,801	6,722	5·25	0·47	11·73	12·45	29·90	610	N.
N (compound)	1	..	..	..	..	..	..	4	..	..	1	5	..	..	..	..	..	..	N (compound).
NA	2	10,641	5,276	404	16,321	8,049	653	336	35	925	568	1,864	4·94	0·51	13·61	8·35	27·41	222	NA.
NC	2	13,638	8,122	9	21,769	10,251	781	783	41	1,184	888	2,896	8·63	0·45	13·06	9·79	31·93	249	NC.
OA	1	5,924	8,063	4,141	18,128	9,987	652	114	35	932	895	1,976	1·51	0·46	12·34	11·85	26·16	232	OA.
OB	2	26,475	6,452	5,154	38,081	19,877	1,344	501	67	2,287	1,188	4,043	3·16	0·42	14·41	7·49	25·48	403	OB.
OC	1	13,601	4,380	..	17,981	9,810	691	654	34	1,127	605	2,420	8·73	0·45	15·04	8·08	32·30	166	OC.
Q	6	110,442	28,789	13,369	152,600	85,070	5,499	4,380	287	9,389	5,442	19,498	6·89	0·45	14·77	8·56	30·67	1,395	Q.
R	1	15	648	..	663	254	19	434*	1	27	29	491	157·11	0·36	9·77	10·50	177·74	13	R.
S	1	..	..	..	..	..	..	11	..	..	..	11	..	..	..	..	..	..	S.
T	1	..	14,039	..	14,039	9,666	559	910	30	925	863	2,728	15·57	0·51	15·81	14·75	46·64	194	T.
UD	2	11,991	21,230	3,270	36,491	17,482	1,441	1,069	77	1,940	1,713	4,799	7·03	0·51	12·75	11·27	31·56	450	UD.
WA	2	15,960	16,453	2,031	34,444	13,371	1,005	425	59	1,531	1,566	3,581	2·96	0·41	10·67	10·91	24·95	428	WA.
WA (converted) ..	3	13,836	35,964	3,679	53,479	20,399	1,902	2,415	99	2,255	2,621	7,390	10·84	0·44	10·12	11·76	33·16	588	WA (converted).
WAB	6	84,207	12,253	164	96,624	50,071	3,925	2,564	180	5,772	2,548	11,064	6·37	0·45	14·33	6·33	27·48	921	WAB.
WB	6	72,578	36,196	12,004	120,778	70,101	4,293	1,063	221	4,423	4,578	10,285	2·11	0·44	8·79	9·10	20·44	1,316	WB.
WD	11	51,765	115,896	16,401	184,062	100,449	6,568	11,593	351	9,511	8,972	30,427	15·11	0·46	12·40	11·70	39·67	2,217	WD.

* Includes £377 for repairs to R 211 prior to being sold.

STATEMENT No. 31—*continued.*

PERFORMANCES OF LOCOMOTIVES FOR THE YEAR ENDED 31ST MARCH, 1927—*continued.*

Type.	Number of Engines.	Engine-mileage. Details. Train.	Shunting, Assisting, Light, and Miscellaneous.	Work train.	Total.	Quantity of Stores. Running. Coal.	Oil.	Cost. Repairs. Wages and Material.	Running. Stores.	Fuel.	Wages.	Total.	Cost per Engine-mile, in Pence. Repairs. Wages and Material.	Running. Stores.	Fuel.	Wages.	Total.	Days in Steam.	Type.
NORTH ISLAND MAIN LINE AND BRANCHES—*continued.*						Cwt.	Qt.	£	£	£	£	£							
WE	1	533	6,260	..	6,793	3,686	255	55	16	406	359	836	1·94	0·57	14·35	12·68	29·54	121	WE.
WF	14	113,414	145,863	12,415	271,692	136,902	9,451	8,890	495	13,393	11,367	34,145	7·85	0·44	11·83	10·04	30·16	3,225	WF.
WG	20	104,512	229,856	27,944	362,312	187,601	13,054	8,066	750	20,262	17,182	46,260	5·34	0·50	13·42	11·38	30·64	4,393	WG.
WH	1	5,125	5,308	..	10,433	3,723	318	745	18	424	446	1,633	17·15	0·41	9·75	10·26	37·57	140	WH.
WJ	1	1,086	1,272	..	2,358	1,780	109	48	9	206	120	383	4·89	0·92	20·96	12·21	38·98	33	WJ.
WS	12	256,003	54,738	764	311,505	162,074	10,264	8,801	516	16,935	10,840	37,092	6·78	0·40	13·05	8·35	28·58	2,491	WS.
WW	48	778,929	361,442	34,858	1,175,229	572,523	40,808	38,177	2,101	63,850	44,481	148,609	7·80	0·43	13·04	9·08	30·35	12,204	WW.
X..	18	346,417	47,627	5,420	399,464	287,483	25,668	12,916	1,190	32,793	13,951	60,850	7·76	0·71	19·71	8·38	36·56	3,578	X.
Totals (steam) ..	401	6,388,475	2,577,872	190,111	9,156,458	4,569,733	330,370	250,689	17,076	499,744	320,700	1,088,209	6·57	0·45	13·09	8·41	28·52	85,984	
RM 1	1	13,569	1,348	..	14,917	1,098	873	238	50	129	433	850	3·83	0·80	2·08	6·97	13·68	124	RM 1 (steam).
RM 2	1	..	824	..	824	90	32	5	2	10	18	35	1·46	0·58	2·91	5·24	10·19	8	RM 2 (steam).
RM 5	1	..	46	..	46	..	..	15	..	..	1	16	78·26	..	..	5·22	83·48	1	RM 5 (petrol).
Totals (including rail-motors)	404	6,402,044	2,580,090	190,111	9,172,245	4,570,921	331,275	250,947	17,128	499,883	321,152	1,089,110	6·57	0·45	13·08	8·40	28·50	86,117	
Betterments and depreciation ..	..	..	..	..	..	..	..	..	..	..	..	55,055	..	..	..	..	1·44	..	
Water charges	..	..	..	..	..	..	..	..	..	..	..	16,111	..	..	..	..	0·42	..	
General charges	..	..	..	..	..	..	..	..	..	..	..	162,388	..	..	..	..	4·25	..	
		6,402,044	2,580,090	190,111	9,172,245							1,322,664					34·61		
		..	37,913*	112,911†	150,824							21,042‡					..		
Totals	..	6,402,044	2,542,177	77,200	9,021,421	..	..	..	..	..	..	1,301,622	..	..	..	..	..	..	

NOTE.—One F, four N, two P, one R, three S, one V, and one small tank written off. RM 3 stored. Three R sold. Three WAB and three WS new. One RM 2, one RM 4, and one RM 5 transferred to South Island Main Line and Branches during the year.

* Mileage run by engines performing shunting services for workshops. † Mileage run by engines performing work-train services for Maintenance Branch "Working-expenses" classifications. ‡ Credits for same.

STATEMENT No. 31—*continued.*

PERFORMANCES OF LOCOMOTIVES FOR THE YEAR ENDED 31ST MARCH, 1927—*continued.*

Type.	Number of Engines.	Engine-mileage. Details. Train.	Shunting, Assi-ting, Light, and Mis-cellaneous.	Work train.	Total	Quantity of Stores. Running. Coal.	Oil.	Cost. Repairs. Wages and Material.	Running. Stores.	Fuel.	Wages.	Total.	Cost per Engine-mile, in Pence. Repairs. Wages and Material.	Running. Stores.	Fuel.	Wages.	Total.	Days in Steam.	Type.
SOUTH ISLAND MAIN LINE AND BRANCHES.																			
						Cwt.	Qt.	£	£	£	£	£							
A	7	156,085	19,201	..	175,286	102,382	7,995	5,508	405	9,543	5,793	21,249	7·54	0·55	13·07	7·93	29·09	1,467	A.
AB 409	1	22,419	3,921	16	26,356	12,730	906	260	50	1,324	699	2,333	2·37	0·46	12·05	6·36	21·24	198	AB 409.
AB	54	1,586,516	268,605	5,749	1,860,870	897,119	68,191	46,920	3,298	90,883	53,001	194,102	6·05	0·43	11·71	6·84	25·03	12,831	AB.
B	8	124,318	38,331	430	163,079	108,182	7,295	7,446	379	10,264	6,971	25,060	10·96	0·56	15·10	10·26	36·88	1,793	B.
BA	10	154,943	57,949	502	213,394	135,712	9,117	7,032	463	13,076	8,537	29,108	7·91	0·52	14·71	9·60	32·74	2,104	BA.
D	1	..	1,951	..	1,951	546	52	7	4	32	63	106	0·86	0·49	3·94	7·75	13·04	53	D.
F	41	28,195	549,583	624	578,402	205,929	20,918	15,917	1,159	18,854	35,062	70,992	6·60	0·48	7·82	14·56	29·46	9,151	F.
FA	3	31,002	19,688	462	51,152	18,104	1,652	383	94	1,837	2,148	4,462	1·80	0·44	8·62	10·08	20·94	742	FA.
J	13	82,973	127,933	6,717	217,623	93,079	6,904	7,261	382	9,135	11,091	27,869	8·01	0·42	10·07	12·23	30·73	2,979	J.
K	2	858	1,372	..	2,230	1,224	62	88	4	114	112	318	9·47	0·43	12·27	12·05	34·22	39	K.
L	1	7,269	3,654	36	10,959	3,453	220	1,778	15	365	547	2,705	38·94	0·33	7·99	11·98	59·24	172	L.
LA	1	989	8,058	678	9,725	2,540	364	59	20	271	531	881	1·46	0·49	6·69	13·10	21·74	227	LA.
N	2	15,215	27,450	28	42,693	20,906	1,235	592	69	2,190	1,616	4,467	3·33	0·39	12·31	9·08	25·11	464	N.
P	4	12,873	11,264	37,220	61,357	28,718	2,066	1,047	108	2,810	2,510	6,475	4·10	0·42	10·99	9·82	25·33	765	P.
Q	7	142,083	25,510	46	167,639	96,291	5,911	4,227	296	9,964	5,303	19,790	6·05	0·42	14·27	7·59	28·33	1,487	Q.
R	7	12,047	55,524	8,552	76,123	27,555	2,285	1,629	129	2,894	4,540	9,192	5·14	0·41	9·12	14·31	28·98	1,308	R.
T	3	3,463	38,695	1,357	43,515	23,272	1,916	2,392	107	1,933	2,697	7,129	13·19	0·59	10·66	14·88	39·32	602	T.
U	9	199,085	30,667	769	230,521	113,219	7,606	6,113	389	10,692	7,204	24,398	6·36	0·40	11·13	7·51	25·40	2,053	U.
UA	6	147,828	28,891	460	177,179	89,966	5,382	3,692	274	8,438	5,498	17,902	5·00	0·37	11·43	7·45	24·25	1,477	UA.
UB	22	443,611	88,825	1,666	534,102	294,121	18,410	24,001	929	29,935	17,561	72,426	10·78	0·42	13·45	7·89	32·54	4,861	UB.
UC	10	170,510	48,197	7,842	226,549	118,948	7,938	9,748	402	12,080	7,792	30,022	10·33	0·43	12·79	8·25	31·80	2,221	UC.
V	6	58,192	13,983	214	72,389	42,054	2,207	780	117	3,662	2,531	7,090	2·59	0·39	12·14	8·39	23·51	706	V.
W	2	17,549	9,748	82	27,379	15,739	1,255	626	69	1,667	1,643	4,005	5·49	0·60	14·62	14·40	35·11	477	W.
WA	3	34,838	15,821	224	50,883	26,222	2,193	1,843	115	2,780	2,388	7,126	8·69	0·54	13·12	11·26	33·61	717	WA.
WA (converted)	1	11,866	6,192	10	18,068	6,826	657	124	40	705	837	1,706	1·65	0·53	9·36	11·12	22·66	259	WA (converted).
WAB	8	71,270	11,209	172	82,651	42,208	3,113	552	148	3,956	2,668	7,324	1·60	0·43	11·49	7·75	21·27	725	WAB.
WD	7	55,943	53,885	9,467	119,295	61,955	5,376	5,410	276	5,999	5,583	17,268	10·88	0·56	12·07	11·23	34·74	1,591	WD.
WE	1	9,467	4,010	..	13,477	8,905	588	2,229	30	910	731	3,900	39·69	0·53	16·21	13·02	69·45	199	WE.
WF	17	275,601	96,618	5,972	378,191	179,499	13,590	11,776	708	18,270	14,405	45,159	7·47	0·45	11·60	9·14	28·66	4,292	WF.
WW	2	44,903	13,115	790	58,808	31,068	2,450	497	128	2,961	2,529	6,115	2·03	0·52	12·09	10·32	24·96	613	WW.
Totals (steam) ..	259	3,921,911	1,679,850	90,085	5,691,846	2,808,472	207,854	169,937	10,607	277,544	212,591	670,679	7·17	0·45	11·70	8·96	28·28	56,573	..
						Units													
E 1	1	..	261	3,488	3,749	7,996	119	491	8	172	165	836	31·43	0·51	11·02	10·56	53·52	93	E 1 (elec. battery).
E 2–6	5	31,590	40,832	120	72,542	1,201,290	1,547	7,220	110	25,761	1,452	34,543	23·89	0·36	85·23	4·80	114·28	1,251	E 2–6 (electric).

STATEMENT No. 31—*continued.*

PERFORMANCES OF LOCOMOTIVES FOR THE YEAR ENDED 31ST MARCH, 1927—*continued.*

Type.	Number of Engines.	Engine-mileage. Details. Train.	Shunting, Assisting, Light, and Miscellaneous.	Work train.	Total	Quantity of Stores. Running. Coal.	Oil.	Cost. Repairs. Wages and Material.	Running. Stores.	Fuel.	Wages.	Total.	Cost per Engine-mile, in Pence. Repairs. Wages and Material.	Running. Stores.	Fuel.	Wages.	Total.	Days in Steam.	Type.
SOUTH ISLAND MAIN LINE AND BRANCHES—*continued.*																			
						Cwt.	Qt.	£	£	£	£	£							
RM 2	1	11,120	702	..	11,822	1,466	435	325	28	153	450	956	6·60	0·57	3·11	9·13	19·41	158	RM 2 (steam).
						Gals.													
RM 4	1	5,140	1,249	..	6,389	374	57	91	3	40	138	272	3·42	0·11	1·50	5·19	10·22	252	RM 4 (petrol).
RM 5	1	4,560	253	..	4,813	329	75	95	4	36	106	241	4·74	0·20	1·80	5·28	12·02	164	RM 5 (petrol).
						Units													
RM 6	1	29,834	626	..	30,460	99,186	139	74	7	656	258	995	0·58	0·06	5·17	2·03	7·84	232	RM 6 (elec. battery).
Totals (including rail-motors, &c.)	269	4,004,155	1,723,773	93,693	5,821,621	..	210,226	178,233	10,767	304,362	215,160	708,522	7·35	0·44	12·55	8·87	29·21	58,723	
Betterments and depreciation ..	..	..	..	..	..	..	..	..	..	..	..	44,097	..	..	..	..	1·82	..	
Water charges	..	..	..	..	..	..	..	..	..	..	..	8,814	..	..	..	..	0·36	..	
General charges	..	..	..	..	..	..	..	..	..	..	..	110,207	..	..	..	..	4·54	..	
		4,004,155	1,723,773	93,693	5,821,621							871,640					35·93		
		..	36,307*	66,050†	102,357							16,180‡					..		
Totals	..	4,004,155	1,687,466	27,643	5,719,264	..	..	..	..	..	..	855,460	..	..	..	..	..	..	

NOTE.—One J, three K, one N, two P, and two V written off. Four AB, eight WAB, and one RM 6 new. One RM 2, one RM 4, and one RM 5 transferred from North Island Main Line and Branches. A 88 converted to car during the year.
* Mileage run by engines performing shunting services for workshops. † Mileage run by engines performing work-train services for Maintenance and Signals "Working-expenses" classifications. ‡ Credits for same.

WESTPORT SECTION.

						Cwt.	Qt.	£	£	£	£	£							
F	5	2,983	24,848	2,158	29,989	8,824	1,282	385	74	594	1,833	2,886	3·08	0·59	4·75	14·68	23·10	529	F.
FA	2	4,102	23,660	240	28,002	10,862	1,045	929	61	735	1,552	3,277	7·96	0·52	6·30	13·31	28·09	355	FA.
WB	6	88,224	33,509	676	122,409	72,217	5,025	3,510	285	4,931	4,700	13,426	6·88	0·56	9·66	9·22	26·32	1,452	WB.
Totals	13	95,309	82,017	3,074	180,400	91,903	7,352	4,824	420	6,260	8,085	19,589	6·42	0·56	8·33	10·75	26·06	2,336	
Betterments and depreciation ..	..	..	..	..	..	..	..	..	..	..	..	1,425	..	..	..	..	1·90	..	
Water charges	..	..	..	..	..	..	..	..	..	..	..	293	..	..	..	..	0·39	..	
General charges	..	..	..	..	..	..	..	..	..	..	..	3,860	..	..	..	..	5·13	..	
		95,309	82,017	3,074	180,400							25,167					33·48		
		..	1,297*	3,008†	4,305							553‡					..		
Totals	..	95,309	80,720	66	176,095	..	..	..	..	..	..	24,614	..	..	..	..	..	..	

* Mileage run by engines performing shunting services for workshops. † Mileage run by engines performing work-train services for Maintenance "Working-expenses" classifications. ‡ Credits for same.

STATEMENT No. 31—*continued.*

PERFORMANCES OF LOCOMOTIVES FOR THE YEAR ENDED 31ST MARCH, 1927—*continued.*

Type.	Number of Engines.	Engine-mileage. Details. Train.	Shunting, Assisting, Light, and Miscellaneous.	Work train.	Total	Quantity of Stores. Running. Coal.	Oil.	Cost. Repairs. Wages and Material.	Running. Stores.	Fuel.	Wages.	Total.	Cost per Engine-mile, in Pence. Repairs. Wages and Material.	Running. Stores.	Fuel.	Wages.	Total.	Days in Steam.	Type
NELSON SECTION.																			
						Cwt.	Qt.	£	£	£	£	£							
F	1	59	550	..	609	185	25	11	1	23	39	74	4·33	0·39	9·06	15·38	29·16	17	F.
FA	3	18,170	11,224	221	29,615	9,792	970	1,198	54	1,222	1,114	3,588	9·71	0·44	9·90	9·03	29·08	485	FA.
WF	3	53,249	7,421	271	60,941	23,843	1,971	1,628	108	2,918	1,750	6,404	6·41	0·43	11·49	6·89	25·22	689	WF.
Totals	7	71,478	19,195	492	91,165	33,820	2,966	2,837	163	4,163	2,903	10,066	7·47	0·43	10·96	7·64	26·50	1,191	
Betterments and depreciation ..	..	..	..	..	..	..	..	..	..	..	..	435	..	..	..	..	1·15	..	
Water charges	..	..	..	..	..	..	..	..	..	..	..	140	..	..	..	..	0·37	..	
General charges	..	..	..	..	..	..	..	..	..	..	..	1,806	..	..	..	..	4·75	..	
		71,478	19,195	492	91,165							12,447					32·77		
		..	..	38*	38							5†					..		
Totals	..	71,478	19,195	454	91,127	..	..	..	..	..	..	12,442	..	..	..	..	..	..	

* Mileage run by engines performing work-train services for Maintenance "Working-expenses" classifications. † Credits for same.

PICTON SECTION.

						Cwt.	Qt.	£	£	£	£	£							
FA	2	10,862	11,416	63	22,341	8,942	746	269	41	1,057	1,041	2,408	2·89	0·44	11·36	11·18	25·87	411	FA.
WF	4	37,387	21,288	785	59,460	25,415	1,825	2,431	90	3,010	2,524	8,055	9·81	0·36	12·15	10·19	32·51	754	WF.
Totals	6	48,249	32,704	848	81,801	34,357	2,571	2,700	131	4,067	3,565	10,463	7·92	0·38	11·94	10·46	30·70	1,165	
Betterments and depreciation ..	..	..	..	..	..	..	..	..	..	..	..	468	..	..	..	..	1·37	..	
Water charges	..	..	..	..	..	..	..	..	..	..	..	57	..	..	..	..	0·17	..	
General charges	..	..	..	..	..	..	..	..	..	..	..	1,987	..	..	..	..	5·83	..	
		48,249	32,704	848	81,801							12,975					38·07		
		..	..	828*	828							106†					..		
Totals	..	48,249	32,704	20	80,973	..	..	..	..	..	..	12,869	..	..	..	..	..	..	

* Mileage run by engines performing work-train services for Maintenance "Working-expenses" classifications. † Credits for same.

STATEMENT No. 31—*continued.*

SUMMARY.

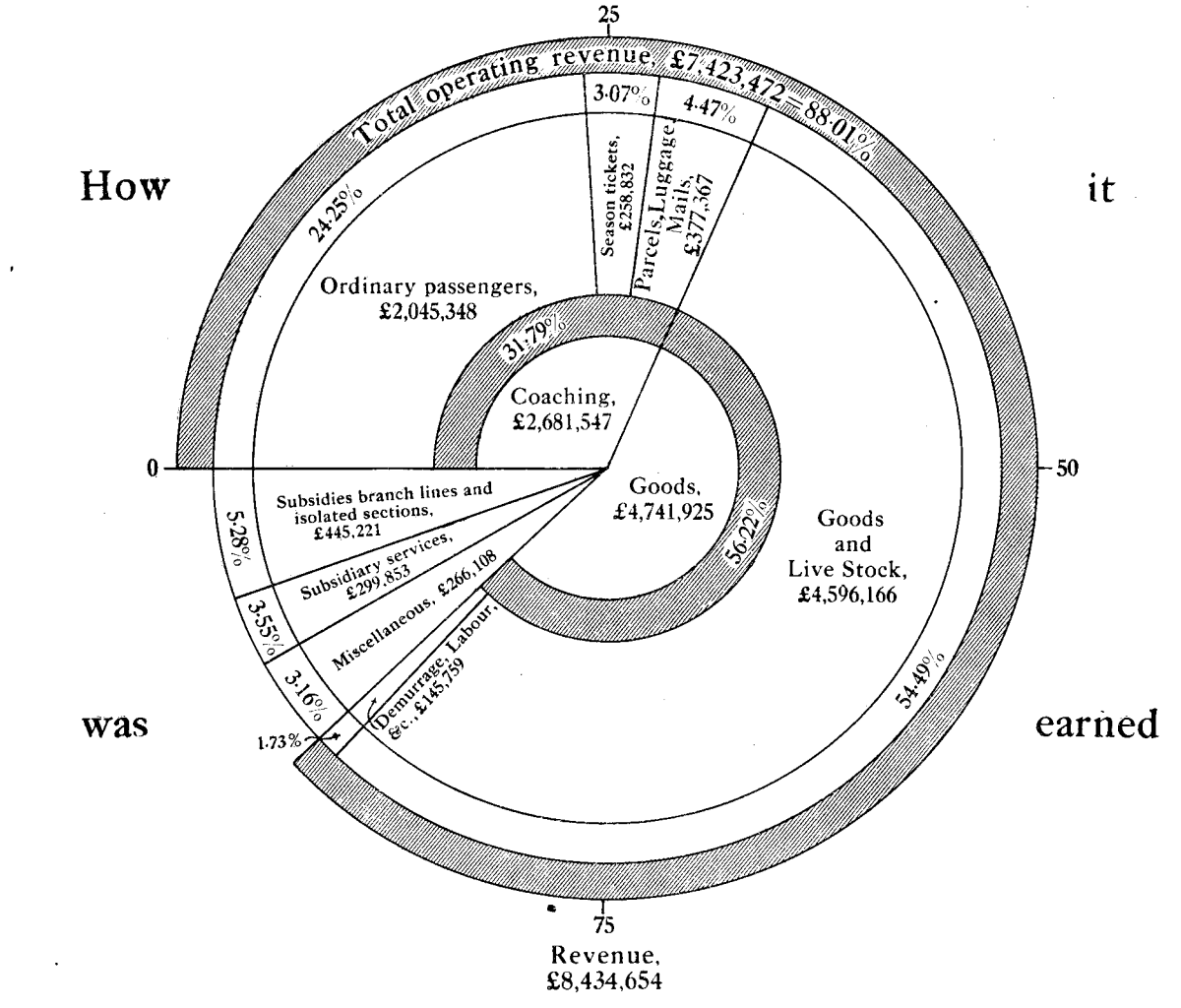
Section.	Number of Engines.	Engine-mileage. Detail. Train.	Shunting, Assisting, Light, and Miscellaneous.	Work-train.	Total.	Less Recoverable Mileage.	Net Total Mileage.	Quantity of Stores. Running. Coal.	Oil.	Cost. Repairs. Wages and Material	Running. Stores.	Fuel.	Wages.	Total.	Section.
ALL SECTIONS.															
								Cwt.	Qt.	£	£	£	£	£	
Kaihu	2	17,668	5,459	..	23,127	..	23,127	4,675	569	433	34	562	819	1,848	Kaihu.
Gisborne	7	84,961	15,115	3	100,079	..	100,079	38,027	3,466	2,862	182	6,538	3,253	12,835	Gisborne.
N.I.M.L. and branches ..	404	6,402,044	2,580,090	190,111	9,172,245	150,824	9,021,421	4,570,921	331,275	250,947	17,128	499,883	321,152	1,089,110	N.I.M.L. and branches.
S.I.M.L. and branches ..	269	4,004,155	1,723,773	93,693	5,821,621	102,357	5,719,264	2,809,938	210,226	178,233	10,767	304,362*	215,160	708,522	S.I.M.L. and branches.
Westport	13	95,309	82,017	3,074	180,400	4,305	176,095	91,903	7,352	4,824	420	6,260	8,085	19,589	Westport.
Nelson	7	71,478	19,195	492	91,165	38	91,127	33,820	2,966	2,837	163	4,163	2,903	10,066	Nelson.
Picton	6	48,249	32,704	848	81,801	828	80,973	34,357	2,571	2,700	131	4,067	3,565	10,463	Picton.
Totals	708	10,723,864	4,458,353	288,221	15,470,438	258,352	15,212,086	7,583,641	558,425	442,836	28,825	825,835*	554,937	1,852,433	

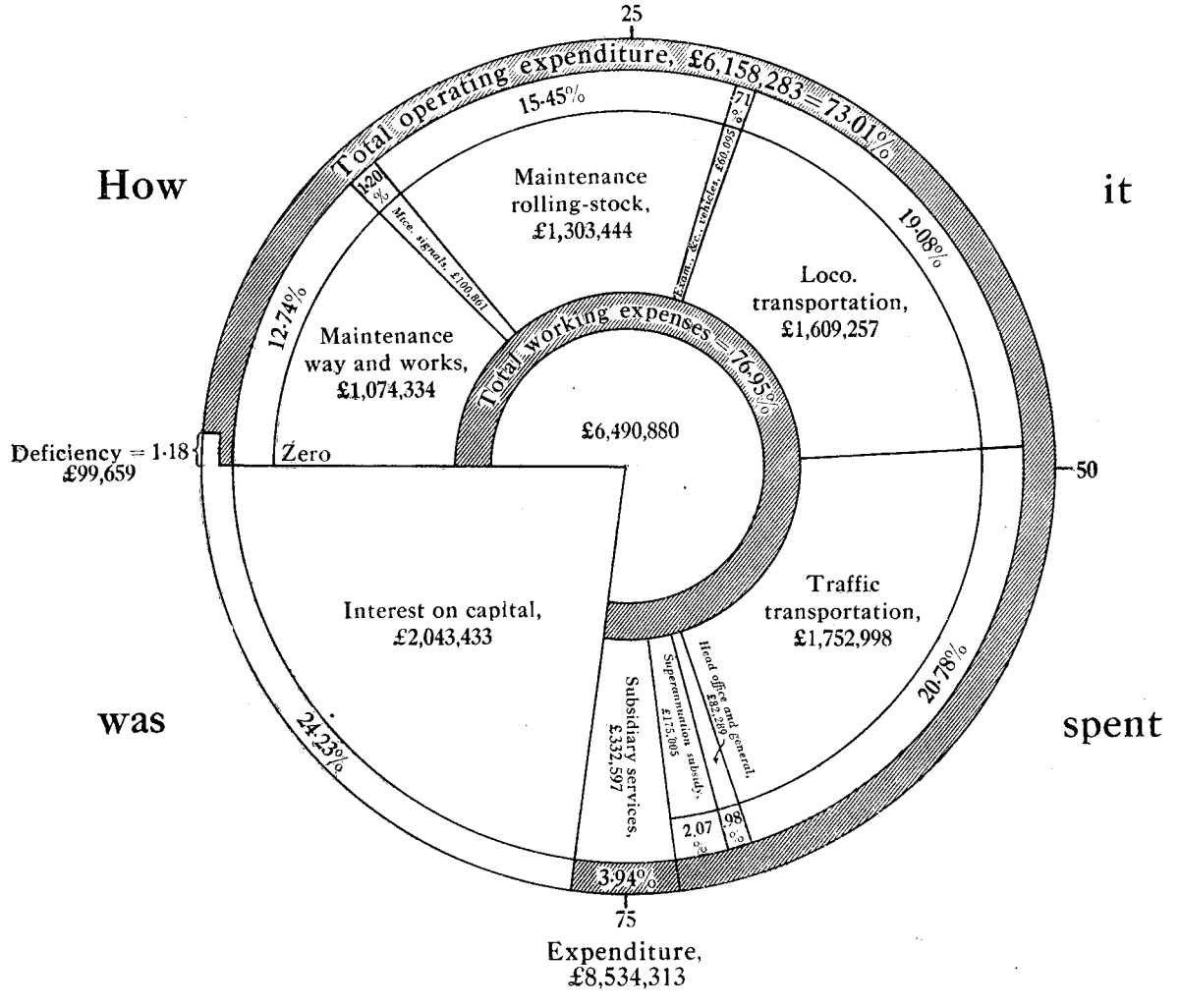
Section.	Cost per Engine-mile in Pence. Repairs. Wages and Materials.	Running. Stores.	Fuel.	Wages.	Total.	Betterments and Depreciation Charges.	Water Charges.	General Charges.	Cost of Betterments and Depreciation Charges per Engine-mile in Pence.	Cost of Water Charges per Engine-mile in Pence.	Cost of General Charges per Engine-mile in Pence.	Total Cost.	Total Cost per Engine-mile in Pence.	Less Recoverable Expenditure.	Net Total Expenditure.	Days in Steam.	Section.
						£	£	£				£		£	£		
Kaihu	4·49	0·35	5·83	8·51	19·18	117	9	100	1·21	0·09	1·04	2,074	21·52	..	2,074	314	Kaihu.
Gisborne	6·86	0·44	15·68	7·80	30·78	689	142	991	1·65	0·34	2·38	14,657	35·15	..	14,657	949	Gisborne.
N.I.M.L. and branches ..	6·57	0·45	13·08	8·40	28·50	55,055	16,111	162,388	1·44	0·42	4·25	1,322,664	34·61	21,042	1,301,622	86,117	N.I.M.L. and branches.
S.I.M.L. and branches ..	7·35	0·44	12·55	8·87	29·21	44,097	8,814	110,207	1·82	0·36	4·54	871,640	35·93	16,180	855,460	58,723	S.I.M.L. and branches.
Westport	6·42	0·56	8·33	10·75	26·06	1,425	293	3,860	1·90	0·39	5·13	25,167	33·48	553	24,614	2,336	Westport.
Nelson	7·47	0·43	10·96	7·64	26·50	435	140	1,806	1·15	0·37	4·75	12,447	32·77	5	12,442	1,191	Nelson.
Picton	7·92	0·38	11·94	10·46	30·70	468	57	1,987	1·37	0·17	5·83	12,975	38·07	106	12,869	1,165	Picton.
Totals	6·87	0·45	12·81	8·61	28·74	102,286	25,566	281,339	1·59	0·40	4·36	2,261,624	35·09	37,886	2,223,738	150,795	

* Includes cost of 703 gallons benzine and 1,308,472 units electric current.

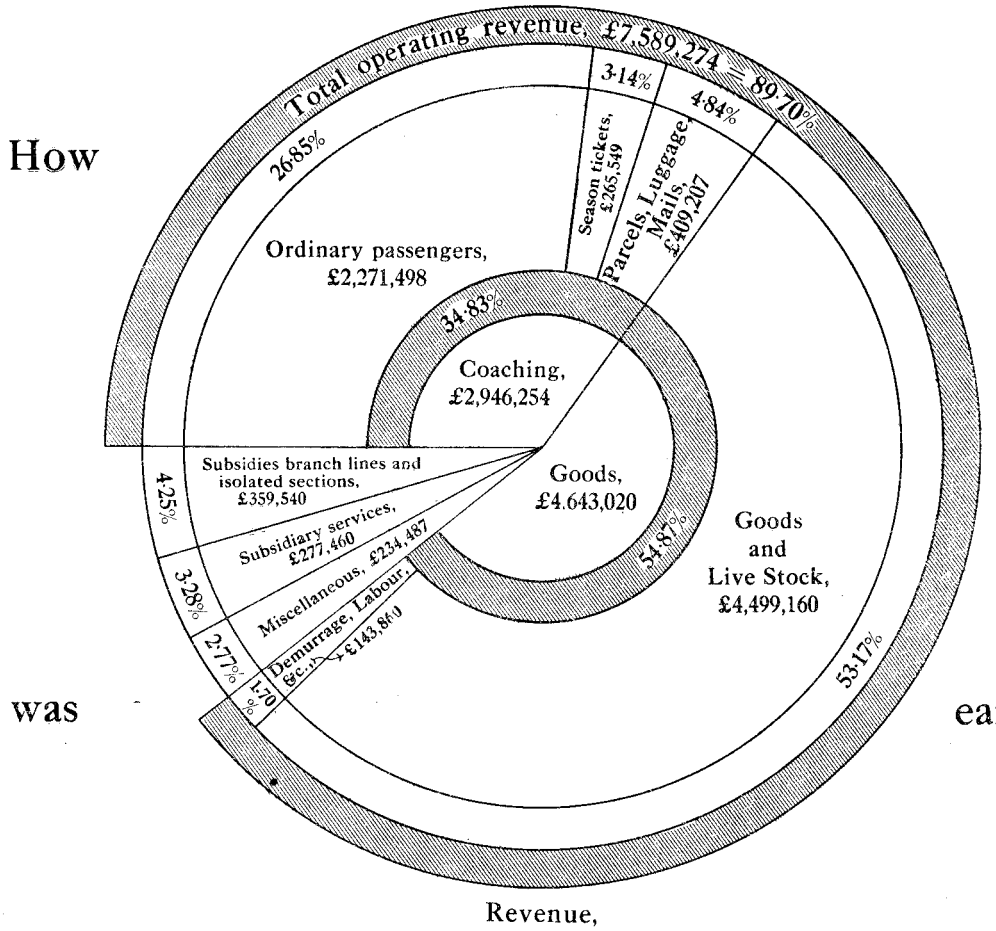
By Authority: W. A. G. SKINNER, Government Printer, Wellington.—1927.

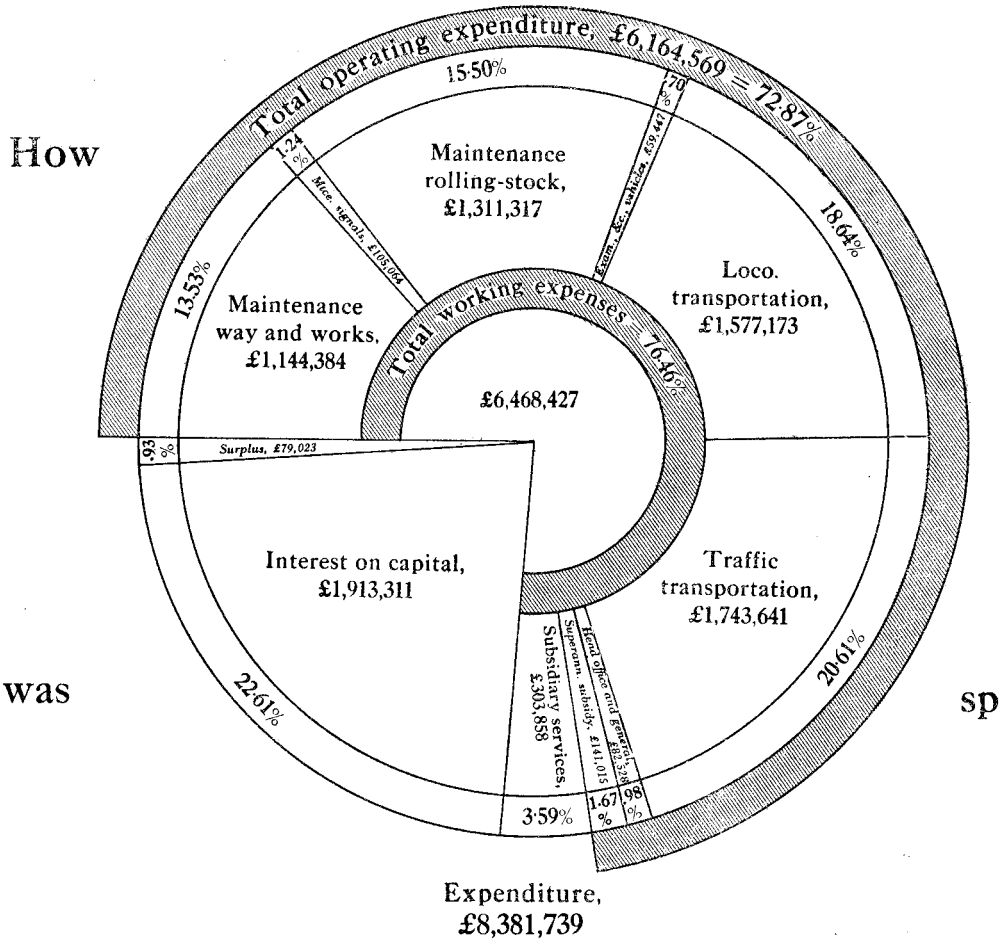
Revenue and Expenditure, Year ended 31st March, 1927.





Revenue and Expenditure, Year ended 31st March, 1926





Revenue and Expenditure. Year ended 31st March, 1926

N. Z. R. WORKSHOP RE-ORGANISATION SUMMARY CHART.

LEGEND.
* — Contract Work.
YELLOW — Percentage of Progress on plans etc.
RED — " of Material on Site.
BLACK — " of Work Completed.
BLUE — " of Expenditure.
Contract Lot

PROGRESS OF NEW WORKSHOP PROGRAMME.

SUPERINTENDENT OF WORKSHOPS.
CHARTED UP TO 20-8-27

NEW SHOPS	PROGRAMME	LEGEND
OTAHUHU CAR & WAGON SHOP.	Abandon present Shops and Site at Newmarket. Erect New modern buildings complete at OTAHUHU	PLANS ETC. / MATERIAL / WORK DONE / EXPENDITURE
HUTT LOCOMOTIVE SHOP.	Abandon present Shops and Site at Petone. Erect New modern buildings complete at HUTT.	PLANS ETC. / MATERIAL / WORK DONE / EXPENDITURE
ADDINGTON CAR & WAGON SHOP.	Reorganise and Modernise Shops on Existing Site	PLANS ETC. / MATERIAL / WORK DONE / EXPENDITURE
HILLSIDE LOCOMOTIVE SHOP.	Reorganise and Modernise Shops on Existing Site	PLANS ETC. / MATERIAL / WORK DONE / EXPENDITURE

Columns: Preparation of Site, Levelling, Removal of Existing Building / Sewerage, Storm Water and Water Mains, etc. / Foundations for Buildings / * Structural Steel. / * Roofing / * Sashes and Glazing / * Floors / * Sidings and Tracks / Engine and Traverser Pits / * Roads / * Lavatory, Locker and Wash Rooms. / Shop & Yard Pipe Lines. Air, Gas, Water, Hydraulic / * Electric Equipment - includes Light / * Travelling Cranes and Traversers / * Social Hall, Offices, Miscellaneous Buildings / * Machinery for New Organisation / Staff Charges on Account of Reorganisation

PROGRESS OF RE-ORGANISATION OF EXISTING SHOPS AND DEPOTS.

SHOP REORGANISED	Building Alterations	Regrouping Shop Machinery	Electrification	Replace & New Machinery Installation	Staff Changes on Account Re-organ.
NEWMARKET					
PETONE					NONE
ADDINGTON					NONE
HILLSIDE					NONE
EAST TOWN		NONE			

SHOP REORGANISED	Building Alterations	Regrouping Shop Machinery	Electrification	Replace & New Machinery Installation	Staff Changes on Account Re-organ.
INVERCARGILL	NONE	NONE			NONE
GREYMOUTH	NONE	NONE	NONE	NONE	
PICTON					NONE
NELSON					NONE
WHANGAREI					NONE

EXPENDITURE ON NEW SHOPS.

Accounts R.I.A. 20 and 21.

SHOP	
OTAHUHU	£464,000
HUTT	£562,000
ADDINGTON	£270,000
HILLSIDE	£400,000

Total R.I.A. Authority —— £1,696,000 Includes Machinery & Land.
Total Amount already committed —— £1,149,811
Total Actual Expenditure to date —— £ 338,916
Shaded portion shows amount of tenders accepted plus cost of work already done by day labour

SUMMARY.

SHOWING PERCENTAGE OF PROGRESS ON NEW WORKSHOP SCHEME.

OTAHUHU
HUTT
ADDINGTON
HILLSIDE

Percentage of
Plans and Specifications Completed
Material Delivered.
Work Completed.
Total Expen Authorised Committed
Actual Expenditure to date.

D—2.

N. J. R. WORKSHOPS RE-ORGANISATION SCHEME

Proposed New Workshops

HILLSIDE

ADDINGTON

HUTT

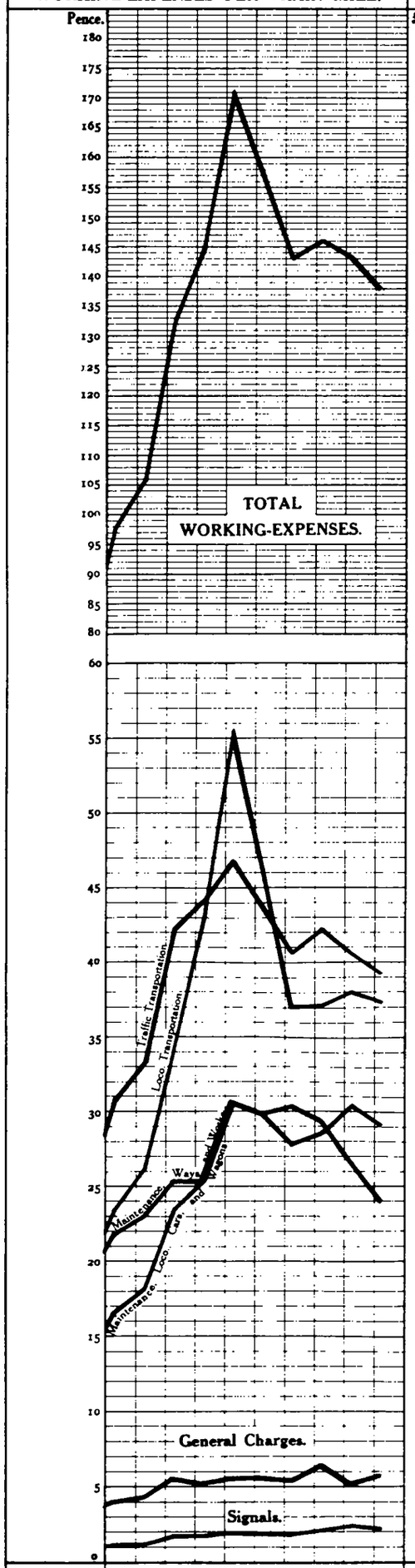
UHURATO

EXPENDITURE

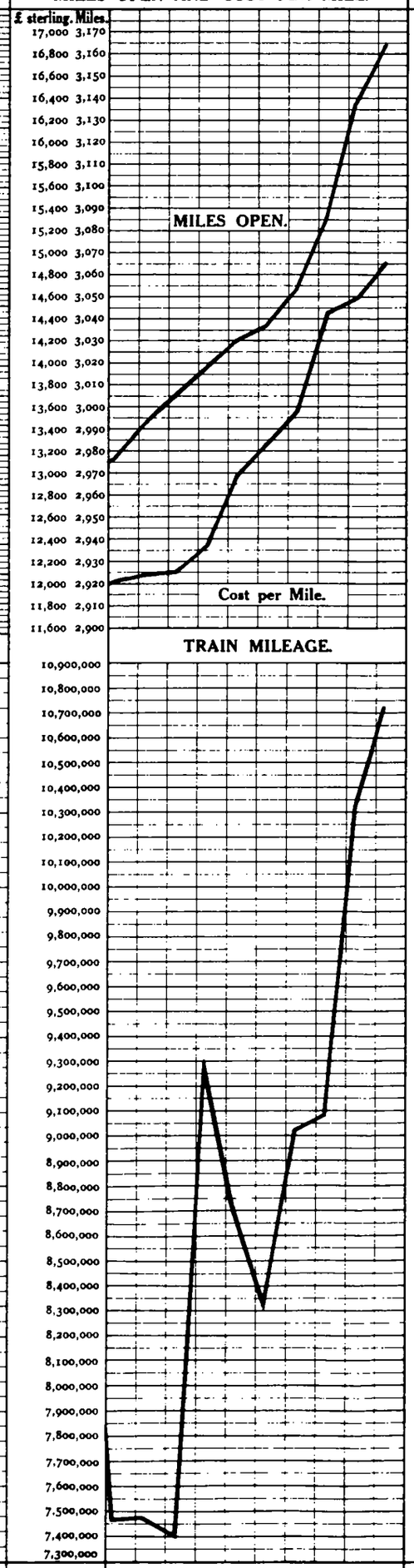
NEW SHOPS

NEW ZEALAND GOVERNMENT RAILWAYS.

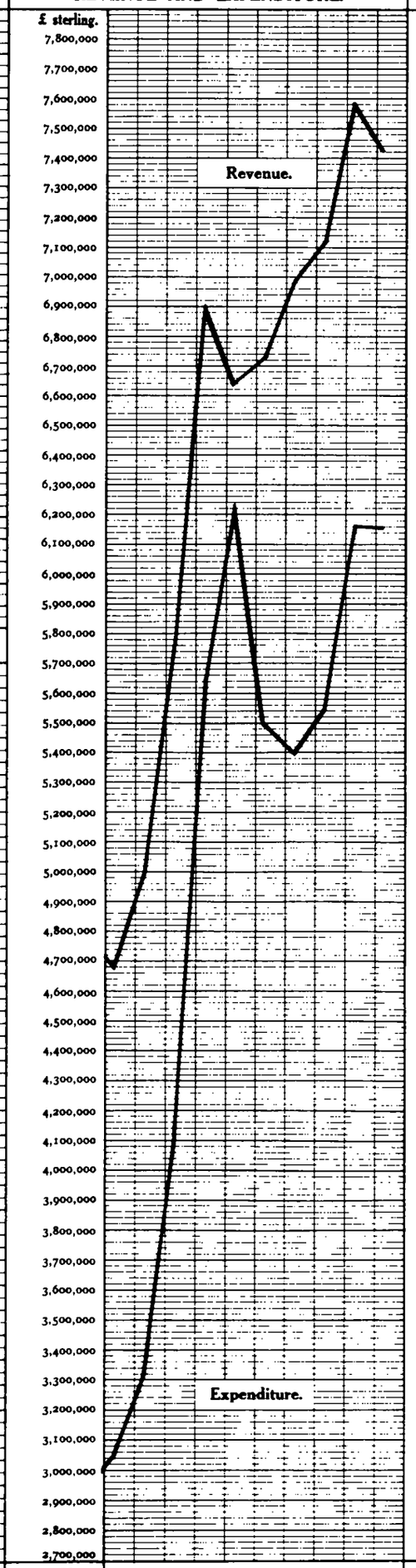
WORKING-EXPENSES PER TRAIN MILE.



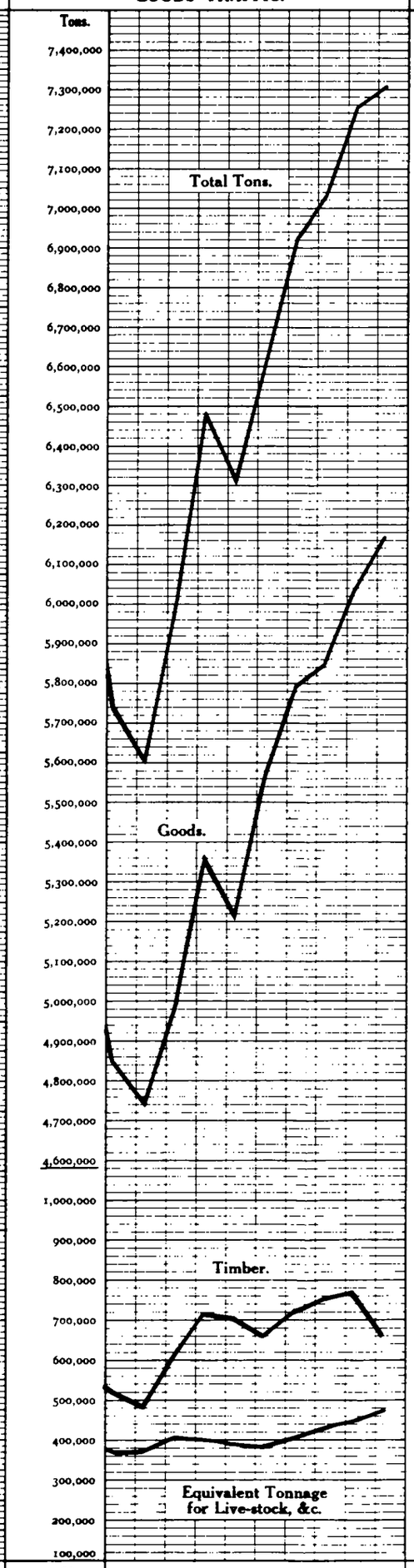
MILES OPEN AND COST PER MILE.



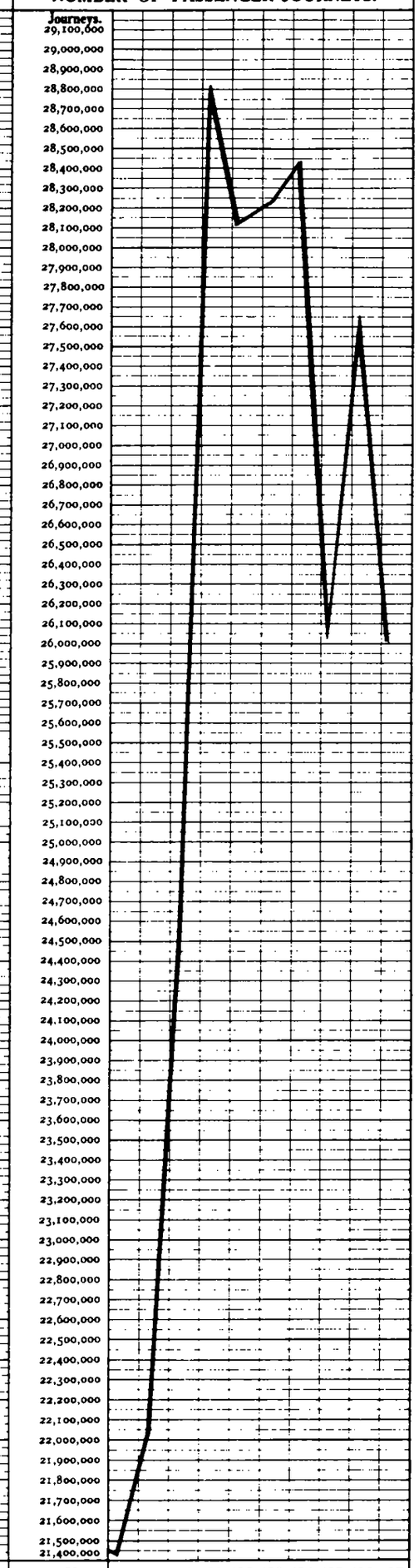
REVENUE AND EXPENDITURE.



GOODS TRAFFIC.



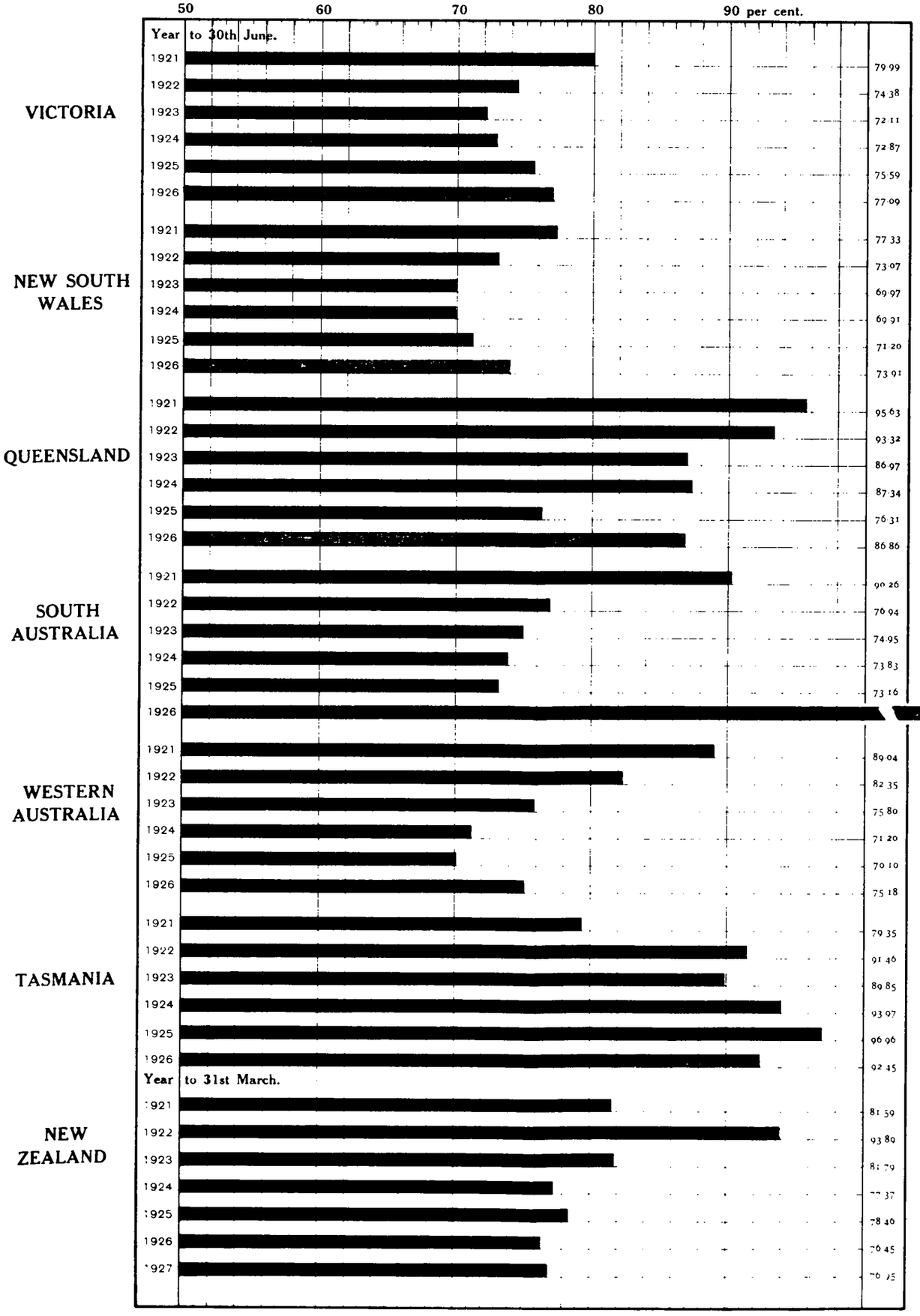
NUMBER OF PASSENGER-JOURNEYS.



GOVERNMENT RAILWAYS OF AUSTRALASIA.

COMPARATIVE STATEMENT.

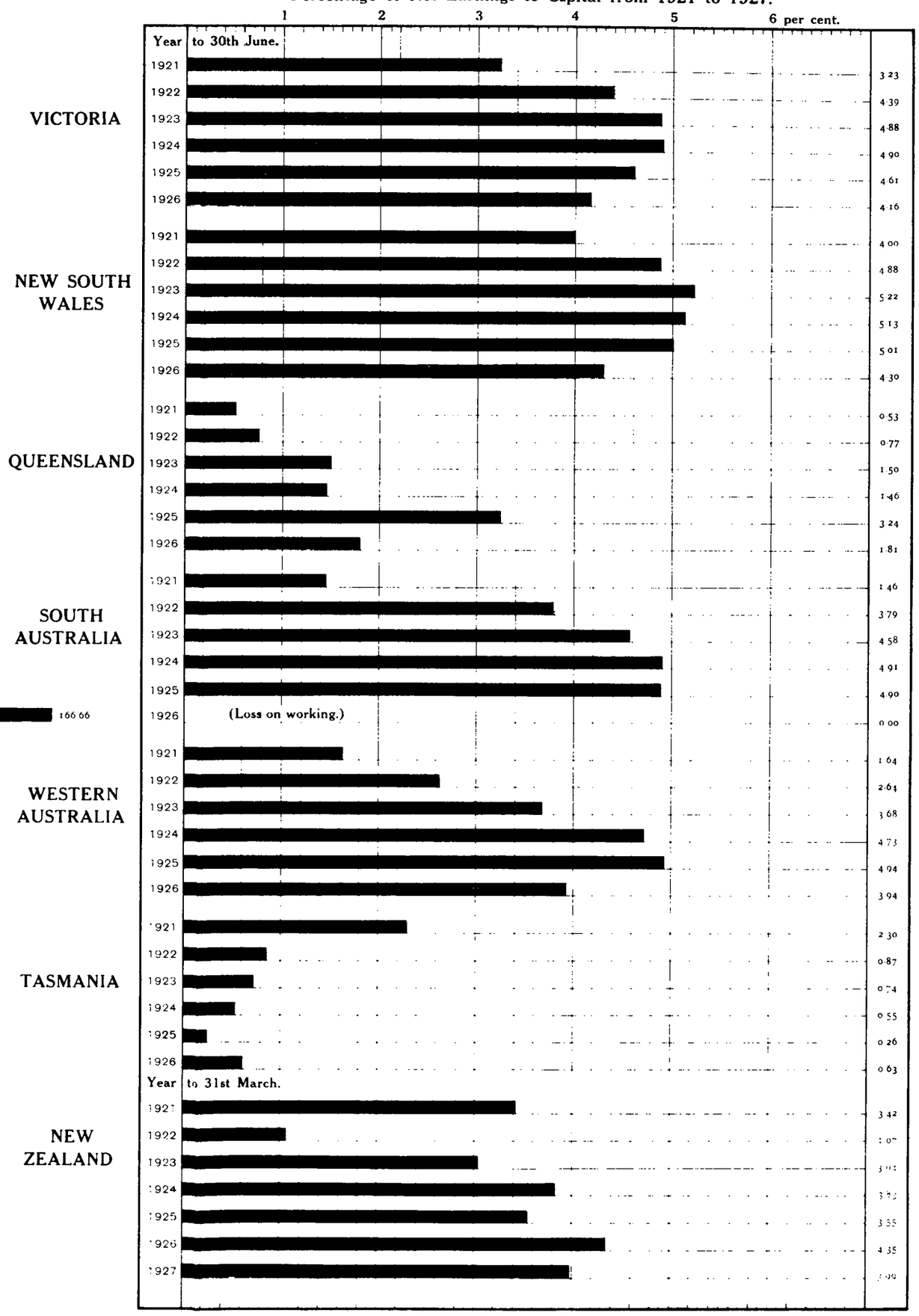
Percentage of Working-expenses to Earnings from 1921 to 1927.



GOVERNMENT RAILWAYS OF AUSTRALASIA.

COMPARATIVE STATEMENT.

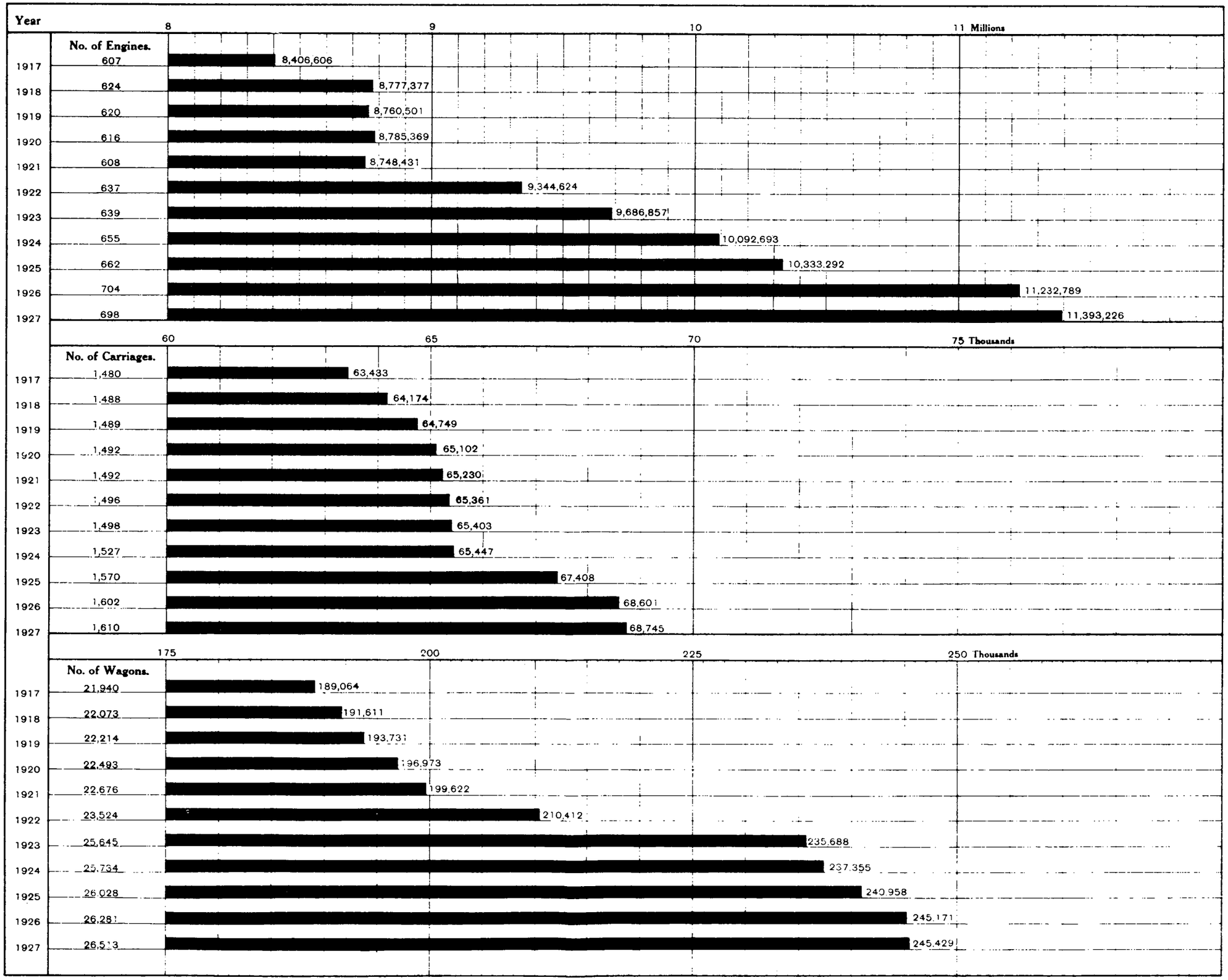
Percentage of Net Earnings to Capital from 1921 to 1927.



NEW ZEALAND GOVERNMENT RAILWAYS.

Number of Engines and Tractive Power. Number of Carriages and Seating-accommodation.

Number of Wagons and Carrying-capacity in use from 1917 to 1927.



Percentage of Increase, 1917-1927

Engines
14·99 per cent.

Tractive Power
35·53 per cent.

Percentage of Increase, 1917-1927

Carriages
8·78 per cent.

Seating-accommodation
8·37 per cent.

Percentage of Increase, 1917-1927

Wagons
20·84 per cent.

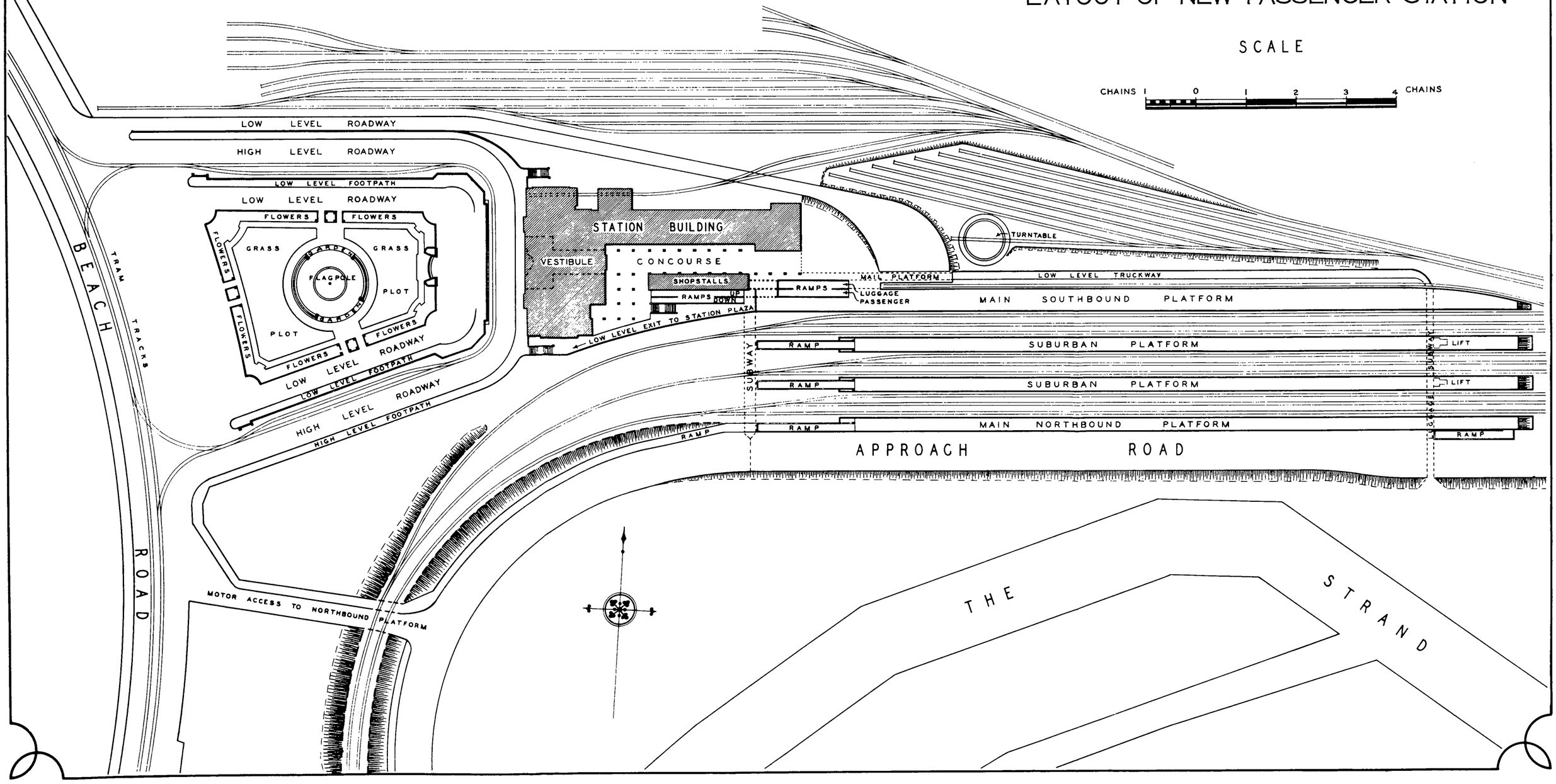
Carrying-capacity
29·81 per cent.

AUCKLAND

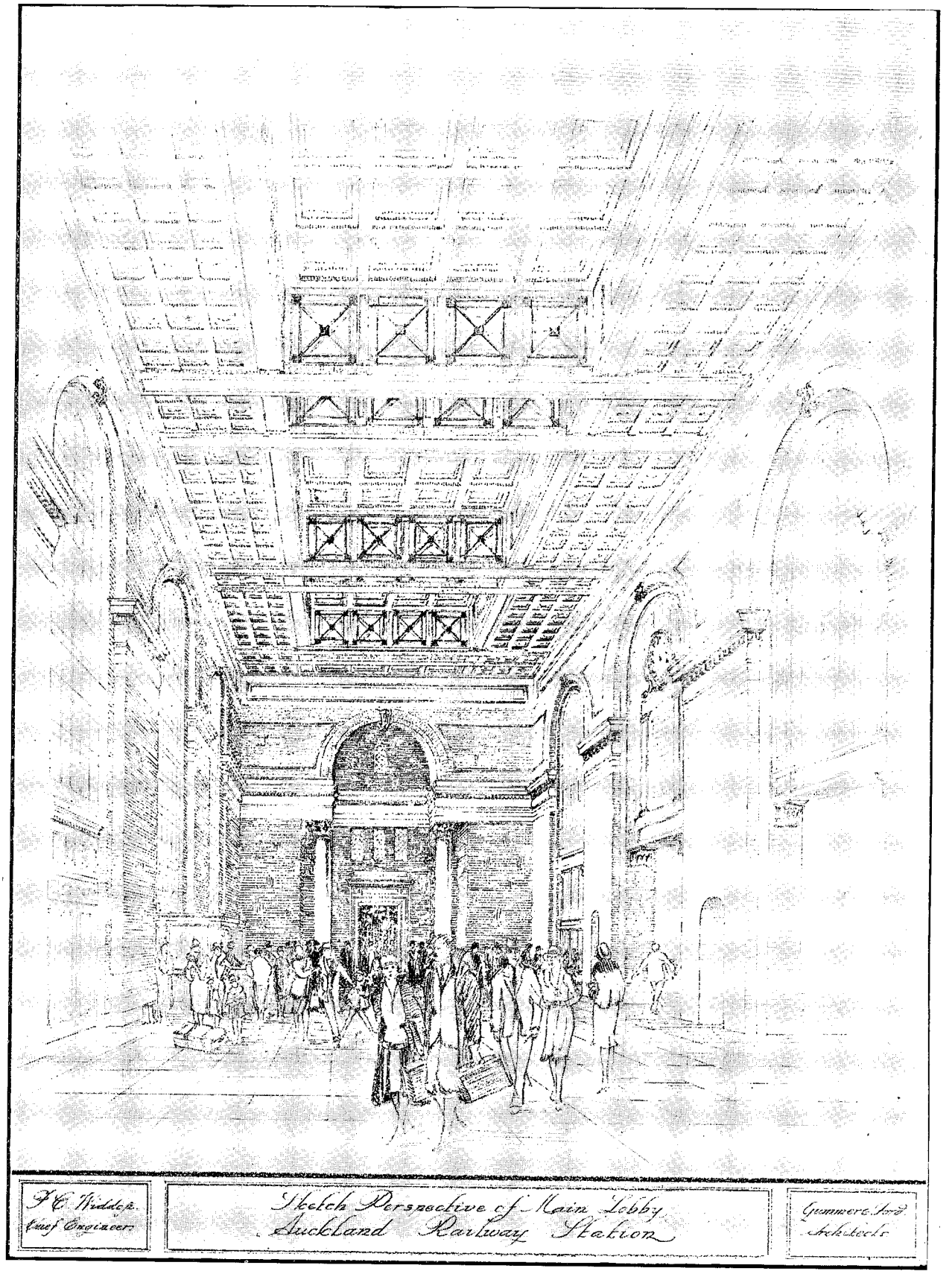
LAYOUT OF NEW PASSENGER STATION

SCALE

CHAINS 1 0 1 2 3 4 CHAINS



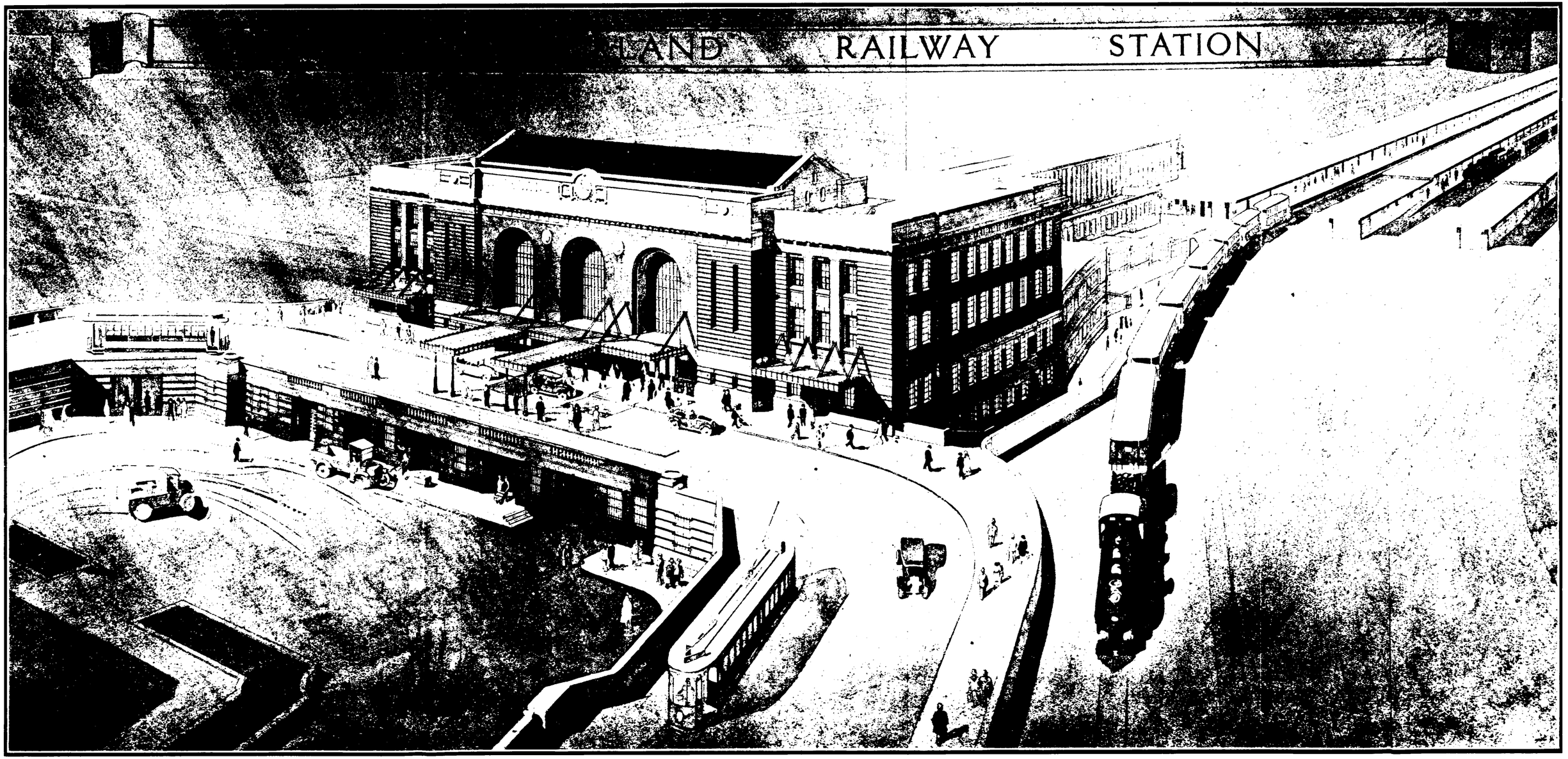
D-02-55,56



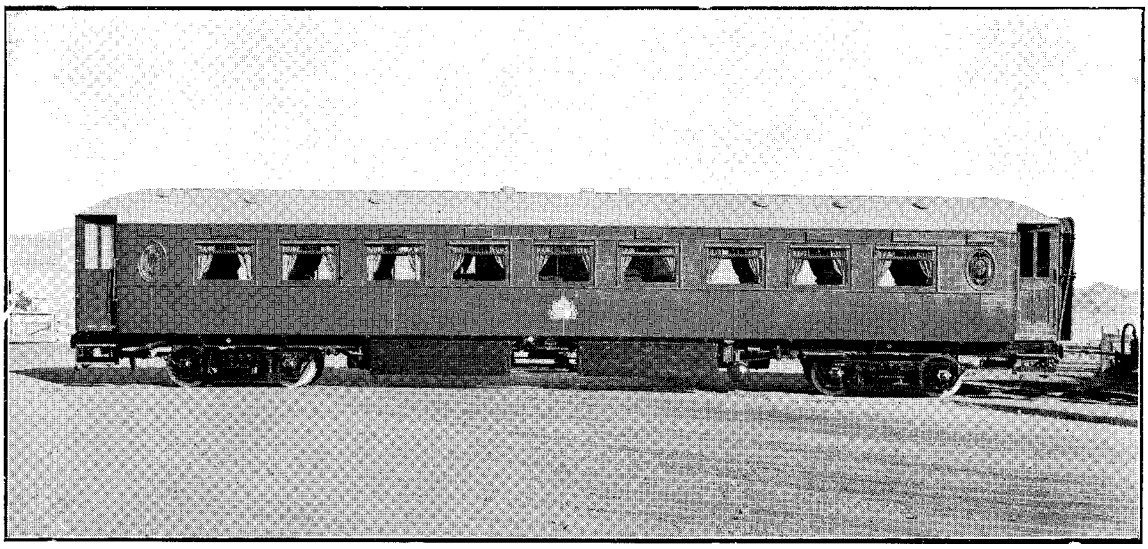
P. C. Widdop. Chief Engineer

Sketch Perspective of Main Lobby Auckland Railway Station

Gummer & Ford Architects


LAND RAILWAY STATION

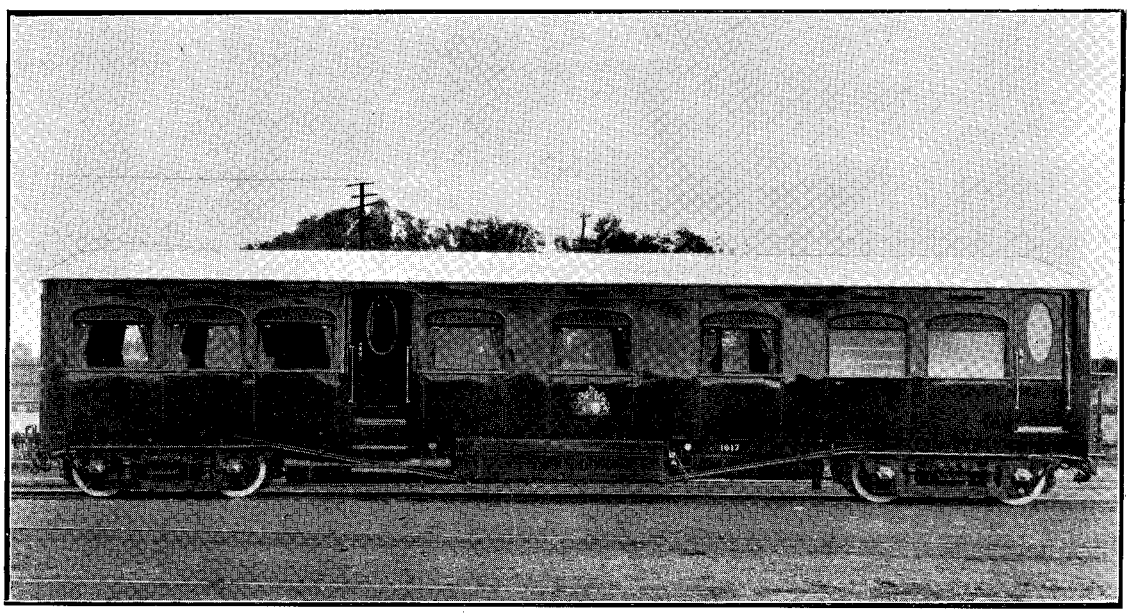
VISIT OF THEIR ROYAL HIGHNESSES THE DUKE AND DUCHESS OF YORK.



SPECIAL CAR CONSTRUCTED FOR USE OF ROYAL PARTY IN NORTH ISLAND.

Car contains Royal bedroom and bathroom, sleeping-compartments and bathroom for lady- and gentleman-in-waiting, and lounge.

[*F. G. Barker, photo.*



SPECIAL CAR CONSTRUCTED FOR CONVEYANCE OF ROYAL PARTY IN SOUTH ISLAND.

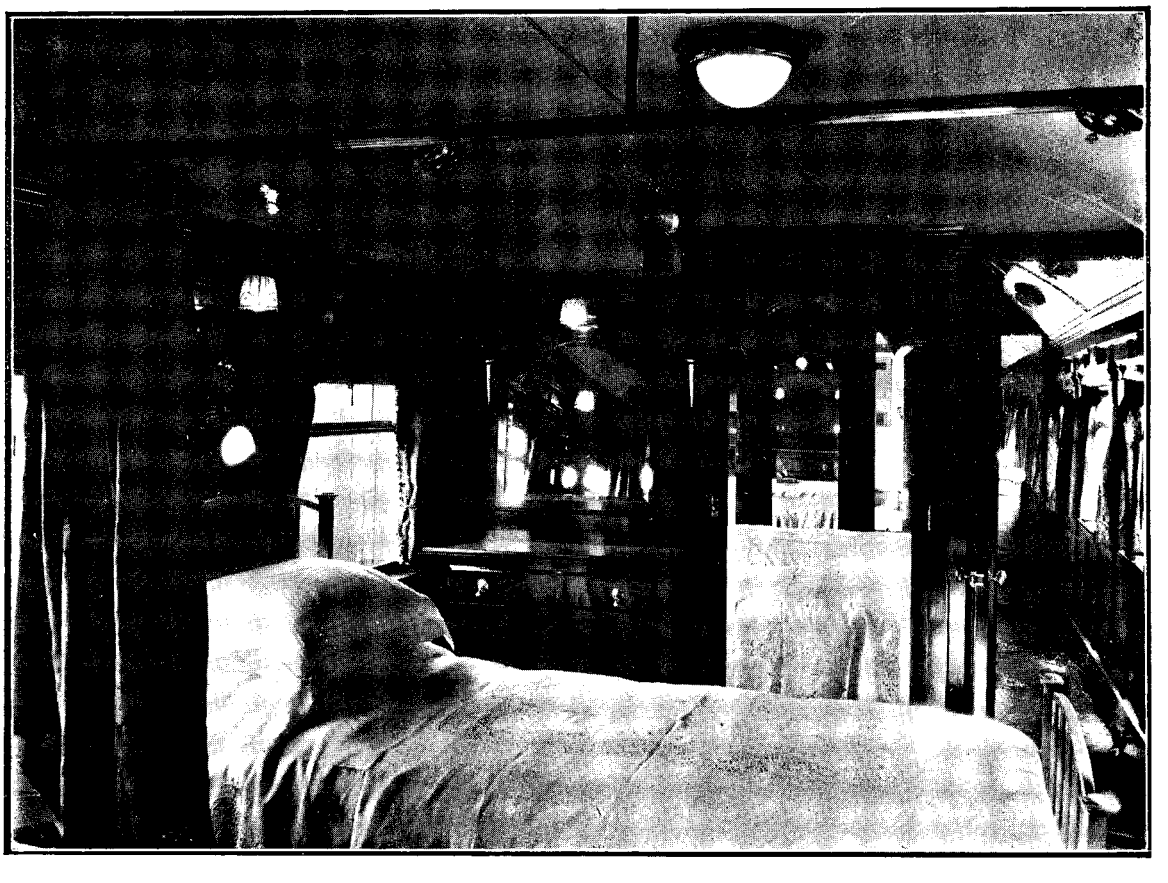
Car contains lounge, office, sleeping-compartment, kitchen, and bathroom.

[*Steffano Webb, photo.*

VISIT OF THEIR ROYAL HIGHNESSES THE DUKE AND DUCHESS OF YORK.

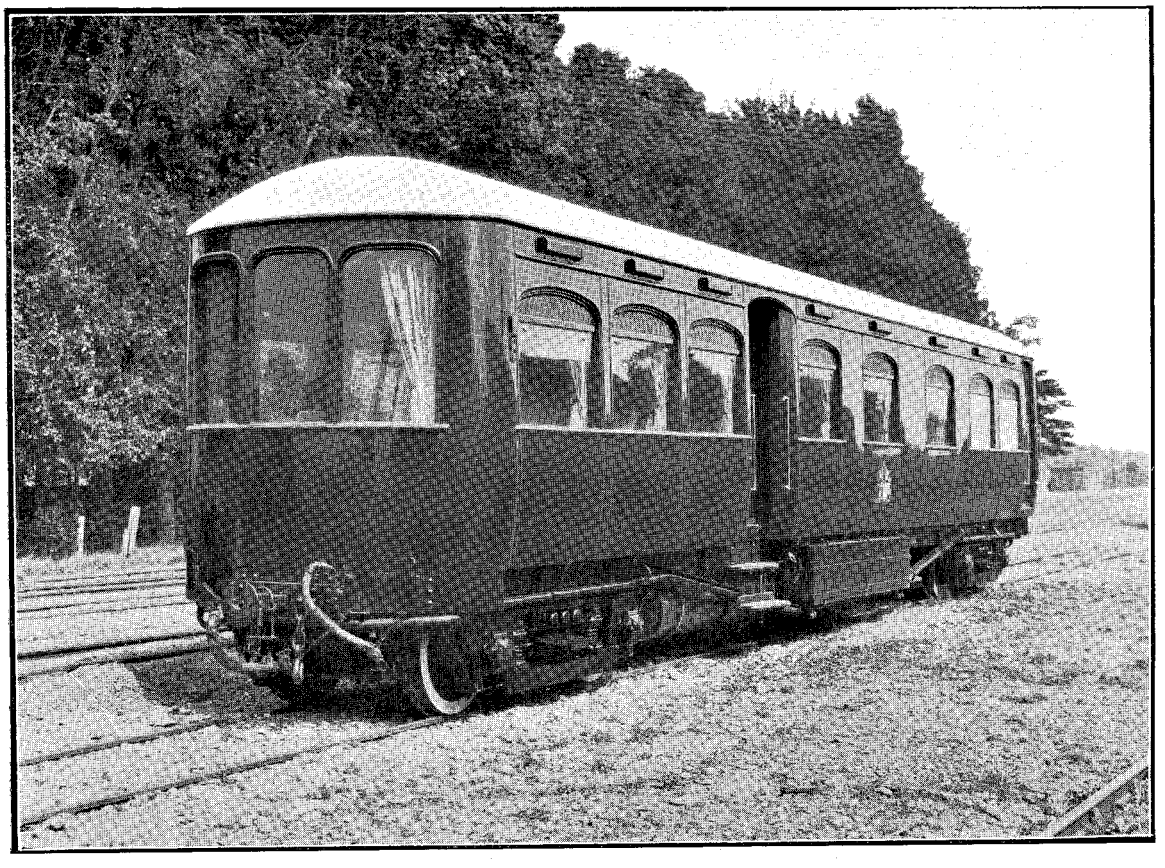


North Island Royal Car: Royal Lounge.



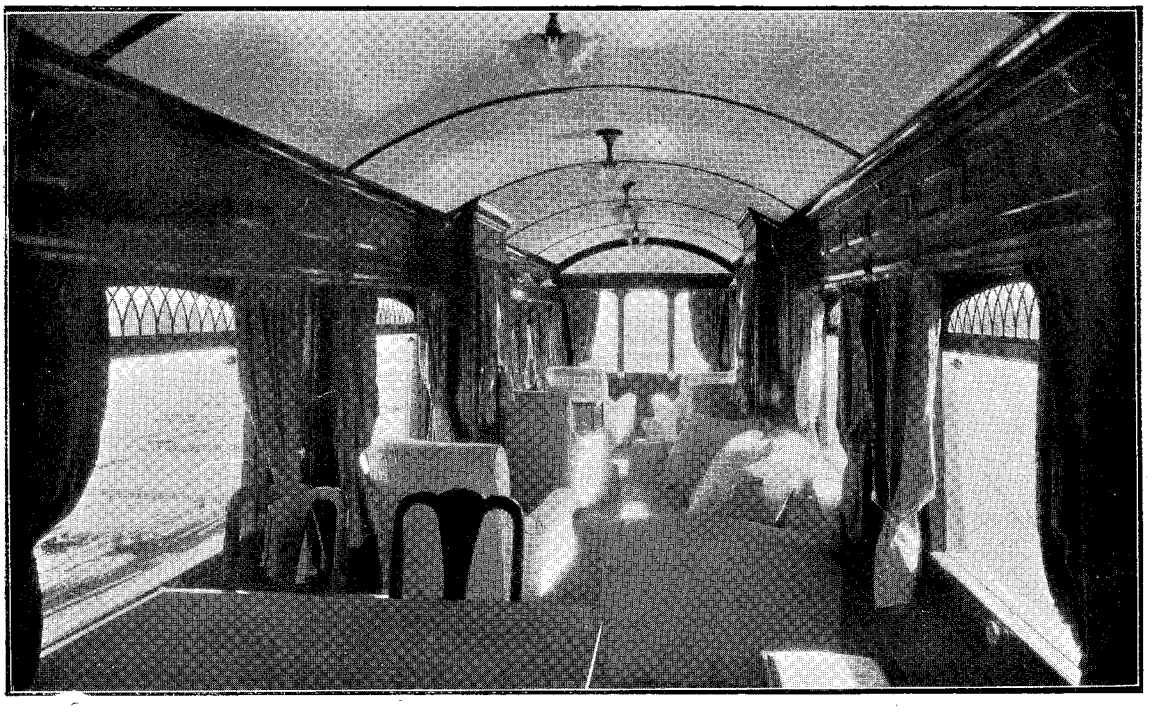
North Island Royal Car: Royal Bedroom.

VISIT OF THEIR ROYAL HIGHNESSES THE DUKE AND DUCHESS OF YORK.

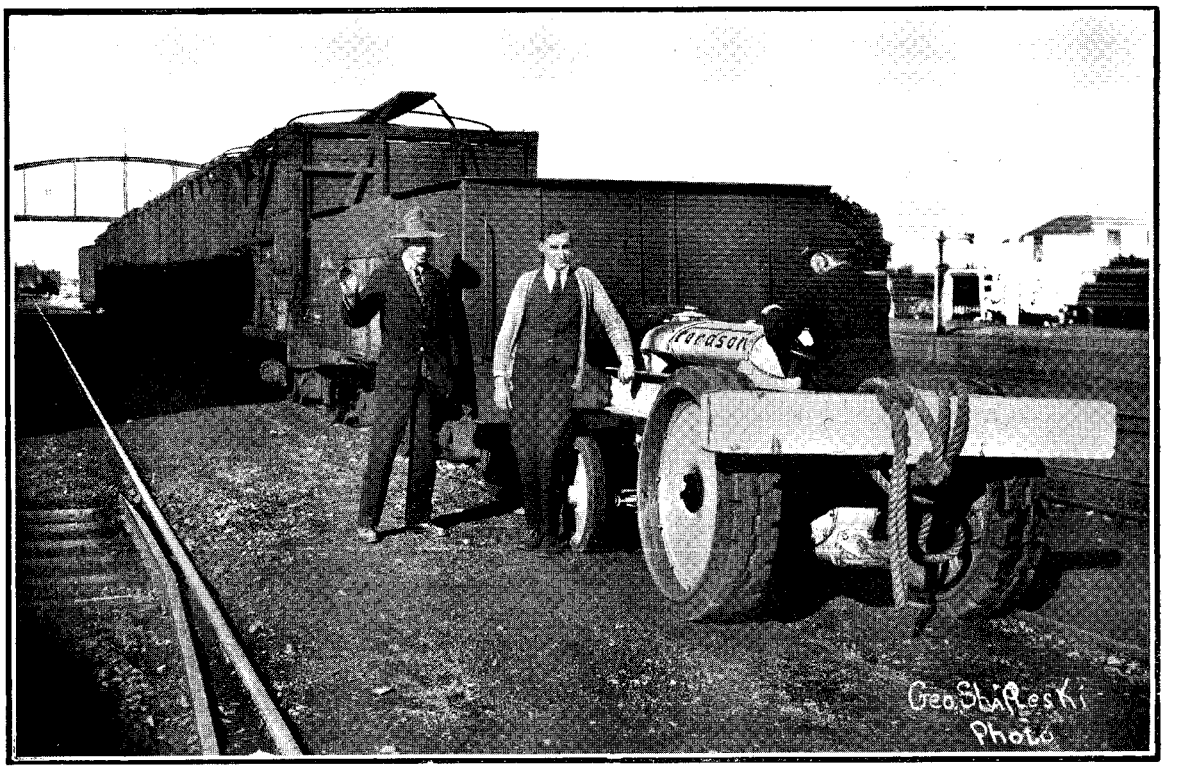


SOUTH ISLAND ROYAL CAR: OBSERVATION END.

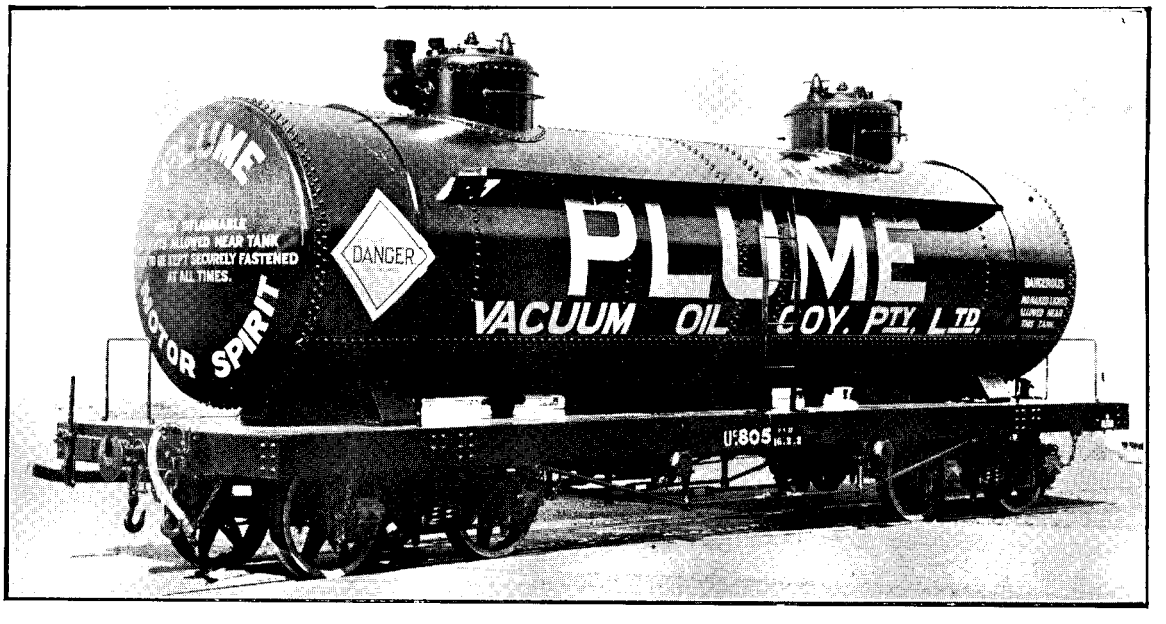
[*Steffano Webb, photo.*



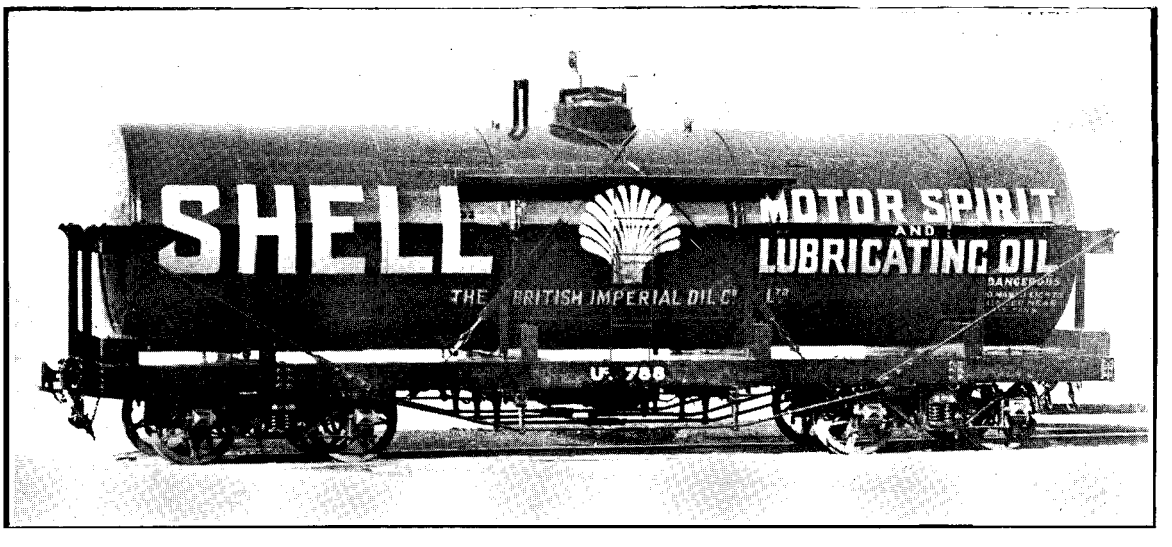
SOUTH ISLAND ROYAL CAR: LOUNGE COMPARTMENT.



Motor-tractor provided for Shunting at Feilding.

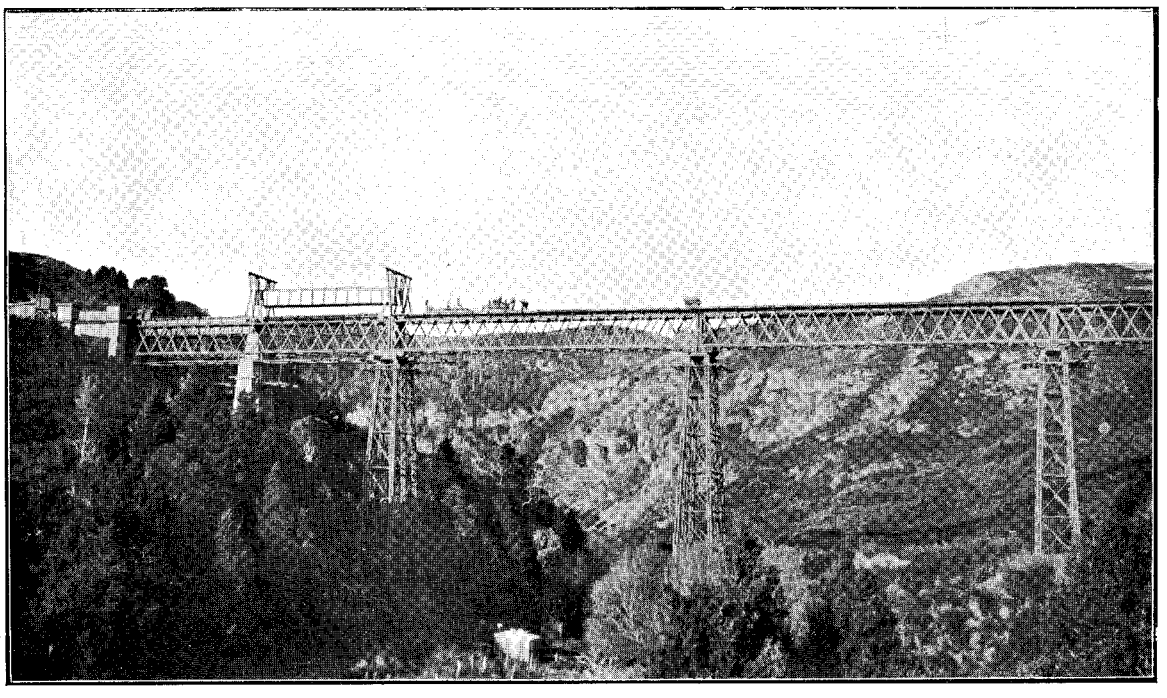


Petrol-distribution Wagon constructed in Department's Workshops for Vacuum Oil Company Proprietary, Ltd.

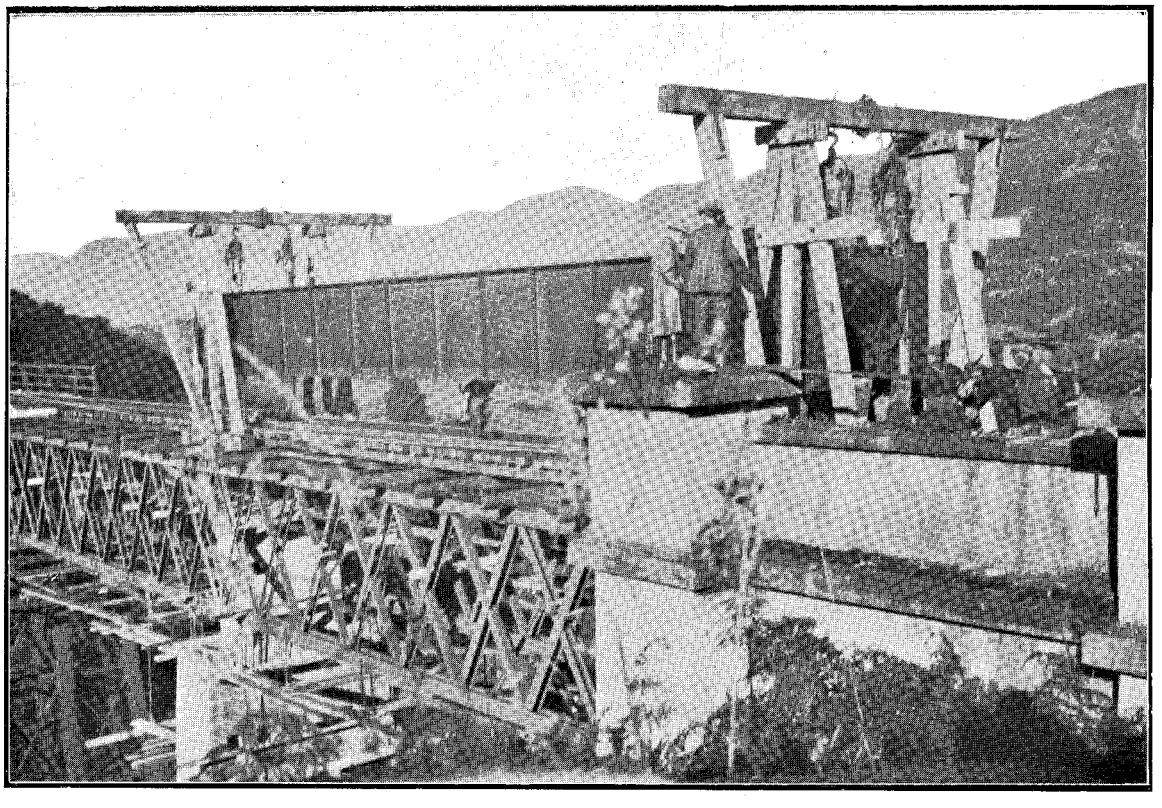


Petrol-distribution Wagon constructed in Department's Workshops for British Imperial Oil Company (N.Z.), Ltd.

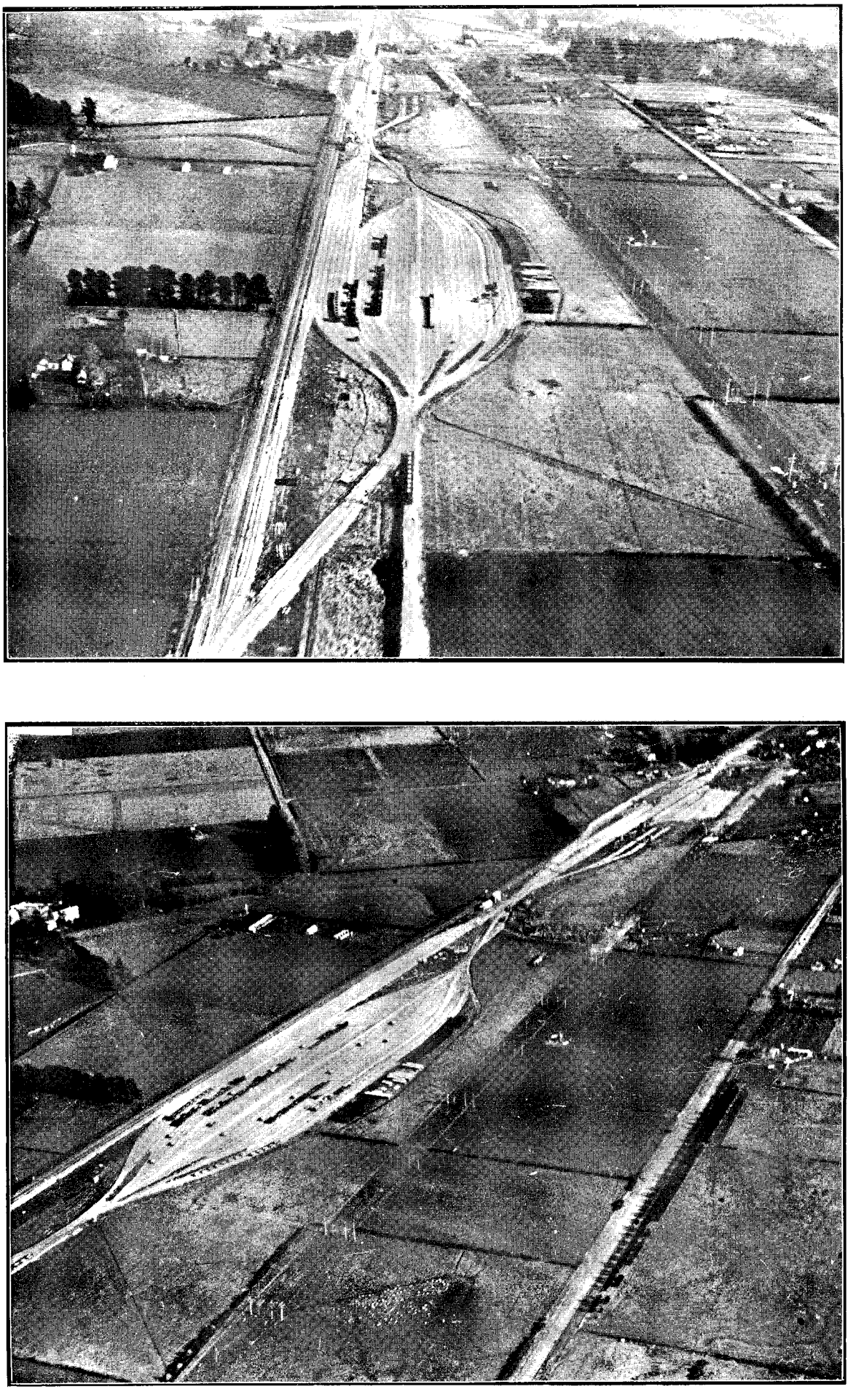
WAITETI VIADUCT STRENGTHENING, 1927.



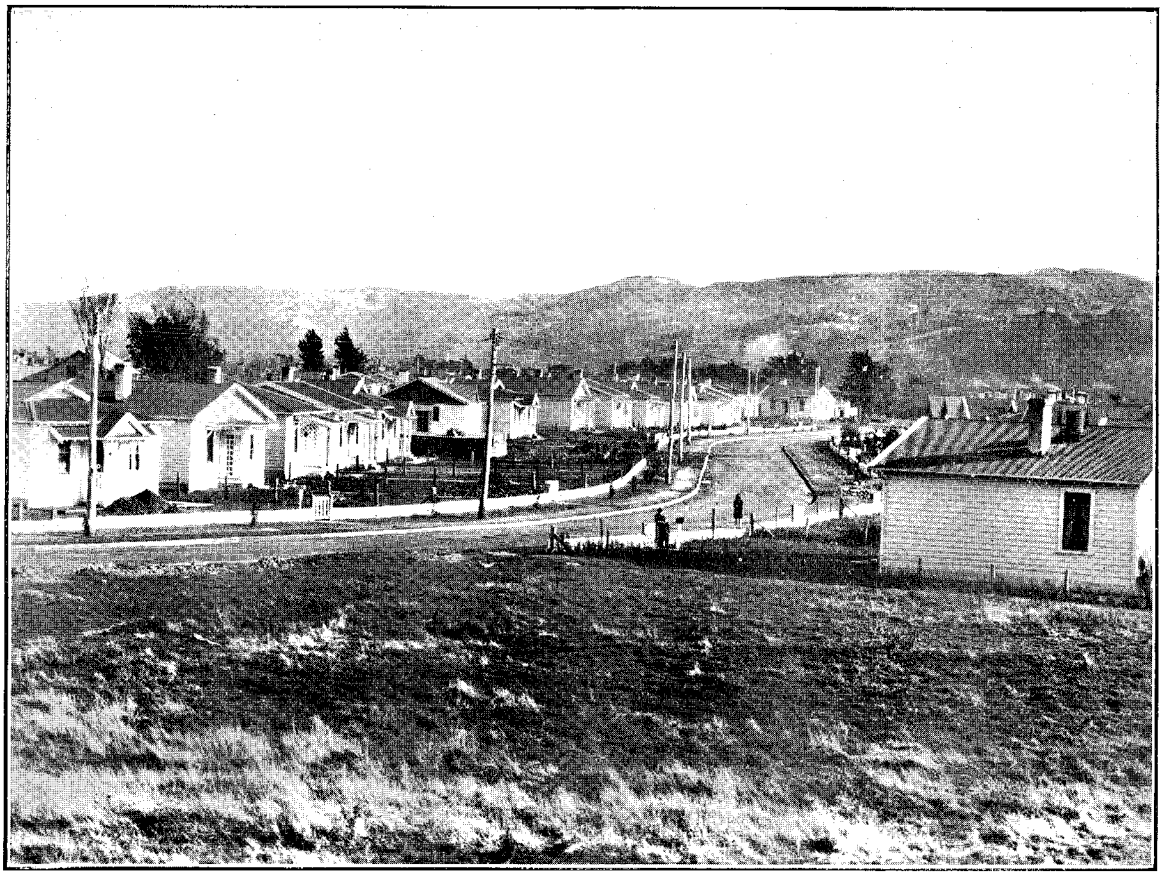
SECOND-SPAN GIRDER READY TO LOWER.



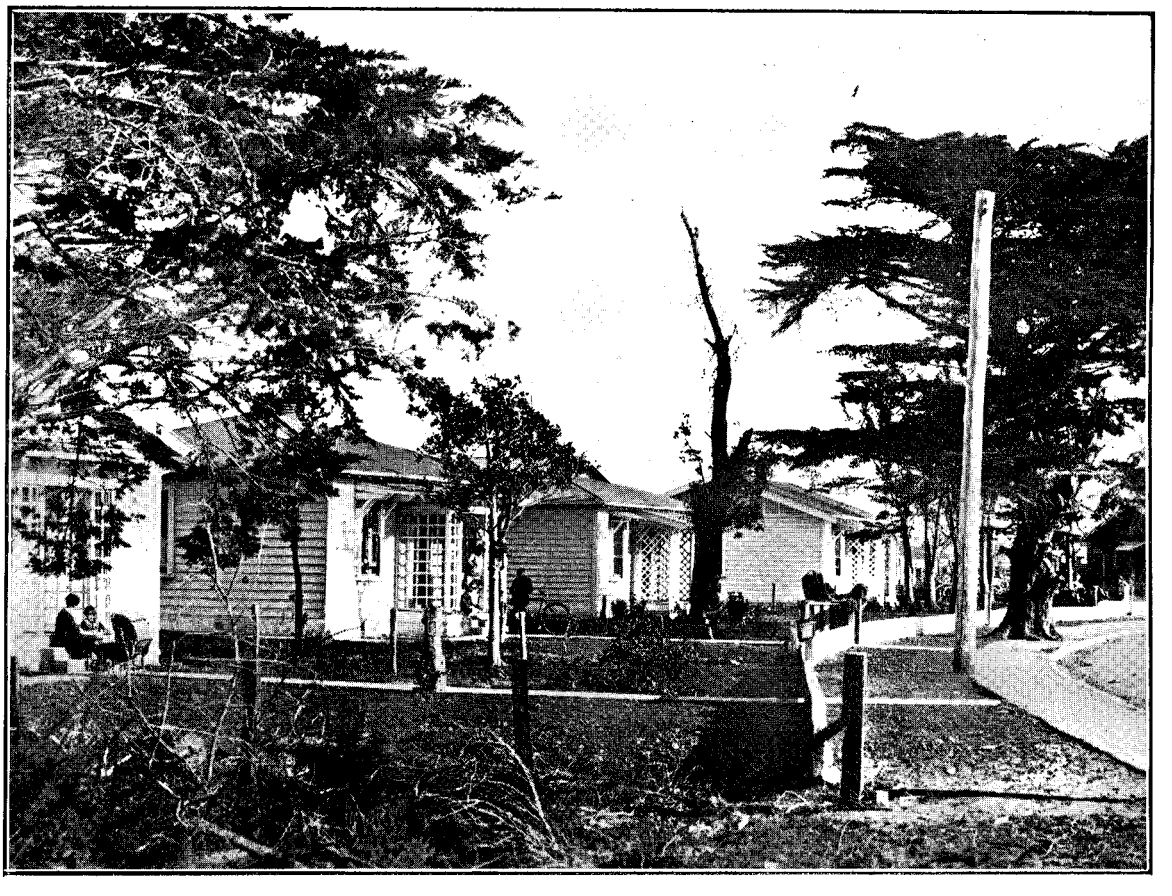
STEEL GIRDER SUSPENDED WHILE RAILS, SLEEPERS, ETC., ARE REMOVED PRIOR TO LOWERING GIRDER INTO PERMANENT POSITION.



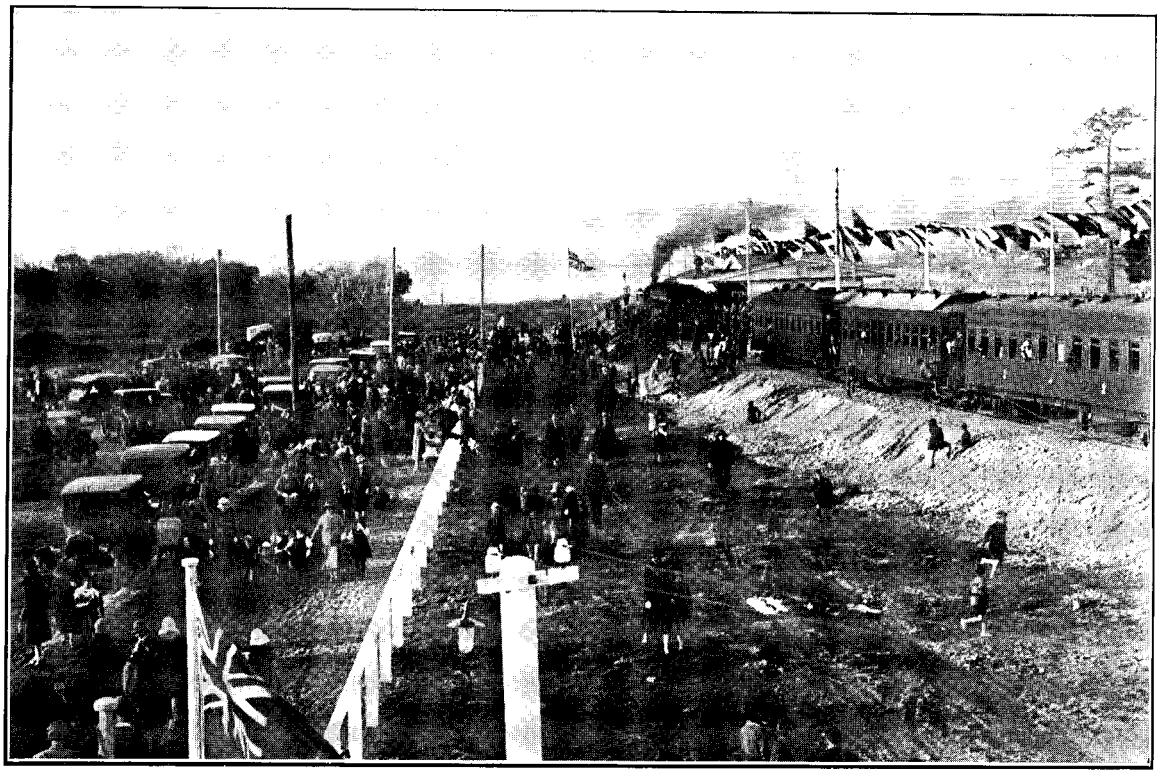
Two Views from the Air of New "Hump" Shunting-yard at Middleton.



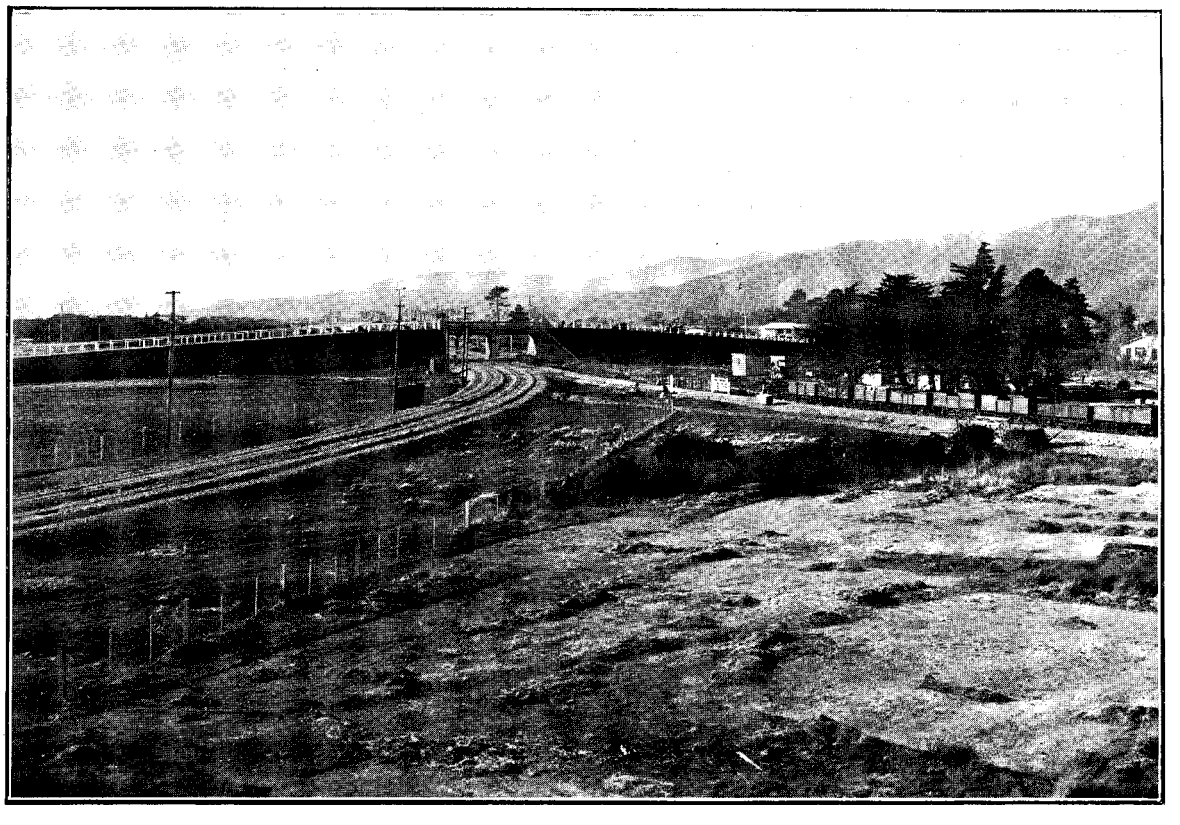
PORTION OF HUTT VALLEY WORKERS' SETTLEMENT.



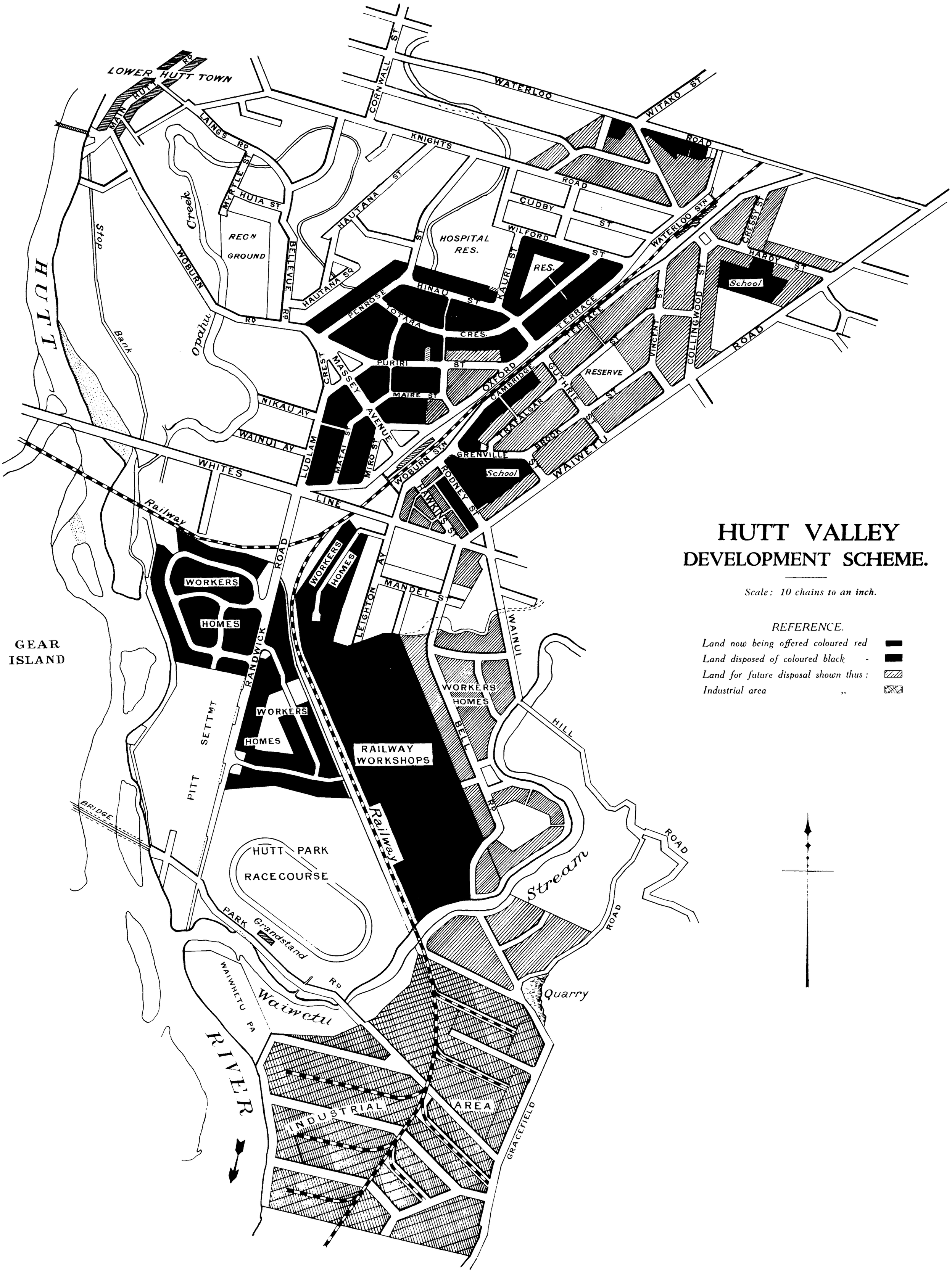
PORTION OF HUTT VALLEY WORKERS' SETTLEMENT.



Official Opening of Hutt Valley Railway, 26th May, 1927.



Section of Hutt Deviation Railway showing Overhead Bridge.
(Level-crossing menace is obviated on this deviation by construction of overbridge.)



HUTT VALLEY
DEVELOPMENT SCHEME.

Scale: 10 chains to an inch.

REFERENCE.

Land now being offered coloured red

Land disposed of coloured black -

Land for future disposal shown thus:

Industrial area ,,

MAP OF NEW ZEALAND,

SHOWING

RAILWAY AND STEAMER ROUTES, AND ROAD CONNECTIONS.

STATISTICS.

Government Railways open for traffic on 31st March, 1927	..	*3,164 miles.*
Capital cost of Government Railways open on 31st March, 1927	..	*£49,183,916*
Revenue from Government Railways, year ending 31st March, 1927		*£8,434,654*
Expenditure on " " "		*£6,490,880*
Gauge "		*3' 6"*
Passengers carried on " , year ending 31st March, 1927		*10,305,065*
Number of season tickets issued, " "		*585,094*
Live-stock, tonnage carried, " "		*475,013*
Goods, tonnage carried, " "		*6,833,436*
Number of miles travelled by trains, " "		*10,723,864*
Number of locomotives, " "		*698*
Number of passenger-carriages, " "		*1,610*
Number of wagons and brake-vans, " "		*26,990*
Area of Dominion, square miles		*103,861*
Population, estimated, at 31st March, 1927 (including Maoris)	..	*1,437,980*
Chief Cities:—		
Auckland (Population with Suburbs (approximate))	..	*202,400*
Wellington (Population with Suburbs (approximate))	..	*126,750*
Christchurch (Population with Suburbs (approximate))	..	*122,000*
Dunedin (Population with Suburbs (approximate))	..	*83,250*

Scale of English miles.

0 10 20 30 40 50 60 70 80 90 100

REFERENCE.

Government railways shown thus : ——o——o——

Road connections ,, - - - - -

Steamer routes ,, ———

← *Auckland to Sydney 1278 m.*

Auckland to Suva 1148m. →

Auckland to Vancouver 6358m. →

Auckland to Plymouth via Panama 11074m. →

298m

← *Wellington to Sydney 1236 m.*

145m

177 m.

143m

286 m.

238m.

173m.

192 m.

211m.

Wellington to San Francisco 6082 m. →

Wellington to London via Panama 11373 m. →

Bluff to Hobart 931m. ←

Melbourne 1211m ←

NORTH ISLAND

SOUTH ISLAND

DISTANCES BY RAILWAY.

	Miles.
Auckland to Opua	*184*
" Whangarei	*131*
" Rotorua	*171*
" Thames	*148*
" Wanganui	*344*
" New Plymouth	*445*
" Napier	*451*
New Plymouth to Wanganui	*107*
" Napier	*276*
" Rotorua	*447*
" Wellington (via Manawatu) ..	*251*
" Wellington (via Wairarapa) ..	*296*
Napier to Wellington (via Manawatu)	*199*
" (via Wairarapa)	*210*
Wellington to Rotorua	*428*
" Auckland	*426*
Picton to Blenheim	*18*
" Wharanui	*56*
Nelson to Kawatiri	*63*
Inangahua Jn. to Greymouth	*66*
Greymouth to Hokitika	*24*
Hokitika to Ross	*15*
Christchurch to Waiau	*82*
" Culverden	*69*
" Parnassus	*85*
" Arthur's Pass	*87*
" Greymouth	*145*
" Hokitika	*170*
" Timaru	*100*
" Dunedin	*230*
" Invercargill	*369*
Timaru to Oamaru	*53*
Oamaru to Dunedin	*78*
Dunedin to Cromwell	*155*
" Miller's Flat	*87*
" Gore	*100*
" Kingston (via Waimea line) ..	*174*
" Kingston (via Invercargill) ..	*226*
" Invercargill	*139*
Invercargill to Kingston	*87*
" Orawia	*64*
" Bluff	*17*
Kingston to Queenstown (by steamer)	*25*
Queenstown to Head of Lake (by steamer) ..	*35*