

1928.

NEW ZEALAND.

RAILWAYS STATEMENT

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

MR. SPEAKER,—

In presenting my sixth annual Railways Statement I have the honour to report that the gross revenue from all sources was £8,524,538, an increase of £89,884 on that of the previous year, whilst the expenditure was £6,685,123, an increase of £194,243. The net earnings, therefore, amounted to £1,839,415, or £111,360 better than anticipated in the forecast given in my last year's Statement.

The net revenue amounted to £1,839,415, as compared with £1,943,774 last year, a decrease of £104,359; while interest charges increased from £2,043,433 to £2,130,867, or by £87,434.

Included in the gross revenue is the sum of £489,568 credited in respect of developmental lines, a sum which is higher by £44,347 than the corresponding amount for the previous year.

A sum to cover accrued depreciation and provision for renewals, amounting to £615,674, was debited during the year to working-expenses. Against this there was an expenditure of £321,542 for assets written off or renewals effected during the year. The net increase in the Renewals and Depreciation Fund was therefore £294,132, the total amount standing at credit of the fund at the close of the year being £930,870.

Interest charges increased from £2,043,433 to £2,130,867, or by £87,434. Of this increase, new lines taken over during the year accounted for £11,608, while the balance was due to improvement works and the provision of additional rolling-stock. The interest burden on improvement works under construction was particularly high this year, amounting to £75,000. This amount is charged to working-expenses.

The revenue from passenger traffic decreased by £158,884, or by 7 per cent., the principal contributing factors being the heavy bookings incidental to the tour of our Royal visitors, T.R.H. the Duke and Duchess of York, in the previous year, the competition of road motor services, the increase in the number of private motor-cars, and the trade depression through which the country has been passing. Unfortunately, it has not been possible to reduce expenditure on passenger services in keeping with the very heavy shrinkage in revenue, but, on the contrary, it has been necessary to provide more attractive services at higher cost in the endeavour to retain existing business. This is borne out by the fact that the revenue per passenger-train mile decreased by nearly 11 per cent. It is noteworthy that low-rate suburban season-ticket traffic shows an increase of more than 5 per cent., with a corresponding increase in the peak load for which accommodation must be provided. This is an important aspect of the railway business when its financial returns are being considered, and is further commented on later in this Statement.

Freight revenue increased by £83,969, or approximately 2 per cent. Substantial increases in live-stock, grain, frozen meat, dairy-produce, wool, native coal, motor-spirit, cement, and manures were to some extent offset by a decrease in timber and road-metal. It is unfortunately a fact, however, that owing to the operations of competition by road services the railways are not securing the full benefit of the increased primary production in the Dominion.

On the expenditure side the principal increases occurred in maintenance of permanent-way and signals (£74,743) and maintenance of rolling-stock (£77,283). The increase in permanent-way expenditure is due partly to the greater average mileage of track maintained (twenty-one miles) and the necessity for improving the condition of tracks and bridges to carry a greater volume of high-speed traffic, and heavier axle-loads.

The increased cost of maintaining rolling-stock is attributable largely to the higher overhead charges arising out of the workshops reorganization, on which heavy expenditure (that is not yet reproductive) has been incurred. This is a transitory circumstance which will automatically right itself when the reorganization is complete and the assets represented by the old workshops have been realized upon.

The greater number of dwellings provided for the railway staff was responsible for an increase of £24,717 in expenditure, while additional road motor services account for an increase of £23,877, including full provision for interest, depreciation, and maintenance.

During the year the number of men employed was considerably in excess of requirements, but as a matter of policy their services were retained in order to relieve unemployment.

RETIREMENT OF RAILWAY BOARD.

Mr. F. J. Jones, Chairman of the Railway Board of Management, retired on the 31st March, 1928, and the necessity arose for a reorganization of the railway administration. Of the remaining two members of the Board, Mr. A. W. Mouat had already asked to be allowed to retire and Mr. J. Mason expressed his willingness to retire in order to facilitate the Government's efforts to secure a permanency in administration.

After carefully considering all aspects of the matter, the Government decided to appoint Mr. H. H. Sterling to the position of General Manager. It will be remembered that Mr. Sterling was Assistant General Manager a few years ago, and that he was later a member of the Railway Board, from which he resigned to take up the important position of General Manager for the New Zealand Co-operative Dairy Company, Ltd.

The knowledge thus gained in commercial activities outside a Government department, when coupled with his previous railway experience, should be of very great value, especially in so far as Mr. Sterling has had an opportunity of gauging the attitude of railway users, and gaining actual experience of their points of view.

I am sure that his return to the Department as General Manager with an enlarged commercial and executive experience will be of material assistance to the Government in connection with the administration of this important Department.

In reference to the retirement of the Board, I desire to express my own keen appreciation, and that of the Government, in regard to the industry applied by the late Board in dealing with the large volume of work necessitated during their term of office by the introduction of new methods and a modernized policy. I also wish it to be placed on record that the Board performed good work at a critical stage of railway history. The long list of reforms in administration and benefits given to the user during the Board's regime, are recognized by all those who patronize our railways.

TRANSPORT CHARGES.

The goods traffic conveyed on the New Zealand railways shows a steady growth, but it also has suffered severely from road competition, principally in the higher-rated classes of goods. The average charge for conveyance of freight traffic by rail last year was 2·41d. per ton per mile. If this average charge could have been

increased by as little as 0.15d. per ton-mile the deficit on the year's working would have been met, while an average charge of 2.91d. would have placed the railways in a position to dispense with the credit received from the Consolidated Fund for the loss incurred on branch-lines and isolated sections.

The question of ton-mile costs by any other method of transportation must be kept ever in view. To illustrate my point, I may say it is estimated that to carry existing railway freight by road—even assuming the roads were in existence and sufficiently strong (which they are not) to carry the freight—its transport would cost no less than 1s. and possibly nearer 1s. 6d. per ton-mile. In other words, the year's goods-freight of 7,366,762 tons, which cost less than £5,000,000 to transport by rail, would have cost at least £23,000,000 to transport by road. The impossibility of economically carrying all freight by road is obvious; one need only mention coal, timber, stock, and fertilizers to give point to this statement. Then there are the many inland industries entirely dependent for their very existence upon cheap transport cost, which the railways alone can supply. It must further be remembered that the more freight is carried by road the less will be the benefit derived by the community from the facilities available for cheap transport by rail. (Some particulars of legislation in other countries upon the road-rail problem are given in an Appendix to this Statement.)

ROAD MOTOR SERVICES.

During the past year the Department's road motor operations have been further extended by the purchase of thirty-eight buses which were operating in the Hutt Valley - Wellington service, and three buses which were furnishing service between Christchurch, Springfield, Whitecliffs, and Kowhai Bush. These vehicles were purchased by the Department in continuance of the policy, instituted in the previous year, of effecting a consolidation of the road and rail services in suitable areas, and the purchase of these fleets from the private owners was successfully carried out by mutual agreement.

The rapid extension of the motor-bus is one of the most interesting and significant features of the development of the Dominion's transport system in recent years. Experience clearly demonstrates that the motor-bus has come to stay, and that for city and suburban passenger transportation it has a definite field of usefulness.

The heavy peak traffic in suburban areas is such that it cannot be handled economically by the motor-bus, and the experience gained in the operation of road-vehicle services in suburban areas indicates that the welfare of the travelling public is best served by a co-ordination of the road and rail services rather than by the general supplanting of the railway by the road vehicle.

The Department now has a fleet of fifty-six motor-buses in operation, and the policy of developing the road vehicle as an auxiliary to the railway will be continued in areas where the circumstances are such as to warrant the introduction of these services.

PASSENGER TRAFFIC.

The decline in passenger traffic that has been experienced since the year 1921 has had a very serious effect on the financial position of the railways. The problem is not peculiar to New Zealand, but is causing grave concern to railway managements in practically all countries. In the seven-year period 1914-21 the number of passengers carried by rail increased from 23,200,000 to 28,800,000, or by 24 per cent., and the revenue from £1,450,000 to £2,658,000, or by 83 per cent. Between 1921 and 1928 the number of passengers has decreased to 25,400,000, or by 12 per cent., and the revenue to £2,150,000, or by 19 per cent.

The decrease is confined to the more profitable ordinary passenger traffic. Season-ticket business has shown a steady increase, which is very marked in the low-rate suburban weekly tickets. A decline of 6,016,483 ordinary passengers has been accompanied by a decrease of £568,351 in revenue, while an increase of 2,574,365 season-ticket passengers was responsible for an increase of only £59,914 in revenue.

The following table* sets out the position :—

Year.	Number.	Increase or Decrease for Seven-year Period.		Revenue.	Increase or Decrease for Seven-year Period.		Average Revenue per Journey.
<i>Ordinary Passengers.</i>							
		Number.	%	£	£	%	d.
1914	13,355,893	..	..	1,299,929	..	..	23.4
1921	15,315,640	1,959,474 +	15	2,459,362	1,159,433 +	89	38.5
1928	9,299,157	6,016,483 —	39	1,891,011	568,351 —	23	48.8
<i>Season-ticket Passengers.</i>							
1914	9,817,579	..	..	150,550	..	..	3.7
1921	13,506,143	3,688,564 +	38	198,717	48,167 +	32	3.5
1928	16,080,508	2,574,365 +	16	258,631	59,914 +	30	3.9
<i>All Passengers.</i>							
1914	23,173,472	..	..	1,450,479	..	..	15.0
1921	28,821,783	5,648,311 +	24	2,658,079	1,207,600 +	83	22.1
1928	25,379,665	3,442,118 —	12	2,149,642	508,437 —	19	20.3

* For graph, see Appendix.

+ Indicates increase.

— Indicates decrease.

Exclusive of annual season tickets issued to members of the Legislature, which were not included in the returns prior to 1926, the average revenue per season-ticket journey was 3.5d. in 1928 as compared with 3.7d. in 1914.

The number of passengers carried at season-ticket rates was 42 per cent. of the total in 1914, 47 per cent. in 1921, and 63 per cent. in 1928, while the season-ticket revenue for the corresponding years was 10 per cent., 7 per cent., and 12 per cent. respectively of the total passenger revenue.

The decline in revenue has not been followed by a commensurate decrease in expenditure. On the contrary, it has been necessary to provide increased and faster train services, together with improved facilities and rolling-stock, in the endeavour to meet competitive conditions and retain a fair share of the business. The passenger train-mileage increased by 27 per cent.—from 3,082,000 in 1921 to 3,725,000 in 1928; while the revenue per train-mile decreased from 207d. to 131d.—equal to 37 per cent. Every endeavour has been made to reduce costs, but the total running-expenses have increased considerably. Higher train-speeds have resulted in greater expenditure on maintenance of track. Improved standards in the comfort of passenger accommodation have been followed by a constant increase in capital cost, maintenance expenses, and tare weight of carriages, with a reduction in carrying-capacity. In order to encourage traffic, selling and publicity organizations have been built up, improved booking facilities have been provided, and every avenue for exploiting the business has been thoroughly explored. While there is no doubt that this policy has been abundantly justified, it is unquestionable that the cost of carrying a much smaller volume of passenger traffic has increased, both actually and relatively, and the financial position of the railways has been seriously weakened.

Had the normal rate of increase that characterized passenger traffic up to the year 1921 been maintained, the passenger revenue of the Department in 1928 would have been at least £3,200,000, or £1,000,000 in excess of the actual result. The additional net cost of earning the revenue would have been very little in excess of the present cost. The railways would have been able to avoid the necessity that arose in 1925 for increasing the charges on certain classes of goods traffic, and would have had a sufficient margin of profit to enable them to effect substantial improvements in the service.

The position as it now exists is due wholly to the development of the road motor, and must be accepted as a permanent feature of the transportation problem. Up to the present the decline in rail-borne ordinary passenger traffic shows no sign of having been checked, either in New Zealand or abroad. Investigations made in England indicate that 70 per cent. of the road passengers are carried in private cars, and only 30 per cent. in vehicles plying for hire. If the increase in the number of motor-cars per head of population continues, there is every reason to anticipate further losses in railway-passenger traffic.

The effect of such losses on the finances is illustrated by the following table :—

	1914.	1921.	1928.
	d.	d.	d.
Operating-costs per train-mile	74·00	145·14	139·55
Passenger revenue per passenger train-mile	112·06	207·00	131·45
Goods revenue per goods train-mile	85·35	141·83	162·46
Gross profit per train-mile—			
Passenger	38·06	61·86	8·10*
Goods	11·35	3·31*	22·91
Ratio of operating-expenses to revenue	71·24	81·59	85·81

* Indicates loss.

A gross profit of 38·06d. per passenger train-mile in 1914 and 61·86d. in 1921 has become a loss of 8·10d. per train-mile in 1928. Not only is passenger traffic making no contribution towards interest charges, but it is not carrying its full share of operating-costs. The loss has been met in part by the increased charges levied on certain classes of freight in 1925, but the balance has not been provided for, and the accumulated loss remains to the debit of the Railway Account.

SPECIAL-FEATURE TRAINS.

During the year a great advance has been recorded in the development of special excursion passenger traffic. The principal methods adopted have been the running of farmers' trains and special week-end trains.

Farmers' trains have been developed along progressive lines, and now constitute a well-organized method by which opportunities for holiday-making and for extending knowledge in regard to farming practices and developments have been happily combined.

These trains have been run between the principal producing-areas in each Island. Special arrangements have been made by the officers of the Department to ensure that the excursionists were provided with opportunities for obtaining all the information possible in the districts visited. The farmers' organizations in the various provinces have also entered whole-heartedly into the scheme, and have given every encouragement to their members to take the trips.

In every case representative farmers have reported that the outing had been very well worth while ; that their knowledge had been considerably extended ; and that they have become better acquainted with those engaged in primary production—even with the people of their own province—on the excursions, through the facilities available for meeting and exchanging ideas upon topics of mutual interest.

Leading farmers have gone out of their way to throw their farms open for the inspection of visitors. The latest appliances introduced upon farms and improved methods of working have been made known to the excursionists, and an interchange of useful ideas and information upon the subjects in which they are all interested has done much towards encouraging an improvement in the methods of production adopted by individual farmers.

I believe that the "farmers' train" idea has been more fully developed in New Zealand than in any other country. On some of the excursions the Railway Department has taken full charge of the farmers from the moment they left their home stations to the moment they arrived back again, arranging, in some cases, a full week of travel, instruction, and entertainments for them.

Other Departments of State, notably the Argicultural Department, have lent valuable assistance in carrying out the scheme. Agricultural colleges (such as that at Lincoln, and the new Massey Agricultural College at Palmerston North) and experimental farms have been visited, full information supplied, and lectures given upon all subjects relating to the development of crops, flocks, and herds.

Throughout these trips accommodation has been arranged beforehand for the excursionists by the Railway Department. In many instances farmers in the districts visited have made their homes available for the reception of these guests from other provinces, and I feel that a great work has been done for the people of the Dominion at large through the spirited manner in which the farmers' excursions have been conducted, and the practical way in which the farmers of the respective provinces have welcomed and assisted in the entertainment of excursionists.

It would be difficult to find in the whole range of the Dominion's social life a movement that has drawn together more effectively people with similar interests, or that has been of so much practical value in the direction of standardizing farming methods to comply with the most modern developments of scientific production.

In arranging these excursions the Railway Department has happily combined service with profit—profit both to itself and to the excursionists. In the past the rural community have been at a disadvantage as compared with the city folk in the matter of obtaining the full benefit of the excursion fares that are granted by the Railway Department at the regular holiday seasons, and for some years previously to the inauguration of the special farmers' excursions there had been a growing demand for something to be done to assist the rural community in this connection. The idea of running the special farmers' trains at very low fares has proved to be a solution of the difficulty, and has undoubtedly given satisfaction to the country people. The fact that these trains are run in the "off" passenger season enables the Department to make use of rolling-stock which would otherwise, to a large extent, be lying idle, and this in turn opens the way to the granting of very cheap fares. The profit of the Department is not large, but more particularly gratifying is the large amount of public satisfaction that is being afforded, and while this result can be achieved with even the smallest margin of profit the Department will have been realizing in practice one of the fundamental reasons of its being and what I regard as the main test of its success—namely, satisfactory service to the public.

A further application of railway service to aid national development is found in the arrangements that have been made to give those interested in commerce and in the secondary industries generally an opportunity that might be considered as equivalent to that already granted the farmers, for a plan is in hand to enable the running of an industrial train through the Auckland Province in October.

Already the Chambers of Commerce have taken interest in this undertaking, and the touring business men and manufacturers will have an unequalled opportunity of coming into touch with people in every phase of the industrial and business life of the Dominion, and of learning the latest in manufacturing science that any district has to offer.

Other pleasurable railway outings that have become a feature of traffic-operating here are "week-end excursions." These are not intended to serve either of the ends towards which the farmers' excursions and the business men's trains are directed. Rather, their scope embraces the bringing of a new pleasure into the lives of the people by enabling them to travel at cheap rates, and in their own time, to the principal scenic and holiday resorts of the Dominion. These excursions are also personally conducted, and everything possible is done to make the outings thoroughly enjoyable. They serve a further purpose, too, in that they help to increase the knowledge of the people generally in regard to their own country, and provide a health-giving change from the routine of the ordinary week's work.

During the year under review there have been 23,616 miles run by special trains of this type, 21,634 passengers have been carried, and a revenue of £15,609 has been earned.

PROGRAMME OF IMPROVEMENTS AND NEW WORKS.

In view of the rapid changes now occurring not only in transport matters, but in the producing and commercial situation of the country generally, I think it is desirable to present a review of the whole position in regard to railway developments.

The comprehensive programme of improvements and new works adopted in 1924 provided for an additional capital expenditure upon railways aggregating £8,000,000, this amount to be spread over a period of ten years.

That programme was based largely on the schedule of essential works put forward by Mr. (now Sir) E. H. Hiley (the then General Manager) in his 1914 report. In presenting my programme for 1924 I emphasized that the position in regard to works which were urgent in 1914 had become acute during the succeeding decade, the revenue having increased between 1914 and 1924 by nearly £3,000,000, the passengers carried by 5,000,000, and the goods traffic by 1,000,000 tons.

The 1924 report was drawn up in consonance with the Government's general policy of national development in regard to land, hydro-electricity, telegraphs and telephones, wireless, irrigation, roads, highways, &c., each phase being related to the extensive programme of development of the country's facilities that must proceed if the full resources of the Dominion were to be applied towards the public welfare. It was pointed out that since 1914 over 200 miles had been taken over by the Working Railways Department, and that during the period of the programme a further 427 miles would be taken over.

Since the 1924 programme was submitted the following sections and mileages of line have been taken over by the working railways:—

						M.	ch.
Pukemiro to Glen Afton	..	..	..	..	..	1	43
Arthur's Pass to Otira	..	..	..	..	..	8	10
Kohuratahi to Tahora	..	..	..	..	..	5	5
Makaraka to Ngatapa	..	..	..	..	..	11	40
Westport to Cape Foulwind	..	..	..	..	..	7	04
Tuatapere to Orawia	..	..	..	..	..	8	13
Huarau to Portland	..	..	..	..	..	30	41
Whangarei to Keoreroa	..	..	..	..	..	1	25
Te Roti to Opunake	..	..	..	..	..	22	77
Glenhope to Kawatiri	..	..	..	..	..	3	70
Hutt Railway deviation	..	..	..	..	..	2	65
Beaumont to Roxburgh	..	..	..	..	..	24	0
Waihi to Taneatua	..	..	..	..	..	109	66
Waiotira to Kirikopuni	..	..	..	..	..	13	71
Total	..	..	..	..	..	250	50
Less Wairio to Nightcaps (lifted)	..	..	..	..	..	2	14
Net total	..	..	..	..	..	248	36

This extra mileage has drawn further upon the rolling-stock resources of the system and has accentuated the necessity for the adoption of methods to secure operating improvements.

Notwithstanding the very heavy commitments necessary in the first year of the programme, the Government added to these by deciding to proceed with a complete reorganization of its locomotive workshops. (A full review in connection with this work appears elsewhere in this Statement.)

Experience gained during recent years from a study of the rapidly changing conditions in the field of transport, whilst fully justifying the policy that had been laid down, calls for an amplification of the original programme, and, in addition, expanding business in new directions requires additional facilities. For instance, in regard to the future of tourist and special services, we look for an increase in this class of business, and efforts are being made to provide accommodation sufficiently satisfactory to attract and hold our customers. The standard of service demanded is becoming higher year by year—partly due to other forms of transport necessitating the extension of facilities, in keeping with the times, to ensure more economical and efficient service to the public.

In preparing the above schedule each individual work was exhaustively examined and classified according to its urgency, and the wisdom of this course of action has been fully borne out in practice.

The whole scheme was entirely based on economic grounds, and looked upon as a necessary investment. It has now become apparent that developments in new directions, for which no provision was made in the original programme, have become essential, the most important being electrification at the important termini, a subject which I have now under consideration.

These changed conditions have necessitated a complete review of the works contemplated, and I have asked the General Manager to arrange for fresh proposals

to be formulated, in classified order of urgency, based on present-day working-conditions, and having regard to the changed circumstances in many phases of our transport system.

As with the workshops reorganization, the whole of the proposals contained in the programme of work set out in the D.-2A statement of 1924 were adopted because of their justification from the point of view of increased efficiency and economy in the Department's working. The Department found itself hampered in the discharge of its functions by inadequate and obsolete facilities not only in the matter of workshops space and equipment, but also in the matter of station arrangements, as set out in the statement to which I have referred.

Particularly in connection with station improvements, the recognition can no longer be postponed of the fact that the standard of the public demand in matters of transport has been considerably raised within recent times, and what in the past was accepted with a reasonable measure of satisfaction by the public is now utterly rejected and made the subject of criticism that has a direct reflex in a tendency to transfer the business to other forms of transport.

With the introduction of new methods of transport, particularly in connection with motors, together with the high development of luxury associated with marine transport, to the extent that we now have what are often referred to as "floating palaces" conveying people between various parts of the world, the psychological atmosphere of the transport industry has undergone a rapid and almost startling change. The railways, if they are to maintain their place in the community, have to face this fact, and the question inevitably arises as to whether the railway transport organizations are willing to rise to the occasion and meet the altered conditions, or whether they prefer to drift and allow their business to be diverted into other channels. More particularly in a State-owned institution, such as the railways in this country, where the final test must be the public satisfaction, the policy of drift is absolutely untenable. This in itself would have justified action along the line of improved facilities such as are embodied in the workshops reorganization and D.-2A of 1924, but when we have added to that the investment factor and the welfare and comfort of the staff, with the reflected higher state of efficiency, the case for the expenditure involved in these programmes becomes unanswerable.

REORGANIZATION OF WORKSHOPS.

PROGRESS TO DATE ON THE WHOLE SCHEME.

As outlined in my D.-2 of 1925, the programme of reorganization of the railway workshops was estimated to take three years. It will be remembered that the Fay-Raven Royal Commission commented very forcibly on the obsolescence of the Department's workshops, which comment was completely supported by the Railway management and the Department's own engineers.

The methods for the new workshops reorganization and the plans of the shops were finally approved in May, 1925, when details of the shops were sent to England for tenders. Tenders for the construction of the new shops were accepted from Sir William Arrol Co., and Dorman, Long, and Co., England. The coal strike in England in 1926 unfortunately delayed the despatch of the steel to New Zealand, and the programme consequently was delayed approximately seven months. However, since the arrival of the steel structural work, steady progress has been made, and at the present time both the Otahuhu and the Hutt Valley shops are nearing completion and will be in use within a few months.

In the South Island the situation is progressing more slowly on account of the reconstruction having to take place on the same sites as the present workshops. Consequently the buildings can only be erected as old buildings are removed, on account of the necessity of meeting current requirements.

The plan, in general, provides that all major repairs of locomotives will be done in one shop in each Island, so that the maximum benefit of specialization and special machinery can be taken advantage of. Thus the Hutt Workshops in the North Island and Hillside Workshops in the South Island will be locomotive repair and building shops, while Otahuhu and Addington, in the North and South Island respectively, will be the car- and wagon-repair and new-building workshops.

The design of the shops provides for extension should such at any time be considered necessary. The internal capacity of the shops has been especially increased to obviate one of the greatest losses in workshop operation in the old shops—namely, that arising from a large proportion of the work being carried on outside. At the old shops, in many instances, 40 per cent. of the work has been performed outside, exposed to the weather conditions prevailing. This has undoubtedly resulted in heavy loss.

Analysis of time lost by employees reveals that out of every hundred hours shop time, eight are lost by employees for various reasons. About half of these are definitely recorded as due to sickness. Such figures are not conducive to the efficient operation of the shops from either the men's or the Department's point of view, and the conditions under which the new shops will operate will undoubtedly be a factor in improving this situation.

Provision has been made in the new workshops for building the Department's requirements in renewals and new rolling-stock. Modern practice has, from our observations of modern shops overseas, revolutionized material-handling, and the appliances and space provided will efficiently cope with our requirements and enable the Department to get its costs down to a minimum.

Another very important aspect that has been largely influential in determining the matter of improvement in workshops has been that of the welfare of the men. It is now recognized as sound industrial practice to provide for the men such advantages by way of high-quality working-tools and congenial surroundings as will make them happier in their work and better in health.

In pursuance of this idea, not only will the new workshops provide an altered outlook for the men from the point of view of congeniality as regards their working-conditions, but their leisure hours have also been liberally catered for by the provision of such facilities as social halls, &c. The health of the men has been safeguarded in such matters as adequate arrangements for the provision and consumption of food in the best possible circumstances, sanitary protection of clothes, sanitary water-drinking facilities, washing and toilet facilities, &c. All these matters have, of course, involved expenditure, but it is confidently believed that the expenditure will be worth while in the efficiency reflected from the higher standard of health and happiness that will be brought to the staff.

When the staff of the Locomotive Branch are transferred to the new workshops, it has been arranged to consolidate into the same shops the present Maintenance and Signal and Electrical Departments workshops. At the present time these departments have independent workshops and organizations in various parts of the Dominion, and by absorbing them into the modernized new workshops not only will several valuable sites become available for profitable disposal, but the Department will obtain the benefit of the reduced costs possible only under the new workshops conditions. It must be pointed out that this consolidation was not possible under the old conditions, on account of lack of space and equipment.

Provision for the future in the design of the new shops has been made a feature in all the layouts, which provide that future extension can be made to each department without the principle of operation of the workshops being altered.

As stated, the new shops provide capacity for building the Department's new rolling-stock requirements (with the exception of a comparatively few specialty items) and any mechanical work required for the railways or any other State Department. This policy will permit of the importation of only raw materials in the future, instead of finished articles, and will assist the labour situation of the Dominion by providing work in New Zealand rather than elsewhere. Without the reorganization of the workshops as planned by the Department this would not have been possible.

With the completion of this scheme for concentrating all work into four main workshops, the smaller shops at East Town, Napier, Greymouth, and Invercargill will not undertake any heavy repairs. The staffs at these places are being transferred to where their work will in future be carried out, and at two of the main shops the locomotive men are being concentrated, while the car and wagon men will be placed at the two main car-shops. At East Town the points and crossing work for both Islands has been concentrated. Here, also, all tarpaulin-work for the North Island will be done, the South Island tarpaulin-work being concentrated in the new shop at Addington as previously.

In connection with the rearrangement of the staffs at the various centres a large number of transfers has been involved. Many difficulties have arisen requiring

very careful consideration of circumstances associated with the transfer of particular members, and I wish to place on record my hearty appreciation of the invaluable services rendered by the Workshops Committees in solving the serious problems that were inseparable from these transfers. These committees were constituted at each workshops centre, and to them was delegated the duty of considering all representations from members regarding their transfers. The committee discharged their difficult task most conscientiously and thoroughly, and achieved results that could not possibly have been obtained in any other way. The general acceptance by the men of the decisions of the committees has demonstrated the soundness of the judgments arrived at, and the result has been, as I hope and believe, as satisfactory to the men as it certainly has been to the Department.

In my Statement for 1925 I indicated that provision was being made for the adoption of accurate costing-methods and production schedules. These are now in full operation, and the new shops will start off with fully trained staff in both these connections. The results achieved so far are sufficient to indicate that the savings anticipated have not been overestimated. For instance, in the four main workshops where the new modern machinery on the first year's quota was temporarily installed, and where production schedules were introduced to route the progress of the work, the number of days engines were out of service under repairs has been reduced from fifty-five days (1925 average) to thirty-eight days for a complete overhaul, from thirty-six days to twenty-four days for a heavy repair, and from fourteen days to eleven days for a light repair. These reduced figures represent the average of all the engines passed through the main shops during the past year.

As an example of the results of improved methods and facilities, the building of two hundred J sheep-wagons at Newmarket Workshops has shown what has even already been accomplished. These wagons were a duplicate of similar previous orders, so that an accurate comparison can be made. The cost of wages per wagon in 1928 was £50 5s. 11d., as compared with £67 14s. 7d. previously. A reduction of 27 per cent. is thus shown.

The foregoing is what may be regarded as a typical case of the saving which it is confidently estimated will result from the workshops reorganization.

USE OF NEW ZEALAND COAL.

It is the Government's policy to use upon the railways as large a proportion of New Zealand coal as can be warranted by the general economics of the fuel situation from time to time. The economic factor must, therefore, be considered as governing the application of this general principle in regard to the use of native coal, and must be taken as an explanation of any fluctuations recorded in the proportions of native and imported coals used when comparisons are made as between one year and another.

For instance, present quotations indicate that Welsh coal can be landed in the Dominion at a price equal to that paid for the best New Zealand coal, and, with definite knowledge of the high qualities of the Welsh product and its suitability for our requirements, it is clear that consideration must be given to the alternative of importing by those responsible for coal-purchases.

The following figures, however, supply convincing proof that the Government has succeeded in its special efforts to make New Zealand coal the principal fuel in use on the railways.

Comparison of Quantities of New Zealand and Imported Coal purchased.

Year.		New Zealand.	Imported.	Total.	Percentage of New Zealand Coal to Total.
		Tons.	Tons.	Tons.	
1924-25	.. ..	94,351	313,107	407,458	23
1925-26	.. ..	85,393	278,076	363,469	23
1926-27	.. ..	187,793	193,161	380,954	49
1927-28	.. ..	288,646	152,025	440,671	65.5

It will be seen from these figures that the percentage of New Zealand coal used by the railways rose from 23 in 1924-25 to 65½ during the last year.

At the present time the Department is buying all the bituminous (hard) coal it can procure from the New Zealand mines, in addition to the maximum quantity of native brown (soft) coal that it can burn. Waikato coals are being used to the limit of practicable consumption.

Regarding the scientific treatment of coal and lignite by distillation, it has been stated that New Zealand brown coal so treated would produce a smokeless fuel of high calorific value. The possibilities presented by the carbonization of our native brown coal, thereby producing a satisfactory fuel for use in locomotives, have not been overlooked by the Government. The Railway Department, in conjunction with the Mines Department and the Department of Scientific and Industrial Research, has, after obtaining the most up-to-date information and special reports from the leading authorities in England, fully investigated this matter, and the mining interests in the Waikato are fully acquainted with the results.

As an indication of the practical encouragement given by the Government to the establishment of a carbonizing plant, we have made an offer to let a contract for the supply of all railway coal requirements in the middle North Island district should the industry be established.

RAILWAY LAND.

At the inception of the railway system the Minister was given power to lease sites on railway land for storing goods, and this provision was taken advantage of in the South Island, and particularly in Canterbury, where stores were erected by settlers and merchants for the storage of grain and other produce. This was not only a great convenience to the lessees, but also of considerable advantage to the Department.

In the course of time, as settlement advanced, there was a demand for business sites on railway land near railway-stations, and the Minister's powers of leasing were gradually extended until now leases can be granted for a term of twenty-one years with a right of renewal for a similar term.

Valuable business sites on railway land at Petone and Newmarket will be available for leasing when the new railway workshops are opened, and the time has arrived when in order to obtain the best financial results more attractive leases must be offered to the public. It is proposed, therefore, to introduce this session legislation whereby the powers of the Minister may be extended so as to enable the Department to grant such conditions of tenure as will enable the best rent to be obtained.

CONCLUSION.

It is proposed to continue the policy that has been pursued during recent years of running the Department in accordance with sound commercial principles, with an eye ever upon the development of the country.

I recognize that the Department must give a service that will enable the transport needs of the community to be adequately met, while at the same time extravagance and undue costliness in the matter of railway services is to be strictly avoided.

During the past year the railway staff have given valuable service in the practical development of this policy, and I desire, in conclusion, to pay my tribute to their work in this connection and to say that I look forward with the greatest confidence to a continuance of their efforts to maintain the railways in the highest possible state of efficiency.

RESULTS OF WORKING.

The following is a summary of the working for the year ended 31st March, 1928, as compared with 1927 :—

PARTICULARS.	Year ended 31st March,	
	1928.	1927.
Total miles open for traffic	3,180	3,164
Average miles open for year	3,178	3,157
Capital cost of opened and unopened lines	£58,797,458	£56,028,477
Capital cost of open lines	£51,187,376	£49,183,916
Capital cost per mile of open lines	£16,097	£15,545
Gross earnings	£8,524,538	£8,434,654
Working-expenses	£6,685,123	£6,490,880
NET EARNINGS	£1,839,415	£1,943,774
Interest charges	£2,130,867	£2,043,433
Deficit	£291,452	£99,659
PERCENTAGE OF TOTAL WORKING-EXPENSES TO GROSS EARNINGS	78·42	76·95
PERCENTAGE OF NET EARNINGS TO CAPITAL INVESTED	3·64	3·99
Railway operating earnings	£7,343,845	£7,423,472
Railway operating expenses	£6,302,119	£6,158,283
NET RAILWAY OPERATING EARNINGS	£1,041,726	£1,265,189
PERCENTAGE OF RAILWAY OPERATING EXPENSES TO EARNINGS	85·81	82·96
Operating earnings per average mile open	£2,310	£2,351
Operating expenses per average mile open	£1,983	£1,951
NET OPERATING EARNINGS PER AVERAGE MILE OPEN	£327	£400
Operating earnings per train-mile	d. 162·62	d. 166·14
Operating expenses per train-mile	139·55	137·82
NET OPERATING EARNINGS PER TRAIN-MILE	23·07	28·32
Passengers, ordinary	9,299,157	10,305,065
Season tickets	632,763	585,094
Total passenger journeys... ..	25,379,665	26,002,137
Goods tonnage	6,854,865	6,833,436
Live-stock tonnage	511,897	475,013
Train-mileage	10,838,594	10,723,864
Engine-mileage	15,383,051	15,212,086

For the current year I anticipate the revenue will reach £8,500,000 and the expenditure £6,670,425.

APPENDIX.

CO-ORDINATION OF TRANSPORT.

The following particulars are given as information bearing upon the above question.

IN OTHER COUNTRIES.

Co-ordination of transport is now regarded in most countries as desirable, and, indeed, essential in the public interest.

In some instances the Governments concerned have adopted a system of control through the method of licensing; in others, investigation is still being made with a view to placing the whole business of transportation on a satisfactory basis. Any investigation of the problem must, of course, include all forms of internal commercial transport, and it is along these lines that the Royal Commission on Transport, which will shortly commence its investigations in England, will proceed in an endeavour to arrive at a means of co-ordinating the various services.

The Commission's terms of reference are: "To take into consideration the problems arising out of the growth of road traffic, and, with a view to securing the employment of the available means of transport in Great Britain (including transport by sea, coastwise, and by ferries) to the greatest public advantage, to consider and report what measures, if any, should be adopted for their better regulation and control, and, so far as is desirable in the public interest, to promote their co-ordinated working and development."

In Germany, Italy, Austria, the United States of America, South Australia, and Victoria a system of regulation has been instituted with a view to avoiding wasteful competition. Without giving a detailed statement of the regulations which have been instituted in these countries, it is considered desirable to draw attention to a number of major conditions which have been introduced.

In Italy road motor services are only permitted under certain conditions, viz. :—

- (1) As feeding services to the railway from and to towns or villages not served by railway-stations;
- (2) As feeding services in towns and urban districts where one station has to serve urban areas;
- (3) For intercommunication between towns which are not connected up by any direct railway service.

In Hungary and in Austria, before a license is granted to a road motor enterprise, the application is first referred to the railway for an expression of opinion. In the former country no license is granted on roads running parallel with the railway, and in the latter, the rates for bus-transport concerns are generally kept 15 per cent. above those of the railway.

United States.

Legislative powers exist in the majority of the States for the regulation of road motor traffic, and permission to operate such vehicles is not given unless the proposed service is a public convenience and necessity. Sixty-four railway companies are operating a total of 1,050 motor-coaches for the carriage of passengers, and forty-five railways are operating a total of 4,902 motor-lorries for goods traffic.

The trend of legislation in the United States may be gauged from the following two decisions of the superior tribunals dealing with the transport of that country :—

Railroads have permanent road-beds and trackage which require an outlay of millions of dollars, and which in turn yield large revenue to the people of the State. The average bus line is incorporated for a comparatively small sum. The railroad is of vastly greater financial responsibility. This is a matter of substantial public interest, particularly in cases of accident. It is the established policy of the law in this State that a public utility be allowed to earn a fair return on its investments. It is therefore not only unjust, but poor economy, to grant to a much less responsible utility company the right to compete for the business of carrying passengers by paralleling its line, unless it appears that the necessary service cannot be furnished by such railroad. Appellants offer to provide whatever increase in accommodations and service is deemed essential to meet the public convenience and necessity. It is but consonant with our law regulating public utilities that they be given opportunity to do so. It is argued that appellants cannot give the necessary service except at a large loss. Such argument is beside the question involved in the proceedings before the Commission in this case. Appellants have stated that they are willing and able to give such services, and it appears clear that the Commission is not justified in granting a certificate of convenience and necessity to a competing line until the utility in the field has had an opportunity to demonstrate the truth of its statement and to give the required service.

When a railroad was one of several applicants to operate motor-buses over a highway between points served by the railroad, and was fully qualified to render the additional service proposed, the West Virginia Supreme Court held that the State Road Commission should ordinarily give preference to the rail carrier. The Court further held that the railroads performed vital services which bus companies could not perform, and afforded greater security in carrying on bus service, so that the interests of the public would be met by giving the rail carriers a certificate of convenience.

Canada.

So far as Canada is concerned, the only particulars regarding regulation are from the Province of Quebec. In this province motor-vehicle operators are required to file with the Public Service Commission time-tables and tariffs for fares, and must secure a permit, which the Commission issues after fully examining their standing and the necessity for operation in the public interest. A service, once established, must be continued in effect unless leave has been secured from the Commission for abandonment.

The Commission does not encourage competition among bus operators, and in practically all cases it gives a monopoly on each route. The experience has been that where competition is allowed the service suffers, and that with a monopoly of the route and close regulation and supervision better service is given the public. As a general principle, the Commission would not authorize a bus service to be started in competition with a suburban or interurban electric railway giving a satisfactory service. This Commission has no hard-and-fast rules as to competition, and each case is judged on its own merits, the public interest being paramount.

South Australia.

In December, 1926, the South Australian Government passed legislation creating a Board of four members, of whom the Railway Commissioner is Chairman, to exercise supervision and control of motor-buses operating in the metropolitan area. The competition against the railway throughout the country districts, however, continued so strongly that in 1927 Parliament passed a Motor Transport Act, vesting the control of all motor traffic outside the metropolitan area in a Board of three, of whom the Railway Commissioner is Chairman. In terms of this Act the Railway Commissioner cannot operate motor-vehicles within the metropolitan area other than in connection with traffic to and from the railways, and neither can the railways operate a motor service outside the metropolitan area unless it be shown that no other person is willing to carry passengers or goods on any particular route at rates or fares equal to or less than those proposed to be charged by the Railway Department. On the other hand, no person can, outside the metropolitan area, drive any motor-vehicle for the purpose of carrying passengers or goods unless the vehicle is licensed by the Board, which fixes the route or routes that may be traversed, and also such conditions as the Board thinks proper regarding the rates to be charged and the time-tables to be observed.

On the South Australian Board one member is a representative of the motor industries, and in a statement recently issued this gentleman stated that co-ordination between rail and road services is not only possible, but, as the result of the control now being exercised in South Australia, will continue to develop with benefit to all concerned. This member further stated that, although it would not be expected that any form of control could be instituted without some disabilities arising, he felt that definite progress had been made, and that the operations to date were sufficient to indicate the main lines on which development was likely to occur in the future. The rates fixed by the Board are arrived at after most careful inquiry, and are on a scale that will enable those engaged on such activities to continue their operation on a payable basis. The revised rates for freight and passengers as laid down by the Board give the railways a protection they formerly did not enjoy, and which every taxpayer must consider desirable. It was further stressed that one aspect of the road and rail co-operation which was already becoming manifest was the opportunities which would now arise for motor-lorries to perform a useful, economic service by operating from the different rail-heads and acting as feeders and distributors of goods carried by rail.

Broadly speaking, the method of co-ordinating transport services is to require that the applicant for a road license should satisfy the authorities in respect of the safety, regularity, and efficiency in working of the proposed service, and must also supply adequate proof that there is a demand for the service which is not adequately met by existing services. The fundamental principle is that the public interest is best served by the avoidance of any non-economic competition with existing rail and road services, and before granting a license the authorities are required to satisfy themselves upon this point.

The Home-land.

The position as it affected the Home-land was excellently summarized by the Right Hon. Mr. Winston Churchill recently, when he said,—

We need both road and rail communication. It is the task of Parliament to regulate the relations between them in true proportion, having regard to their competing interest, and to bring those competing interests into harmony with the general interest. On every side the local authorities complain of the burden cast upon them by the rapidly increasing motor-traffic, especially the heavy motor traffic. They appeal for ever greater assistance from the State, represented by the Road Fund and the Exchequer.

We have only a limited fund of capital to employ every year in every direction, and it would not be in the public interest—and this is one of the foundations of my argument—to spend in the next few years several hundred millions of additional money apart from the present grants upon the roads, *if the result should render artificially and prematurely obsolete the splendid British railway systems*, which represent a thousand million pounds of national capital and afford employment to nearly seven hundred thousand men."

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

New Zealand Government Railways,

Head Office, Wellington, 31st May, 1928.

The Hon. the Minister of Railways.

SIR,—

We have the honour to report on the working of the railways for the financial year ended 31st March, 1928.

The gross receipts for the year, exclusive of the subsidy for branch lines, amounted to £8,034,970, as against £7,989,433, for the previous year. Including the subsidy for branch lines, the financial results for the year, in round figures, are as follows:—

<i>Revenue—</i>						£
Actual revenue received	..	..	..	..	..	8,035,000
Subsidy for branch lines	..	..	..	..	..	490,000
						<u>£8,525,000</u>
<i>Expenditure—</i>						£
Actual working expenditure (as spent)	..	..	..	..	..	6,401,000
Placed in renewals, betterments, and accidents reserves funds	..	..	..	..	..	284,000
Interest	..	..	..	..	..	2,131,000
						<u>£8,816,000</u>

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, 1928 was £51,187,376, as against £49,183,916 on the 31st March, 1927, representing an addition of £2,003,460 for the year. This amount includes £322,876, construction charges on lines taken over from the Public Works Department during the year; £197,974 expended on new works and charged against Capital Account under Additions to Open Lines; and £1,482,610 expended under the Railways Improvement Authorization Act, 1914.

Receipts and Expenditure.—The gross receipts for the year amounted to £8,524,538, as against £8,434,654 for the previous year, an increase of £89,884.

The gross expenditure for the year amounted to £6,685,123, as against £6,490,880 for the previous year, an increase of £194,243.

The net earnings were £1,839,415, equal to 3·64 per cent. on the capital invested in the lines open for traffic and 3·18 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—

1922–23	..	3·04 per cent.	1925–26	..	4·35 per cent.
1923–24	..	3·83 per cent.	1926–27	..	3·99 per cent.
1924–25	..	3·55 per cent.	1927–28	..	3·64 per cent.

The total amount of interest paid during the year was £2,130,867. The net earnings for the year, however, amounted to £1,839,415 only, leaving a deficit on the year's working of £291,452. Interest charges represent 4s. 11·99d. 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 £12,380 to provide increased pensions for widows and children, and £4,694 for cost-of-living bonus to annuitants, were also made from revenue, making a total of £187,074, as compared with £187,574 the previous year, a decrease of £500.

The sum of £284,102 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 1926–27 is given hereunder:—

REVENUE.

Gross Revenue.—The revenue for the year from all sources was £8,524,538, as against £8,434,654 for the year 1926–27, an increase of £89,884.

The particulars of the gross revenue are as follows:—

	1927–28.	1926–27.
	£	£
Train-operation	7,343,845	7,423,472
Subsidiary services	691,125	565,961
Branch lines and isolated sections subsidy	489,568*	445,221*
	<u>£8,524,538</u>	<u>£8,434,654</u>

* 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 86·15 per cent. of the gross revenue, and amounted to £7,343,845, of which the North Island system yielded £4,361,902 and the South Island system £2,981,943. The figures for the whole system show a decrease of £79,627 on the earnings of the previous year.

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

	1927-28.	Percentage of Operating Revenue.	1926-27.	Percentage of Operating Revenue.
	£		£	
Passengers, ordinary	1,886,833	25·69	2,045,348	27·56
Season tickets	258,463	3·52	258,832	3·49
Parcels, luggage, and mails	379,933	5·17	377,367	5·08
Goods and live-stock	4,680,135	63·73	4,596,166	61·91
Miscellaneous—Labour, demurrage, &c.	138,481	1·89	145,759	1·96
	7,343,845	..	7,423,472	..

The operating earnings per train-mile for all lines were 162·62d., as against 166·14d. for the preceding year—i.e., a decrease of 3·52d. per train-mile.

The North Island main line and branches gave a return of 160·05d. and the South Island main line and branches 165·05d. per train-mile.

Subsidiary Services Revenue.—The revenue received from subsidiary services amounted to £691,125, as against £565,961 for the corresponding services last year.

The particulars of the revenue earned are :—

	1927-28.	1926-27.
	£	£
Lake Wakatipu steamers	9,885	10,273
Refreshment service	122,220	129,612
Advertising service	52,600	47,387
Departmental dwellings	93,643	83,375
Leases refreshment-rooms, bookstalls, &c.	20,542	20,462
Road motor services	32,487	8,744
Non-operating—Miscellaneous	359,748	266,108
	£691,125	£565,961

EXPENDITURE.

Gross Expenditure.—The expenditure on all services during the year was £6,685,123, as against £6,490,880 for the year 1926-27, an increase of £194,243.

The particulars are :—

	1927-28.	1926-27.
	£	£
Train-operation	6,302,119	6,158,283
Subsidiary services	383,004	332,597
	£6,685,123	£6,490,880

£173,858 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, water-services, cranes, weighbridges, turntables, additional dwellings, and purchase of land.

£93,174 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 four locomotives, four cars, twenty-one guards’ vans, and five bogie and 247 four-wheeled wagons completed on the 31st March, 1928, and three locomotives, sixteen cars, six guards’ vans, and fifteen bogie and 385 four-wheeled wagons in hand but incomplete on that date.

Train-operating Expenditure.—The total operating expenditure for the year amounted to £6,302,119, an increase of £143,836 as compared with last year.

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

	1927-28.	Percentage of Operating Revenue.	1926-27.	Percentage of Operating Revenue.
	£		£	
Maintenance—Ways and works	1,147,067	15·62	1,074,334	14·47
Maintenance—Signals	102,871	1·40	100,861	1·36
Maintenance—Rolling-stock	1,380,727	18·80	1,303,444	17·56
Examination, lubrication, and lighting of vehicles	62,510	0·85	60,095	0·81
Transportation—Locomotive	1,599,564	21·78	1,609,257	21·68
Transportation—Traffic	1,760,459	23·97	1,752,998	23·61
Head Office and general charges	75,048	1·02	82,287	1·11
Superannuation subsidy	173,873	2·37	175,007	2·36
	6,302,119	85·81	6,158,283	82·96
Net operating revenue	1,041,726	14·19	1,265,189	17·04

The operating expenditure per train-mile for all lines was 139·55d., as against 137·82d. for the preceding year, an increase of 1·73d. per train-mile. The expenditure per train-mile on the North Island Main Line and Branches Section was 128·82d., and on the South Island Main Line and Branches Section 153·71d.

Subsidiary Services Expenditure.—The expenditure in connection with subsidiary services was £383,004, as against £332,597 for the year 1926-27. The particulars of the expenditure in connection with subsidiary services are :—

	1927-28.	1926-27.
	£	£
Lake Wakatipu steamers	15,627	15,859
Refreshment service	114,644	119,567
Advertising service	48,921	42,509
Departmental dwellings	162,263	137,547
Leases refreshment-rooms, bookstalls, &c.	8,828	8,271
Road motor services	32,721	8,844
	<u>£383,004</u>	<u>£332,597</u>
Net revenue from subsidiary services (including miscellaneous receipts)	<u>£308,121</u>	<u>£233,364</u>

NET REVENUE.

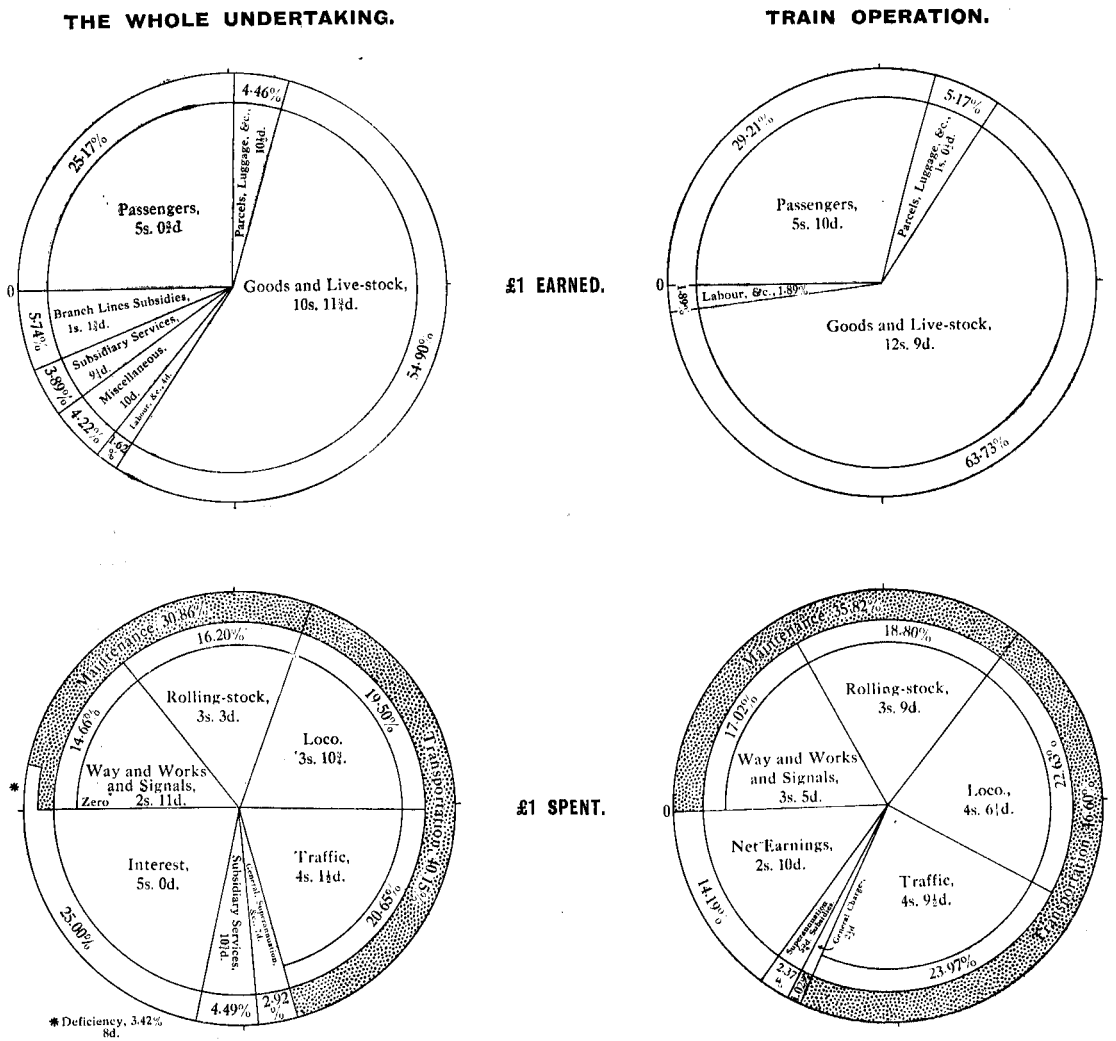
The Net Revenue Account from all services, after setting aside the sum of £284,102 for renewals and equalization funds and paying interest charges amounting to £2,130,867, shows a deficit of £291,452, as compared with a deficit of £99,659 last year.

Particulars are shown hereunder :—

	£
Net earnings, train-operating	1,041,726
Net earnings, subsidiary services	308,121
	<u>1,349,847</u>
Subsidy in respect of developmental lines	489,568
	<u>1,839,415</u>
Interest charges	2,130,867
	<u>2,130,867</u>
Deficit	<u>£291,452</u>

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	636,738	615,674	321,542	930,870
Fire insurance	10,444	12,373	4,688	18,129
Slips, floods, &c.	9,826	21,504	4,730	26,600
Workers' compensation	14,975	44,483	41,198	18,260
Betterments	13,700	1,433	39,207	Dr.24,074
	685,683	695,467	411,365	969,785



New Lines opened.—The Waihi-Tahawai Section (13 miles 8 chains) and the Petone-Waterloo Section (2 miles 50 chains) were taken over and opened for traffic during the year, making the total mileage opened for traffic on the 31st March, 1928, 3,180 miles.

Train-mileage.—The train-mileage for the year was 10,838,594 miles, as against 10,723,864 miles the previous year, an increase of 114,730 miles. The particulars are as follows :—

Section.	1927-28.	1926-27.	Increase Miles.
Kaihu	17,738	17,668	70
Gisborne	82,211	84,961	Dec. 2,750
North Island Main Line and Branches	6,479,921	6,402,044	77,877
South Island Main Line and Branches	4,049,450	4,004,155	45,295
Westport	94,140	95,309	Dec. 1,169
Nelson	63,292	71,478	Dec. 8,186
Picton	51,842	48,249	3,593
	10,838,594	10,723,864	114,730

The total coaching train-miles was 3,944,116, and freight train-miles 6,894,478.

The total engine-mileage was 15,383,051, as compared with 15,212,086 the previous year, an increase of 170,965 miles.

Line Interruptions.—On the 28th May a slip of 100 cubic yards of clay came down on the Spiral (North Island Main Trunk line), but there was no serious delay to traffic.

A very heavy fall of snow occurred between National Park and Taihape during the night of the 20th July. The tablet and telephone systems were crippled, but there was no damage to the track.

Heavy rain in the North Auckland district on the 25th July caused considerable damage to the permanent-way, floods, slips, and washouts occurring at various places, causing delays to trains. A flood and slip on this line at Tahekeroa Tunnel on the 11th August also caused slight delays.

On the 26th July a slip occurred on the Otago Central line between Hindon and Deep Stream, derailing the engine and wagons of a passing train and blocking the line for four days.

A large slip occurred between Karaka and Paerata on the 27th July, about 10,000 cubic yards of earth coming down in a deep cutting. The line was completely blocked for two days.

During the night of the 30th July a slip came down on the Manawatu line, just outside of the Wellington yard, burying the track for about a chain, and traffic over this section of the line had to be suspended until the evening of the 2nd August. In addition to the original fall, a further 500 cubic yards had to be removed from the top of cutting before traffic could be safely resumed.

Owing to heavy rains, the line between Riversdale and Gladfield (Outram Branch) was blocked for traffic for twenty-four hours between the 7th and 8th September.

Exceptionally heavy rain caused several washouts and slips on the Lawrence Branch early in September and interrupted traffic for several days.

After heavy rain on the 18th December several slips occurred between Utiku and Mangaweka, blocking the line for some hours.

Passenger Traffic.—The number of ordinary passengers carried during the year was 9,299,157, a decrease of 1,005,908 compared with last year; 590,800 passengers were carried at holiday and other cheap excursion fares, and 211,862 children and adults at schools, factories, and friendly-societies excursion rates.

The total excursion traffic for the year was 802,662 passengers and £353,111 revenue, compared with 910,796 passengers and £384,184 revenue the previous year, a decrease of 108,134 passengers and £31,073 in revenue. The decrease is due to the large number of school-children carried to the various centres last year in connection with the visit of Their Royal Highnesses the Duke and Duchess of York.

The season tickets issued totalled 632,763, an increase of 47,669; weekly twelve-trip tickets issued numbered 116,967, an increase of 3,780; workers' weekly tickets on suburban lines numbered 390,152, an increase of 38,024; trip bearer tickets totalled 56,416, an increase of 7,237.

The total number of passenger journeys for the year was 25,379,665, as compared with 26,002,137 for the preceding year.

Every first-class seat earned £36 13s. and every second-class seat £29 4s. during the year, the total seating-accommodation provided being 19,618 first-class and 49,075 second-class seats.

Goods and Live-stock Traffic.—The goods and live-stock traffic totalled 7,366,762 tons, an increase of 58,313 tons over last year's figures. The increases were—Cattle, 68,631 head; sheep and pigs, 402,140 head; goods (including minerals), 114,232 tons.

The traffic in imported coal decreased by 6,050 tons. Native hard coal increased by 12,720 tons, and native brown coal by 61,300 tons.

The North Auckland collieries forwarded 108,000 tons, as compared with 102,816 tons the previous year. The output railed from Waikato mines was 530,540 tons, as against 478,031 tons last year.

The coal forwarded by rail from mines on the Westport Section totalled 623,450 tons, a decrease of 20,715 tons.

The mines in the Greymouth district railed 396,350 tons, an increase of 21,186 tons.

The output from mines in the Wairio district, served by the Ohai Railway, was 206,092 tons, an increase of 11,667 tons.

TRAFFIC.

The following are the leading features of the traffic in the various districts in comparison with the previous year:—

Kaihu Section.—Revenue, £6,622; decrease, £262. Passengers decreased 3,286. Parcels, &c., increased £58. Sheep increased 525. Timber decreased 1,719 tons. All other goods increased 203 tons.

Gisborne Section.—Revenue, £34,039; decrease, £2,140. Passengers decreased 4,362. Parcels, luggage, &c., increased £160. Cattle decreased 951, and sheep decreased 10,643. Timber decreased 352 tons, and all other goods decreased 365 tons.

North Island Main Lines and Branches.—Revenue, £4,321,201; decrease, £56,529. The principal items of traffic were: Passengers, 5,018,480; decrease, 632,727. Season tickets, 463,938; increase, 44,290. Parcels, luggage, and mails revenue, £239,667; increase, £2,918. Live-stock, 5,113,713; increase, 314,400. Goods tonnage, 3,024,024; increase, 2,029 tons. Timber decreased 48,522 tons; all other goods increased 50,551 tons. The revenue per mile of railway decreased from £3,386 4s. 5d. to £3,289 9s. 1d., and decreased per train-mile from 13s. 8d. to 13s. 4d.

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

Northern District.—Revenue, £2,059,805; increase, £6,784. Passengers decreased 209,631. Season tickets increased 22,754. Parcels, luggage, &c., increased £2,216. Cattle increased 46,135, and sheep 114,457. Timber decreased 14,445 tons, and all other goods increased 40,675 tons.

Middle District.—Revenue, £507,073; decrease, £38,132. Passengers decreased 50,499, and season tickets 501. Parcels, luggage, &c., increased £1,385. Cattle increased 6,311, and sheep 9,555. Timber decreased 32,877 tons, and all other goods increased 3,218 tons.

Western District.—Revenue, £483,378; increase, £2,984. Passengers decreased 74,361, and season tickets 414. Parcels and luggage decreased £1,151. Cattle increased 24,465, and sheep 29,270. Timber increased 9 tons, and all other goods increased 22,560 tons.

Southern District.—Revenue, £1,270,945; decrease, £28,165. Passengers decreased 298,236, but season tickets increased 22,451. Parcels and luggage increased £468. Cattle decreased 6,670, and sheep increased 90,877. Timber decreased 1,211 tons, and all other goods decreased 15,902 tons.

Pictou Section.—Revenue, £37,850; decrease, £539. Passengers decreased 5,600, and season tickets 22. Cattle increased 239, and sheep 2,871. Timber decreased 432 tons, and all other goods 1,041 tons.

Nelson Section.—Revenue, £21,438; decrease, £1,908. Passengers decreased 9,473, and season tickets 57. Timber decreased 677 tons, and all other goods 508 tons. Cattle increased 316, and sheep 3,968.

Westport Section.—Revenue, £137,757; decrease, £3,831. Passengers decreased 3,891, and season tickets 305. Parcels, luggage, &c., increased £82. All other goods decreased 17,166 tons.

South Island Main Line and Branches.—Revenue, £2,784,898; decrease, £14,417. The principal items of traffic were: Passengers, 3,970,706; decrease, 342,992. Season tickets, 166,255; increase 3,788. Parcels, luggage, and mails revenue £131,938; decrease, £636. Live-stock, 4,327,198; increase, 155,306. Timber, 236,559 tons; decrease, 37,900. All other goods, 2,788,109; increase, 83,145. The revenue per mile of railway decreased from £1,730 2s. 2d. to £1,721 2s., and decreased from 14s. per train-mile to 13s. 9d.

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

Northern District.—Revenue, £1,211,339; decrease, £9,492. Passengers decreased 122,437, and season tickets increased 4,047. Parcels, luggage, &c., increased £355. Cattle increased 245, and sheep decreased 123,064. Timber decreased 32,867 tons, and all other goods increased 41,070 tons.

Middle District.—Revenue, £865,304; decrease, £3,876. Passengers decreased 135,529, and season tickets increased 356. Parcels, luggage, &c., decreased £532. Cattle decreased 2,325, and sheep increased 74,739. Timber decreased 997 tons. All other goods increased 51,149 tons.

Southern District.—Revenue, £708,255; decrease, £1,049. Passengers decreased 342,992, and season tickets increased 3,778. Parcels, luggage, &c., increased £636. Cattle decreased 1,197, and sheep increased 156,503. Timber decreased 37,900 tons, and all other goods increased 83,145 tons.

Lake Wakatipu Steamers.—Revenue, £9,885; decreased, £386. Passengers decreased 3,577. Sheep increased 4,936. Timber increased 81 tons. All other goods decreased 587 tons.

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

AVERAGE LATE ARRIVALS OF TRAINS, YEAR ENDED 31ST MARCH, 1928.

Year ended	Period ended													Average for Year in Minutes.	
	April.	May.	June.	July.	August.	September	October.	November.	December.	January.	February.	March 3.	March 31.		
Express and Mail Trains.															
March 31st, 1928	..	10-15	5-50	6-25	3-77	10-34	10-98	2-40	3-06	3-11	9-10	6-46	5-65	4-05	6-22
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
Long-distance Mixed Trains.															
March 31st, 1928	..	11-87	7-81	6-26	4-35	5-96	4-23	3-27	3-95	3-84	6-37	6-79	6-26	7-96	6-07
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
Suburban Trains.															
March 31st, 1928	..	1-47	0-77	0-76	0-62	0-71	0-55	0-46	0-55	0-58	0-76	0-78	0-93	0-69	0-79
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

TRANSPORTATION BRANCH.

Train Services.—Numerous alterations and adjustments have been made to the train services during the year to meet the ever-changing trend of traffic.

A notable feature was the recent inauguration of night expresses between Christchurch-Dunedin and Invercargill. These night trains are being increasingly patronized by the general public and business community, and meet the long-standing demand of the South Island for facilities for night travel. In addition to providing increased passenger facilities by these expresses, it has been found possible to use them to expedite transit of urgent parcels and perishable traffic between the long-distance centres, and the business community is taking full advantage of the quicker transport provided for these classes of traffic.

The South Island night expresses also provide opportunities to improve the business relations between the two Islands by providing an interval in Christchurch between train-arrival and steamer-departure, or *vice versa*, in which travellers going further afield may have a few hours at their disposal for business or pleasure.

The Auckland-Wellington daylight express trains were run again during December and January, and proved popular during the holiday season. Arrangements are being made to so adjust the schedules of these trains that they can be run at short notice when circumstances may demand without disturbing the ordinary train service.

Suburban services received special attention. Additional stops were introduced where warranted to further the development of growing settlements, and additional train facilities were provided where the prospective business gave indications of a reasonable return.

The West Coast trains (South Island) were speeded up in order to improve the communication with Greymouth, and to offer inducement for the development of business from Westport via Westland and Otira for the East Coast.

The Picton Section time-tables were recast, and a much improved service was introduced.

Night goods-trains have been arranged between Wanganui and New Plymouth, and have proved a useful factor in improving the transport of stock and general goods in Taranaki District.

The portion of the East Coast Railway (North Island) from Waihi to Tauranga has now been taken over from the Public Works Department. The Tauranga-Taneatua portion (60 miles) is still being worked under the control of the Public Works Department, but will be taken over by the Working Railways Department at an early date. Pending the Railway Department taking over this section, the time-tables have been co-ordinated with that in operation on the opened line, thus giving the maximum flexibility in the movement of passengers and goods. Under the time-tables now in operation there are daily express services running each way between Auckland and Taneatua, also daily goods-trains between the same points.

The double line between Auckland and Otahuhu was extended to Papatoetoe, a distance of two and a half miles. The extension is of great assistance in handling the heavy traffic in the congested area around Auckland City.

Train-control.—The system of train-control is now in operation between Auckland and Mercer (43 miles), Marton and Wellington (116 miles), and between Christchurch and Oamaru (152 miles)—a total of 159 miles in North Island and 152 miles in South Island—and is already showing gratifying results. The feature of train-control is a special telephone apparatus which enables the officer in control of the section to be in constant touch with all stations and engine-depots in the "control" area. Stations keep the controller apprised of all train movements, and he is able to foresee pending difficulties and, when practicable, apply remedial measures. The co-ordination of the work as a result of the controller's supervision will be an important factor in the better time-keeping of trains, and will ensure the best despatch for loads in transit.

Rail-motors.—The experience gained with rail-motors has demonstrated the possibilities of economical operation with these machines in suitable areas, and it has been decided to obtain a number of modern vehicles for service in selected districts. Specifications are being drawn up and orders will be placed shortly.

Improvements to Car-seating.—Improved seating has been provided in the cars running on a number of the branch lines. It is the intention to deal similarly with other lines as funds are available.

Steam Heating of Important District Trains.—Arrangements are being made to provide steam heating for the important local district trains. The important Otago Central, Christchurch-Waiiau, and Fairlie Branch trains have already been fitted, and the provision of steam heating on Rotorua expresses, the Wellington-Woodville trains, and the Ashburton-Christchurch trains is in hand with a view to being ready for next winter. Other trains will also be fitted as finance permits.

Cruising-cars.—A cruising-car for North Island use and one for South Island were provided recently to meet the demands of touring parties. The charges for these special cars are reasonable, and it is anticipated that by catering for this class of traffic new business will be developed.

Dining-cars.—Dining-cars are under construction for use on the Limited expresses of the North Island.

Tractors for Yard Shunting.—The trials made with tractors at several stations have demonstrated the usefulness of these machines for shunting purposes at country stations where an engine would not ordinarily be available until arrival of a train. By using the tractor to sort wagons for despatch or delivery, detention to passing trains can be avoided and the Department's clients can depend on wagons for loading or unloading being placed in position expeditiously. As a result of the success of the initial experiment several additional stations will be provided with tractors.

Mail-exchanges.—A suitable apparatus for exchange of mails by express trains at non-stop stations has been devised, and with the completion of some minor details will be ready for service at an early date. When postal cars have been equipped a number of stations now dependent on ordinary trains for delivery of mails will be served by express trains, which will be enabled to deliver mails without stopping.

Wagon Stock.—The increases in live-stock, goods, and coal traffic created some difficulty from a transportation point of view at peak periods, but by intensive use of the rolling-stock and close co-operation between the various districts the position was met with a minimum of inconvenience to our clients. Additional rolling-stock, notably sheep and general-goods wagons, now under construction should give considerable easement in meeting next year's peak demands.

Engine-runs.—A close watch has been kept over locomotive operation with a view to increasing the mileage of the various classes of engines, and so obviating the necessity of acquiring more engines. New turntables which have been provided in various localities permit increased flexibility in engine movement.

Congestion of Train-operation in Mercer-Frankton Area.—Increasing difficulty has been experienced in working traffic through economically on the single line between Mercer and Frankton. To meet the position additional crossing sidings are being provided at various points in that area, and a

duplication of the line is being made from Frankton to Horotiu (seven and a quarter miles). This work is in hand, and when completed will effect considerable economy in operation as well as increasing the turnover of rolling-stock.

Automatic Signalling.—The extension of automatic signalling from Mercer to Frankton is nearing completion, and when operating will permit of substantial savings in that area.

Electric Cranes.—Mobile electric cranes have been provided at Christchurch and New Plymouth and their efficiency in operation has fully justified the expenditure.

Operating Statistics.—Detailed statistical information is now being obtained on the various phases of transportation, and enable the transportation officers to keep in close touch with the movements of the various commodities from day to day, and also the cost of operation.

COMMERCIAL BRANCH.

During the past year the Commercial Branch has continued to function with the greatest appreciation of the public and with material advantage to the Department. The activities have been chiefly in the direction of securing new business and fostering the business at present held by the Department, with a view to giving general satisfaction to its clients.

Road Competition.—The road transporters are becoming more and more active, and have to some extent secured a proportion of the higher-rate traffic which formerly went by rail. The advisability of the Department taking up motor transport for the carriage of goods in a number of localities has been explored, but there is no area so far as can be seen where there is a reasonable prospect of success in competition with our present competitors. A close analysis has been made of the activities of opposition motor concerns and many must be running at a loss, and there are numerous cases of these motor firms going into bankruptcy, but others seem to be always prepared to take up the running.

With respect to the passenger traffic, the decline is to some extent due to the operations of the service cars and buses, but, in our opinion, the greater cause of the falling-off is the increasing use of the privately-owned motor-car. The Department has taken over a number of bus services throughout New Zealand, but so far only in localities where a decided saving in the train-running costs can be effected by the adoption of road transport for the conveyance of passengers. The large number of school-children to be carried makes the extension of this system more difficult than would otherwise be the case.

Staff.—The staff of the Commercial Branch has been increased by two Business Agents and by the appointment of three Passenger Agents. The appointment of additional Business Agents became necessary chiefly on account of the growing appreciation by the clients of the Department of the value of information gained by personal interview. The Passenger Agents were primarily appointed for the purpose of looking after the Department's interests on the passenger side. They have by their activities induced a large amount of traffic to rail by fostering special and week-end excursions and by co-operating with the Government Tourist Department and motor concerns in regard to combined bookings by rail and motor.

Mail Agents on Trans-Pacific Steamers acting as Agents for Railway Department.—During the year the senior Mail Agents on the passenger vessels trading between New Zealand and Canada and the United States of America received a course of training in railway working. They were provided with all information in regard to tours throughout New Zealand and have been appointed as agents for the Railway Department on the steamers. They interview passengers with a view to advising them of the attractions of this country and inducing them to travel as much as possible. Very beneficial results have been obtained and much new business has been fostered. The Mail Agents work in close co-operation with the Railway Passenger Agents, the former getting into touch with the passengers on the voyage and handing them over to the Passenger Agents on arrival at New Zealand ports, where the tours and arrangements are finalized. Passenger Agents are also in touch with the arrivals of the intercolonial steamers for the purpose of advising passengers and inducing travel. There is the closest co-operation and enthusiasm in their work between the Railway Passenger Agents, the Postal Department's Mail Agents, and the officers of the Tourist Department.

Increased Facilities for booking Passengers.—With a view to providing increased facilities, it is proposed to open suburban booking-offices in the larger towns for the purpose of issuing passenger tickets, reserving seats, and dealing with parcels traffic. Where the traffic warrants the offices will be staffed by Railway Department's permanent staff; in some cases the work will be undertaken by the permanent officials of the Postal Department, while in certain suburbs the work will be carried out by the Postmasters who are not permanent officers of the Postal Department and who will be remunerated by the Railway Department on a percentage basis.

It is also proposed to open tourist booking-offices in the larger towns which are not at present served by the Tourist Department. Railway Department officers will be in a position to book inclusive tours for rail, road, hotel accommodation, &c.

Excursion Tickets.—The facilities for travelling at concession rates have been greatly extended. Delegates to conferences, and their wives and children, are now enabled to obtain transport at excursion rates. There are numerous special excursions arranged, such as farmers' excursions to shows and the facilities for interchange of visits between members of the farming community. A trial is also being given to the general issue of tickets at holiday excursion fares during the May and August school vacations. Formerly children travelling home received a concession, but now any person travelling during the periods of school vacations may receive the benefit of holiday excursion rates. It is anticipated these excursions in the off season will become popular as they are more widely known.

Inter-Island Booking.—The facilities offered by the Department for the through booking of passengers between the Islands is being fully availed of, while the great advantage of clients being able to book their parcels and goods between any station and any other station in New Zealand is being realized. This is apparent by the large increase in the business.

Cash-on-delivery System.—This facility is not being greatly availed of, but it is expected the business will grow. The simple system whereby refunds to senders of cost of goods may be undertaken by the Railway Department will no doubt appeal to the public as the facility becomes better known.

Customs Clearing.—A good deal of business is being done by the Department in Customs clearing. It is, of course, not intended that the Department should enter competition with Customs clearing agents, but it was found desirable to provide the facility in order that the Department might be in a position to offer the same service as was being offered by rival carrying concerns.

Dairy-produce and Wool Traffic.—The traffic under this heading has been well maintained, but it is disappointing to learn of many people engaged in the principal primary industries of the Dominion taking full advantage of the very generous concessions offered by the Railway Department in the matter of freights on the lower-rated commodities and at the same time adopting road transport for a slight saving in the cost of conveying the higher-rated goods.

Business Men's Trains.—An innovation is being introduced in the shape of organized tours by rail for business men. Arrangements have already been made with the Chamber of Commerce at Auckland for the running of a cruising train. The journey will occupy about nine days. The train will be made up of sleeping and lounge cars, and every possible comfort will be provided for. Such articles as shaving-mugs, collar-studs, buttons, hot-water bottles, simple medicines, &c., will be provided for, and telephones will be installed at the stations where the train is standing for any length of time. Meals will be served on the train or in refreshment-rooms, whichever is the more satisfactory. A stenographer will travel with the train for the convenience of business men. Generally speaking, the running of the train will be an effort by the Department to offer a *tour de luxe* at a very reasonable outlay.

Collection and Delivery of Luggage.—Arrangements are now being finalized for the introduction of a simple system of collection and delivery of luggage. The advent of the cheap taxicabs has done away with the necessity for an elaborate system of collection and delivery of luggage.

Meetings and Conferences.—Representatives of the Commercial Branch keep in touch with the various meetings and conferences of public bodies and, where it is desirable, they attend for the purpose of giving first-hand knowledge regarding railway matters.

LOCOMOTIVE-POWER.

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

2 Class WAB 4-6-4 Heavy Tank from Department's Workshops at Hillside.

2 Class Ws 4-6-4 Heavy Tank from Messrs. Price Bros., Thames.

Twenty-four old engines were written off during the year.

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

3 Class WF 2-6-4 Tank at Messrs. Price Bros., Thames.

The drawings for the standard-type high-powered shunting-engine referred to in our last report are now practically complete, and certain of the material required has been ordered from overseas. There will, therefore, be no delay in putting the construction of these engines in hand.

The tender of Messrs. Beyer Peacock, Ltd., for the supply of three articulated locomotives of the Garratt type was accepted during the year, and these engines should be delivered during the current year.

CARRIAGES.

Four carriages and twenty-one brake-vans were built in the Department's Workshops during the year.

Two old cars and six brake-vans were written off.

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

Further progress was made with the installation of electric lighting in carriages, the cars now fitted numbering 345. It is estimated that 150 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 :—

100 Class J sheep-wagons.

59 Class LA four-wheeled (12 tons) high-side goods-wagons.

4 Class M four-wheeled (8 tons) low-side goods-wagons.

72 Class XA ventilated goods-vans.

12 Class YB hopper wagons.

2 Class Z

3 Class ZP

} covered goods-vans.

Total, 247 four-wheeled and five bogie-wagons.

Eleven wagons were sold and nineteen 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.

240 Class LA high-side goods-wagons.

5 Class UG bogie horse-boxes.

54 Class XA

6 Class XB

} ventilated goods-vans.

38 Class YB hopper-wagons.

10 Class ZP covered goods-vans.

Twenty tank-wagons were built for private firms for the carriage of bulk petrol.

NEW WORKS.

The expenditure during the year on works authorized under the Railways Improvement Authorization Acts and charged to capital was £1,205,858. (This does not include amounts spent on works carried out by Public Works Department which are mentioned later.) The principal works in hand were :—

Auckland Station and Yard.—Good progress has been made during the year with the rearrangement of Auckland yard. Campbell's Point overbridge was completed, with the exception of a small amount of metalling. The erection of the new outwards-goods shed was practically completed. A contract for the new station building was let and the work, which is estimated to take approximately two years, put in hand.

Penrose-Papakura Duplication.—The duplication of the track between Otahuhu and Papatoetoe was completed.

Wellington Station and Yard.—The reclamation in connection with Wellington new yard is proceeding steadily, and it is expected the filling will take from twelve months to eighteen months to complete. The construction of the sewers is in hand and the laying of sidings is proceeding. The plans for the new station building are in course of preparation.

Christchurch.—Middleton marshalling-yard was completed and brought into use.

Greymouth.—Elmer Lane new locomotive-depot is practically completed.

Ravensbourne-Burke's Duplication.—Work on this duplication is proceeding steadily.

Workshops.—In connection with the erection of new locomotive workshops at Otahuhu and Hutt Valley the work is so far completed that a commencement has been made with the installation of the machinery, and the whole work should be out of the contractors' hands very shortly.

At Addington and Hillside the first stage of the work is practically complete, opening the way for a partial exchange of staff, which will pave the way for existing buildings to be demolished and so permit balance of work to proceed.

Except for delays due to slow deliveries of steel from Home, the work has progressed satisfactorily.

Signals, &c.—Automatic colour-light signalling was brought into operation during the year between Petone and Waterloo, Otahuhu and Mercer, and Addington and Middleton.

Traffic is now controlled by—							Miles.
Tablet system (single line)	..	..	..	..	..	..	1,709
Lock and block (double line)	..	..	..	..	..	..	16½
Three position under-quadrant and colour-light signals—							
Single line	..	..	..	..	..	..	159
Double line	..	..	..	..	..	..	38

Fifty-eight miles of telegraph and telephone poles and 1,242 miles of wire were erected during the year.

£13,740 was spent on electric lighting during the year, including the installation of flood lighting in a number of station-yards. The latter system of lighting is proving very satisfactory.

The designs for the electrification of the new locomotive workshops have been completed and the specifications necessary for the work prepared. The materials have also been ordered and are now arriving on the sites.

Christchurch-Lyttelton Electrification.—The Christchurch-Lyttelton electrification is well in hand, a considerable quantity of material having arrived during the year. The construction work has been commenced both in the tunnel and outside, and it is anticipated this work will be completed during the coming year.

The following works are being carried out by the Public Works Department :—

Palmerston North Deviation.—Considerable progress has been made with this work during the year. The clearing of the reserve has been practically completed and nine miles of the permanent fencing erected. The earthworks are well in hand and a certain amount of bridgework has been done. Expenditure for the year, £48,193.

Auckland-Westland Deviation.—This work has advanced very substantially towards completion. The great bulk of the earthworks is finished and the 27-chain tunnel at Purewa has been completed. The work on the numerous road-bridges is well advanced. The platelaying, ballasting of station-yards, and signalling will be put in hand shortly, and it is anticipated that these will be ready in good time for the completion of the Auckland new station yard. Expenditure for the year, £157,747.

Tawa Flat Deviation.—A very definite start has been made with this work. The construction of the bridge crossing the East Coast main lines and the Hutt Road at 2 m. 4 ch. has advanced as far as the completion of the concrete piers and abutments. The driving of the bottom heading for No. 1 tunnel has commenced from both portals. Work has also started on the bridge at 3 m. 30 ch. (Ngahauranga Gorge). Expenditure for year, £55,908.

HOUSING.

During the year 275 houses were cut at the Frankton Junction Housing-factory, and 101 which had been cut the previous year were in stock on 1st April, 1927.

For the Department 135 were erected during the year, and for the Hutt Valley Housing Committee 149, making a total of 284 houses.

The number of houses in course of erection and uncompleted at 31st March, 1928, was—Departmental, 71; non-departmental, 25; total, 96. Erection orders were issued for 60 departmental and 2 non-departmental, but work not started at 31st March, 1928.

Since the inauguration of the housing scheme the total number of houses erected is—Departmental, 1,100; non-departmental, 271: total, 1,371.

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

The total quantity of timber which passed through the big planer during the year was 4,936,186 lineal feet, averaging 15,771 lineal feet per working-day.

Seventy-three and a half chains of roading were constructed during the year to serve railway settlements.

STAFF.

The total number of staff employed on the 31st March, 1928, including those engaged on works chargeable to capital, was 18,584, and the average number actually at work throughout the year was 18,541, as compared with 18,458 the previous year. The average number of men engaged on works charged to capital was 1,087, as against 1,239 last year.

One hundred and twelve members of the Second Division were promoted to the First Division, 124 members resigned, 112 retired on superannuation, 41 died, 66 were dismissed, and 439 engaged.

The sum of £41,198 was paid under the Workers' Compensation Act during the year to members of Division II who sustained injuries in the course of their duties.

The Board again desires to place on record the good conduct and loyalty of the staff during the past year, and the cordial relations which have existed.

The recommendations of the Classification Committee which reviewed all First Division positions have been given effect to, and, judging by the few appeals with regard to the grading of positions, the work of the Committee appears to have given very general satisfaction.

The comprehensive scheme of ambulance training which was instituted during the past year was very largely availed of by employees, and the results of the attendance at classes and examinations have been very satisfactory. It is proposed to carry out similar instruction classes during the forthcoming year, to ensure that as many employees as possible shall be qualified to render first-aid treatment in case of accidents to their fellow-employees or members of the travelling public.

CORRESPONDENCE CLASSES AND TRAINING SCHOOL.

The total number of students receiving tuition in the various phases of railway work numbered 1,668 at the end of March.

The classes are open to all employees of the First and Second Divisions, and the instruction given is of such a comprehensive character that any ambitious employee desiring to increase his knowledge or equip himself for advancement has an excellent opportunity if he avails himself of the tuition given by the Correspondence School.

Already 802 members have sat for the various examinations.

Cadets in the Training School receive lectures daily in accounting, tariff regulations, and elementary railway principles, and practical knowledge is gained through a system of stations at which sets of books, forms, and tickets are used.

The new method of instructing cadets has proved to be most valuable to the Department, as cadets appointed to stations now have sufficient knowledge of general railway work to be of immediate use.

Eighty-six cadets have undergone a course of training during the year.

As a means of training boys in right habits and eliminating the risks that they are exposed to in city life, the Cadets' Hostel has proved itself to be of value.

Cadets at the hostel are encouraged to take up courses of study, and sports and pastimes receive special attention.

There is no doubt that this establishment has assisted in the direction of obtaining for the Department a better type of youth, whose training under continuous supervision will better fit them for their careers as railway officers.

STORES BRANCH.

The amount expended in connection with the purchase of stores and material during the year was £2,223,567 0s. 6d.

Payments were divided as follows:—

		£	s.	d.
To merchants, manufacturers, and others in New Zealand	..	711,121	16	5
Through High Commissioner, London	.. ..	315,140	11	1
Material manufactured in railways workshops	.. ..	288,756	12	1
Coal and coke	.. ..	813,631	6	5
Stationery	.. ..	40,504	16	11
For used material recovered from other railway branches	..	54,411	17	7
Total	.. ..	£2,223,567	0	6

The increased expenditure is accounted for under the headings of "Material manufactured in railway workshops" and "Coal." Stocks of coal were considerably greater at the end of year ending 31st March, 1928, than in the previous year, while a larger output of manufactured material in workshops was brought under the control of the Stores Branch than had been the case in the previous year.

Purchases within the Empire represented an expenditure of £2,204,865 8s. 10d., and from other countries (principally the United States of America), £18,701 11s. 8d.

During the year contracts were made for workshops machinery and electrical equipment totalling £249,876, of which £210,796 were placed within the Empire, and £39,080 in other countries, mostly the United States of America.

General contracts have been made with various New Zealand merchants in conjunction with the Stores Control Board. These contracts are mainly for two-yearly periods, but some of the more fluctuating items have been accepted for a term of one year only.

All Government Departments can purchase supplies under these contracts. They have proved of considerable value to the Railways Department, as they have enabled purchases to be made at better values and have assured the Department of a regular source of supply.

During the year the work of reorganization of the Stores Branch has been proceeded with steadily.

Main stores at Newmarket, East Town, Petone, Addington, Hillside, and Invercargill have been equipped with bin-card containers, and bin-cards have now been placed with all stocks of stores.

At Greymouth a new store has been erected at Elmer Lane, and is in process of being equipped with standard racks, &c., for service in connection with the new locomotive running-sheds.

A new store has been erected at Rangataua to serve as a trust store for Rangataua Maintenance Workshops.

All maintenance line stocks have been brought under the control of the stores system.

A great deal of work has been done during the year in connection with bringing maintenance trust stores into proper order and condition. Special attention has been given to maintenance trust stores at Penrose, East Town, Addington, Dunedin, Invercargill, Greymouth and Westport, in order to bring them into conformity with the new stores system.

A summary of what has already been done in regard to main stores, sub-stores, and trust stores is as under: Main stores reracked and system remodelled (with bin-cards), 4; main stores and shops sub-stores combined, reracked, and bin-cards provided, 3; main store, sub-store, and trust store combined, 1; workshops sub-stores, new buildings provided, 1; workshops sub-stores opened in existing buildings, 3; locomotive workshops trust stores in operation, 2; maintenance, Foremen of Works' trust stores, 13; maintenance, Inspectors of Permanent Way trust stores, 28; Locomotive Foremen's trust stores, 12; Locomotive Car and Wagon Inspectors' trust stores, 6; stationery store, 1: total, 74.

Suitable racking has been provided in all main stores and sub-stores, and also to a large extent in the more important trust stores. Bin-cards are in operation for stocks held.

Stock was taken by the storekeepers and clerks in charge of all main stores and sub-stores at the 31st March, 1928. This work was carried out in an expeditious manner, and reflected considerable credit on all the staffs at the various stores.

The work of compiling lists showing slowly-moving lines and obsolete items is well in hand, and these lists will be available at an early date.

Special attention has been given during the year to the reduction of stocks of stores on hand, and this has been done at all main stores and sub-stores. During the year purchases have been curtailed, and it is hoped that with the contracts now in operation it will be possible to further reduce stocks without causing inconvenience to the various Departments to whom stores are issued.

The Stores District Officer in each centre has acted as one of the three members of the local Supplies and Tenders Committee of the Stores Control Board.

The Comptroller of Stores' Office has continued to provide the officer to fill the position of Chairman of the Advisory Committee of the Stores Control Board, and also an officer to act with the Refreshment Branch in connection with the purchase of foodstuffs for all railway and other State services.

During the year a great number of requisitions was received from other Departments of State for stores requirements, and these have been dealt with systematically under the Stores Control Board's regulations.

LAND BRANCH.

The number of leases registered during the year was 559, the aggregate annual rental of these amounting to £6,211 4s. 10d. The total number of leases current on the 31st March, 1928, was 6,796, the total annual rental being £56,996 11s. 4d.

The total fees for preparation of deeds, dealing with documents, and for supplying advices to the Valuation Department was £710 7s.

The number of Proclamations, Orders in Council, notifications, and other documents issued taking and giving up land was 43. The number of transactions purchasing land by certificate of title was 19, the compensation paid for the land acquired totalling £36,235 18s. 1d.

REFRESHMENT BRANCH.

During the year the refreshment-rooms at Paekakariki and Kaitoke were taken over by the Branch, remodelled, and brought up to date.

The staff of the Branch at the 31st March, 1928, was 357, compared with 341 in 1927.

The rooms now under control of the Branch number twenty-eight, and in addition the catering on the Lake Wakatipu steamers is also performed by the Branch.

The revenue derived during the year amounted to £122,220, compared with £129,611 for the previous year.

The expenditure has been closely watched, and the operations of the Branch have been arranged as economically as practicable.

In an endeavour to increase business and in order to meet the convenience of passengers, arrangements were made during the year for the inauguration of:—

- (a) A platform sales service by boys at some of the principal stations.
- (b) Luncheon-hampers for passengers on the Auckland-Wellington express trains.
- (c) Reintroduction of platform wheel waiters at Frankton Junction and Ashburton.
- (d) Sales service by boys on excursion trains, and the hire of cushions on daylight excursion trains.
- (e) Reintroduction of refreshment-cartons at principal refreshment-rooms.

Apart from the structural alterations at Paekakariki and Kaitoke, the principal work undertaken in the Branch was the installation of electric cake-mixers in the departmental bakeries at Frankton Junction and Marton, and these have proved satisfactory.

The system of hiring cushions to passengers on the Auckland-Wellington Main Trunk express train showed a further increase in business compared with previous years, the number of cushions hired being 82,143, compared with 65,467 for the previous year. The service is very popular with the travelling public.

PUBLICITY BRANCH.

A Publicity Branch, having for its main objective the promotion and maintenance of a sympathetic contact between the Department and its customers, was established in October, 1927. Since its inception the Branch has, by an energetic application of modern publicity methods, kept the activities of the Department prominently before the public.

A systematic campaign of propaganda advertising has been conducted in the principal city and country newspapers; special articles and write-ups have been supplied to and published by the press and vocational journals; press articles and correspondence containing unfavourable criticism of the Department's activities have been suitably replied to.

A close watch has been kept by the Branch on all events calculated to induce additional traffic, and a programme of advertising undertaken in proportion to the importance of the occasion.

A number of publications, including folders featuring the premier scenic and tourist resorts of the Dominion, have been prepared and widely distributed in New Zealand.

Supplies of publicity literature have also been distributed abroad through the Tourist Department's representatives in Australia and America, and Mail Agents on trans-Pacific steamers.

Leaflets, setting out the effect of tariff alterations and concessions, have been prepared by the Branch and distributed by mail to the particular class or industry affected.

The publicity value of wireless broadcasting has not been overlooked; a number of lectures on railways have been broadcast during the year, in addition to descriptive accounts of specified train journeys, introducing novelties featuring details incidental to train-operating, &c.

Particular attention has been paid by the Publicity Branch to the advertising of week-end excursions and farmers' specials. The principal mediums employed were: Theatre screens and programmes; newspaper advertisements and locals; pictorial and mechanical displays in shop-windows; street-hoardings; large calico signs; attractive handbills; tram-car dashboards; electric signs. The success of the excursions is an indication of the value of the various advertising media employed.

In order to avoid overlapping of functions, the work of the Publicity Branch has been co-ordinated with that of the Government Publicity Board, the publicity efforts of our own Branch being specially concentrated upon the Department's work in the Dominion.

NEW ZEALAND RAILWAYS MAGAZINE.

The Department's monthly magazine for circulation amongst the staff and to business houses especially interested in transportation continues to serve a double purpose, being a medium for the dissemination of information and advice to the staff and a good publicity medium for the Department in keeping its clients acquainted with the progress of railway affairs.

The scope of the magazine has been somewhat extended during the year by making some of the contents of a more general nature, and a certain number of pages have been made available for general advertising, thus helping to reduce the cost.

The magazine continues to earn the approbation of members because of the reliable nature of the information it contains upon transport developments and its value as a source of reference upon departmental affairs.

It is pleasing to record the keen interest taken by the staff in their own magazine, contributions coming in freely, from members in all grades, upon subjects relating to the work upon which they are engaged; and it is found that the social unity of the Service is assisted materially through the complete circulation of the magazine amongst all the branches of the Department.

SUGGESTIONS AND INVENTIONS.

The Department's Suggestions and Inventions Committee dealt with 1,739 suggestions during the year, as against 1,245 during the previous year. Of these, 131 were recommended for adoption either wholly or partially; 479 were referred to heads of Branches for their consideration, or were already in operation, or related to matters of policy; 983 were rejected; and 146 were under trial or investigation at the 31st March.

Monetary awards totalling £157 5s. were made in respect of thirty-eight suggestions, and commendations were noted on the official records of ninety suggesters.

The fact that there has been an increase of 44 per cent. in the number of suggestions submitted during the past year indicates that the facilities given by the Suggestions and Inventions Committee are appreciated by the staff. A disappointingly large number of the suggestions received were, however, either in no way original or of a general nature dealing with activities already initiated by the Department. The value of the work of the Committee in investigating the suggestions received cannot, therefore, be correctly gauged by the number of suggestions recommended for adoption, but consideration must be given to the value of the psychological effect of the provision of a channel through which the staff may bring their ideas under notice.

SUPERANNUATION FUND.

The report of the Government Railways Superannuation Fund Board for the year ended 31st March, 1928, shows the position to be as follows:—

Annual liability, £247,442.

	£
Members' contributions	158,600
Interest	58,293
Deficit to be drawn from subsidy	30,549
	<u>£247,442</u>
At the same date the liability to contributors in respect of amounts paid in was	£ 1,384,564
The total accumulated fund was	1,111,200
	<u>£273,364</u>
Leaving deficit of	£273,364

The annual liability, £247,442, is in respect of 1,447 members, 467 widows, and 491 children, making a total of 2,405 persons actually on the fund on the 31st March, 1928.

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

	£
Mortgages	740,610
Local-bodies' debentures	193,615
Government securities	111,000
In hand awaiting investment	6,336
	<u>£1,051,561</u>

The average rate of interest on securities held on 31st March, 1928, was 5·82 per cent.

The average rate of interest earned on the mean funds was 5·758 per cent.

We have the honour to be,

Sir,

Your obedient servants,

J. MASON } Board of
A. W. MOUAT } 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	$\frac{1}{4}$
Main line and branches, 53 lb., 55 lb., 56 lb., 65 lb., and 70 lb., relaid with 70 lb. material	28 $\frac{1}{2}$
Main line and branches, 53 lb. and 56 lb., relaid with 55 lb. material	$\frac{1}{2}$
Main line and branches relaid with second-hand 53 lb. and 56 lb. material removed from main line	6
Total relaid for year	35 $\frac{1}{4}$

Sleepers.—The number of new sleepers placed in the track during the year was 179,212.

Ballasting.—197,664 cubic yards of ballast were placed on the track.

Slips and Floods.—During the year the Kaihu line between 11 $\frac{1}{4}$ m. and 13 $\frac{1}{4}$ m. was flooded on several occasions causing slight delay to traffic. Minor slips and washouts occurred on the Kaikohe and Waihi Branches.

Owing to heavy rain on 25th July, 1927, considerable damage was done on the North Auckland line, floods, slips, and washouts occurring at various places between 73 m. and 176 m. and causing train delays. A flood and slip also occurred on this line at Tahekeroa tunnel on the 11th August, 1927, causing a slight delay to trains.

On the 27th July, 1927, a large slip occurred on the main line at 26 m. 50 ch. between Karaka and Paerata, about 10,000 cubic yards of earth coming down in a deep cutting. The main line was completely blocked and passengers had to be transhipped. Traffic was restored on the 29th July, 1927.

On the 27th December, 1927, a slip occurred at 68 m. 70 ch. main line near Taupiri Bridge. The bank at side of line dropped about 15 ft. for a distance of 60 ft. to water-level of river. There was no delay to traffic.

On the 28th May, 1927, a slip of 100 cubic yards of clay came down at 203 m. 75 ch. (spiral) Main Trunk line, but there was no serious delay to traffic.

A very heavy fall of snow occurred between National Park and Taihape on the night of the 20th July, 1927. Tablet and telephones were crippled, but there was no damage to track.

On the 28th November, 1927, a slip containing a large stone (1 $\frac{1}{2}$ tons) came down at 277 m. 10 ch. near Mangaweka, and blocked the line for three hours.

After heavy rain on the 18th December, 1927, several slips occurred between 272 m. and 273 $\frac{1}{4}$ m. between Utiku and Mangaweka, blocking the line for five hours.

On the 30th July, 1927, at 10 p.m. a slip of about 800 cubic yards occurred at 1 m. 25 ch. Manawatu line, burying the line for 1 chain. A train ran into the obstruction, and derailed engine and twelve empty wagons. Traffic over this portion of the line was suspended until 6.30 p.m. on the 2nd August, 1927. A further 500 cubic yards had to be removed from the top of cutting before traffic could be resumed.

On the 29th April, 1927, and 28th November, 1927, the sea-wall between Ngahauranga and Petone was breached, and track damaged owing to heavy seas.

Several slips causing slight delays to trains occurred between 25 m. and 31 m. 69 ch. Gisborne section (between Waikohu and Otoko).

No serious damage was done by floods and slips in the Canterbury District during the year although it has been necessary to keep putting in stone on the embankment of the Bealey River. 13,931 cubic yards of stone were used for protective-works in this district during the year.

On the 26th July, 1927, a slip occurred at 18 $\frac{3}{4}$ m. Otago Central (between Hindon and Deep Stream) completely blocking the line, and causing derailment of engine and wagons of passing train. Line took four days to clear.

Owing to heavy rains the line between Riverside and Gladfield on the Outram Branch was blocked for traffic from 3 p.m. on the 7th, to 3 p.m. on the 8th September, 1927.

In September, 1927, exceptionally heavy rains caused several washouts and slips on the Lawrence Branch. On the 7th September all trains were cancelled on the branch. Traffic was resumed between Milton and Lawrence on the 8th September, but not between Lawrence and Miller's Flat until the 12th September.

In repairing damage caused by the slip of embankment at 29 $\frac{1}{2}$ m. Catlin's River Branch (between Tawanui and Puketiro), 2,606 cubic yards of rock and clay filling and 207 cubic yards of ballast were used.

Bridges.—These have been maintained in good order. A large number of bridges have been overhauled and repaired, also a number renewed in rolled steel joists. Bridge-strengthening to allow heavier engines to run has continued on a number of lines.

Water-services.—These have received the necessary attention. Electric pumping plant has been installed at a number of stations, thus reducing the cost of pumping.

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

Buildings.—These have been maintained in good repair. The following buildings were destroyed by fire: Cottages at Rangataua, Hokitika, Mataroa, Sockburn, and Tokomaru; hut at Rock and Pillar; station-building at Mataroa; engine-shed at Glenham; and social hall at Mercer. The refreshment-rooms and Inspector of Permanent-way's office, Ohakune, were severely damaged by fire.

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

Railway Improvements.—The expenditure under the Railways Improvement Authorization Account for last year was £920,009, as against £399,943 for the previous year. This amount does not include the expenditure under this account on the Auckland-Westfield deviation, Palmerston North deviation, Tawa Flat deviation, and Hutt Valley Railway, carried out by the Public Works Department, which amounted to £284,464; signal branch charges, £99,529; and locomotive branch charges, £184,737.

Good progress has been made during the year with the rearrangement of Auckland yard. Campbell's Point overbridge was completed with the exception of a small amount of metalling. The erection of the new outwards goods-shed was practically completed. A contract for the new station-building was let, and the work which is estimated to take approximately two years put in hand.

The duplication of the track between Otahuhu and Papatoetoe was completed.

The rearrangement of Helensville and Frankton Junction station-yards was completed.

The location survey of the Auckland-Morningside deviation is in hand.

The reclamation in connection with Wellington new yard is proceeding steadily, and it is expected the filling will take from twelve months to eighteen months to complete. The construction of the sewers is in hand, and the laying of sidings is proceeding. The plans for the new station-building are in the course of preparation.

Middleton marshalling-yard was completed and brought into use.

Elmer Lane new locomotive depot is practically completed.

The Hanover Street overbridge in connection with the Pelichet Bay deviation is practically completed.

The Ravensbourne-Burke's duplication is proceeding steadily.

Bridge-strengthening in various districts has been carried out. The Waiteti Viaduct on the Main Trunk line was completed.

Level-crossings have been replaced by overbridges at Turakina and Taihape. Others in hand are Piripiri, Hawera (subway), and Tumai. Deviations are being made to cut out level-crossings between Waimiha and Ongarue, Matahiwi, and Weka Pass.

In connection with the erection of new locomotive workshops at Otahuhu and Hutt Valley, the work is so far completed that a commencement has been made with the installation of the machinery, and the whole work should be out of the contractors' hands very shortly.

At Addington and Hillside the first stage of the work is practically complete, opening the way for a partial exchange of staff, which will pave the way for existing buildings to be demolished and so permit balance of work to proceed.

Except for delays due to slow deliveries of steel from Home, the work has progressed satisfactorily.

The following R.I.A. works are being carried out by the Public Works Department:—

Palmerston North Deviation.—Considerable progress has been made with this work during the year. The clearing of the reserve has been practically completed, and nine miles of the permanent fencing erected. The earthworks are well in hand, and a certain amount of bridge-work has been done. Expenditure for the year, £48,193.

Auckland-Westfield Deviation.—This work has been advanced very substantially towards completion. The great bulk of the earthworks is finished, and the 27 chains tunnel at Purewa has been completed. The work on the numerous road bridges is well advanced. The platelaying and ballasting station-yards and signalling will be put in hand shortly, and it is anticipated that these will be ready in good time for the completion of the Auckland new station-yard. Expenditure for the year, £157,747.

Tawa Flat Deviation.—A very definite start has been made with this work. The construction of the bridge crossing the East Coast main lines, and the Hutt Road at 2 m. 4 ch., has advanced as far as the completion of the concrete piers and abutments. The driving of the bottom heading for No. 1 tunnel has commenced from both portals. Work has also started on the bridge at 3 m. 30 ch. (Ngahauranga Gorge). Expenditure for year, £55,908.

Additions to Open Lines.—The expenditure under this account was £26,327, the principal works being: Provision of terminal facilities at Wairio; additional siding-accommodation at Huntly, Te Awamutu, Te Kuiti, Aramoho, Wanganui, Waingawa, Hawarden, St. Andrews, and Arahiwi; car and wagon repair facilities at Dunedin; direct access at south end of yard, Dunedin; 70 ft. turntables at Milton and Wanganui; 50 ft. turntable at Lawrence; 6,000-gallon vat at Otorohanga; siding and ashpit at Frankton Junction; 4-ton crane at Dannevirke; office and waiting-room for bus at Hastings; land and garage at Napier; guards' room at Taumarunui; verandas at Culverden and Pukemiro; pipe-line at Otira power-house; bridge at Larry's Creek; flood control at Taieri Plains (part); septic-tank at Papatoetoe; connection of railway houses to borough sewer at Paeroa, and station and stationmaster's house to borough sewer at Mataura; artesian well at Invercargill (part); foot overbridge at Otahuhu.

Betterments.—Expenditure charged to "betterments" during the past year was £25,420 12s. 2d., the principal works being: Provision of additional siding-accommodation at Riccarton, Hawarden, Mawheraiti, and Puketeraki; improvements to stockyards at Woodville and Papakura; replacing 55-ft. turntable with 70-ft. turntable at New Plymouth; formation of new road at Newmarket;

provision of shed for housing batteries at Christchurch ; improvements to bridges Nos. 148 and 150, North Auckland line ; fitting-up new central booking-office at Wellington ; improved water-services at several stations ; and equipment of frame levers in lieu of "gooseneck" levers at crossing loops.

Expenditure.—The expenditure for the year was as follows : Maintenance (charged to working expenses), £1,147,067 ; new works (charged to capital), £946,336.

The maintenance expenditure charged to working expenses amounted to £359 per mile compared with £338 in 1926–27, £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, £252 in 1918–19, £240 in 1917–18, £243 in 1916–17, £251 in 1915–16, and £254 in 1914–15.

Mileage.—The mileage open for traffic on 31st March, 1928, was 3,193 m. 37 ch. During the year 16 m. 67 ch. additional lines were opened for traffic.

Staff.—Maintenance Branch : Working staff, 4,635 ; office staff, 220 : total, 4,855.

SIGNAL AND ELECTRICAL.

Fixed Signals at Officered Stations.—Fixed signals have been superseded by automatic signalling between Wiri and Pokeno inclusive.

At Papatoetoe and Helensville the fixed signals have been superseded by power interlocking.

The total number of officered stations (including tablet stations) is 483, of which 319 are equipped with fixed signals, 9 are equipped with light signals as unattended crossing loops, 121 are interlocked, and 34 are unequipped.

Automatic and Power Signalling.—Double line automatic signalling has been brought into use between Petone and Waterloo, 2 miles 70 chains ; Otahuhu and Papatoetoe, 2 miles 27 chains. Single line automatic signalling has been completed between Papatoetoe and Mercer, 31 miles 66 chains ; Addington and Middleton, 1 mile 54 chains.

In connection with the above installations unattended crossing loops have been provided and equipped with light signals at crossing stations between Wiri and Pokeno, inclusive.

At Waterloo Station special terminal automatic signalling scheme was provided.

The total mileage now equipped with automatic signalling is : Double line, 37 miles 57 chains ; single line, 159 miles 11 chains.

Automatic signalling between Mercer and Frankton is now in hand.

The total number of unattended crossing loops equipped with automatic signalling is now thirty, and switch-locked sidings twenty-five.

The following stations have been equipped with power interlocking and colour-light signals : Woburn, Middleton, Papatoetoe, Helensville, Addington North (partial scheme), Frankton North End (partial scheme), and Kensington Station (partial scheme).

Alterations to signalling and interlocking have been carried out at : Frankton South, Addington South, Hornby, Mercer, Dannevirke, and Papakura.

Electric Tablet.—Block working : Tablet instruments were removed from twenty-two stations during the year either on account of the installation of automatic signalling, or that tablet working was no longer considered necessary at certain stations.

The number of tablet instruments now in use is 883 at 371 stations.

The total number of automatic exchangers in use is 333.

The total mileage equipped with electric tablet is 1,709 miles of single line out of a total 3,193 miles.

The total mileage equipped with lock and block is 16½ miles of double line. The number of lock and block instruments in use is twenty-six at twelve stations.

Telegraph and Telephone Facilities.—Fifty-eight miles of poles have been erected, and 1,242 miles of wires during the year. One hundred and seventy-one connections to railway telephone circuits have been provided. Nineteen new connections to public exchanges have been provided. Metallic circuiting of telephone lines has been completed on the following sections : Palmerston North–Waipukurau, Omakau–Cromwell, Frankton–Cambridge, Dunedin goods–Kensington, Invercargill–River-ton, Invercargill–Wairio, Hawera–Wanganui, and Waihi–Taharoa. A Morse circuit has been super-imposed on existing telephone lines between Wellington and Palmerston North. A train-control telephone metallic circuit in connection with the automatic signalling has been installed between Auckland and Mercer, comprising thirty-one telephone stations. The traffic train-control telephone between Wellington and Marton is now in operation comprising forty-five telephone stations, 232 miles of wire. The traffic train-control telephone between Christchurch and Oamaru has also been brought into use, comprising fifty-five telephone stations, and 302 miles of wire. The totals now in use are : Morse instruments, 293 ; telephones, 2,097 ; electric bells, 388 ; miles of wire, 11,239 ; miles of poles, 2,937 ; separate connections to public exchanges, 555.

Electric-lighting Installations.—During the year flood-lighting has been installed in the following station-yards : Frankton Junction yard, Greymouth yard and wharf, Otahuhu, Westfield, Middleton, Timaru, Marton, Thorndon, and Auckland yards.

The following stations have been equipped with electric lighting : Cromwell station and yard, and locomotive-shed ; Upper Hutt station and yard, locomotive-shed, and signals ; Clyde station and yard ; Papanui station and yard and signals ; Lower Hutt station and yard and locomotive-shed ; Paekakariki station and yard, locomotive-shed, and signals ; Otahuhu station ; Penrose station and yard, F.O.W. depot, and signals ; Huapai station ; Helensville station and yard, goods-shed, and locomotive-shed ; Green Lane station and yard ; Lepperton station and yard, and signals ; Waikouaiti station and yard, and signals ; Dannevirke station and yard, locomotive-shed, and signals ; Takapau station and yard, and signals ; Waitati station and yard, and signals ; Middleton station and yard.

and signals; Puhinui station; Orari station and yard, and signals; Ellerslie station and yard; Mangere station; Roxburgh station and yard; Otautau station and yard, and signals; Wairio station and yard, and locomotive-shed; Tuakau station and yard; Thornbury station and yard, and signals; Manurewa station and yard; Rangataua station and yard, and signals; Drury station and yard; Lincoln station and yard, and signals; Gisborne station and yard, signals, locomotive-shed, and shops; Timaru station and yard, and signals; Petone station and yard; and Stillwater station and yard.

During the year 312 railway houses have been equipped with electric light.

The total of stations lit with electricity is now 182.

The total of station-yards equipped with flood-lighting is 9.

The total of railway houses electrically lit is now 1,716.

The installation of flood-lighting in a number of the railway-yards has proved satisfactory, and is an economical success.

Electric-power Installations.—Through the year the electrification of the existing workshops has been completed at: Newmarket, East Town, Petone, Picton, Addington, Hillside, and Invercargill. The work at Nelson is well in hand, and will be completed shortly.

The designs for the electrification of the new workshops at Otahuhu, Hutt Valley, Addington, and Hillside have been completed, and the whole of the specifications necessary for this work have been prepared. The materials have been ordered and are now arriving on the site. In addition to this, specifications have been prepared for the electrical machinery for these workshops.

The work in connection with the underground cabling has been commenced in preparation for the arrival of switchgear, &c.

Railway Electrification.—The Lyttelton-Christchurch electrification is well in hand, a considerable quantity of materials having arrived during the year, and construction having been commenced both in the tunnel and on the outside work. It is anticipated that this work will be completed during the coming year.

In addition to this, complete schemes and detailed estimates have been prepared for the electrification of various sections of existing lines, including: Auckland—Papakura (via Westfield deviation), Auckland—Swanson, Wellington—Upper Hutt, Wellington—Waterloo, and Wellington—Johnsonville.

A complete detailed scheme is now in preparation and will be completed shortly in connection with the Tawa Flat deviation and including the Hutt Valley area.

Level-crossing Warning-devices.—Warning signals have been installed at the following level-crossings: Te Kuiti—King St. (bells only), Ashhurst—Feilding Rd. (Pearson's wig-wag), Terrace End—Napier St. (Pearson's wig-wag), Feilding—Kimbolton Rd. (Pearson's wig-wag), Glen Eden—Croydon Rd. (Pearson's wig-wag), Waikanae—Main Rd. (flashlight signals), Levin—Tyne St. (flashlight signals), Mangere—Massey Rd. (flashlight signals), Whangarei—Manse St. (bells only), and Whangarei—Wrack St. (bells only).

The total number of level-crossings fitted with warning devices is ninety-six.

Expenditure on Signals, &c.—Capital expenditure for the year for signals, &c., amounted to £122,879, of which £41,150 was on signals and interlocking, £35,011 on telephones, &c., £13,740 on electric lighting, £20,304 on electrification of workshops, and £9,279 on electrification of Lyttelton Tunnel. The maintenance expenditure chargeable against revenue was £106,917.

LOCOMOTIVE.

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

The rolling-stock, machinery, and tools have been maintained in good working-order during the year.

Locomotives.—On the 31st March, 1928, there were 678 engines in service. During the year two Class WAB were built in the Government railway workshops; two Ws Class were built by Messrs. A. and G. Price, Ltd., Thames. Twenty-four old engines were written off during the year.

There was a decrease of 166,852 lb. (equal to 1.48 per cent.) in the tractive force available.

There were on order at the close of the year three Class Wf engines being built by Messrs. A. and G. Price, Ltd., Thames, and three "Garratt" articulated locomotives being built by Messrs. Beyer, Peacock, Gorton, England, for use on the heavy grades on the North Island Main Trunk Section. These locomotives will be delivered during the ensuing year.

During the year 684 engines were passed through the workshops, of which 189 received a thorough overhaul. Three engines were converted for shunting purposes.

Boilers.—Eleven locomotive-boilers were built during the year, and ten boilers were in hand at the close of the year.

Carriages.—On the 31st March, 1928, there were 1,607 cars. Four cars built in the Government railway workshops were added to the stock, and two old cars were written off. Sixteen cars were on order at the end of the year.

During the year 2,201 cars were passed through the workshops, of which number 1,417 received heavy repairs.

It is proposed to place dining-cars on the night "Limited" trains between Auckland and Wellington for the purpose of serving breakfast on these trains, and a suitable design is being prepared for cars, which will embody the latest practice.

A new design is being prepared for main-line cars for both Islands, embodying many improvements which will provide more comfort for the travelling public.

The four cars referred to as having been built in the railway workshops were sleeping-cars of an improved design, similar to that which was built by the Department and exhibited in the Dunedin Exhibition. The latest cars, however, are of semi-steel construction, a method of construction which it is intended to adopt for all car-stock in future.

A new type of bogie is being tried under one of the latest sleeping-cars, and if this proves a success future cars will be fitted with this type of bogie.

Rail-cars.—There were five rail-cars on the line on the 31st March, 1928.

Brake-vans.—On the 31st March, 1928, there were 492 brake-vans. Twenty-one bogie vans, built in the Government railway workshops, were added to the stock during the year, and five old vans and one van damaged in collision were written off.

Six hundred and eighty-nine vans were passed through the workshops, of which 350 received heavy repairs.

Wagons.—On the 31st March, 1928, there were 26,736 wagons in stock. The additions during the year were five bogie and 247 four-wheel wagons, built in the Government railway workshops. Eleven wagons were sold and nineteen were written off during the year. The carrying-capacity was increased by 1,824 tons.

During the year 23,785 wagons were passed through the workshops, of which 12,935 received heavy repairs.

There were on order at the end of the year fifteen bogie and 385 four-wheel wagons.

Tank-wagons.—During the year twenty rail tank-wagons were built for oil companies for the carriage of motor-spirit in bulk.

Tarpaulins.—The tarpaulin stock on the 31st March, 1928, was 22,375. Five hundred new tarpaulins were manufactured in the railway workshops during the year, and 5,650 tarpaulins were replaced with a similar number of new sheets; 37,288 sheets were repaired in the workshops.

Axles.—During the year 605 car, van, and wagon axles were replaced with modern steel axles.

Train-lighting.—On the 31st March, 1928, there were 345 cars fitted with electric light. It is estimated that 150 additional cars will be fitted during the current year.

Engine-headlights.—The total number of locomotives fitted with electric headlights on the 31st March, 1928, was 164. The work of fitting engines is being proceeded with.

General.—During the year a mail-exchanging device was designed for the purpose of picking up and dropping mails whilst a train is in motion. This device was fitted to a postal van, and similar device was erected at Levin Station, at which station mails are now being exchanged.

The Chief Mechanical Engineer represented New Zealand at the Australian and New Zealand Railways General (Officers') Conference, which was held at Melbourne on the 19th to 24th March, occupying the chair during this Conference.

REORGANIZATION OF WORKSHOPS.

Good progress has been made with the workshops-reorganization scheme, involving the building of new workshops at Otahuhu and Hutt Valley, and the remodelling of existing workshops at Addington and Hillside. The work of reorganizing the smaller shops and depots has also been commenced.

Although the programme for the larger shops is, generally speaking, about nine months late, due to the delay in supplying the structural steel from the contractors in England, the progress of the main buildings generally has been satisfactory.

All the necessary plans and specifications for the various items in connection with the undertaking have been completed. About two-thirds of the necessary material is on the site, and about the same amount of work has been completed. Commitments amounting to about 80 per cent. of the total undertaking have been made, while a little more than half of the authorized expenditure has been paid out.

The machinery as it has been ordered has proved satisfactory, and is at the present time being installed in the new workshops. The work of putting down floors and providing ways and means for the occupation of the new workshops is well in hand, and I anticipate that the whole undertaking should be in good working-order by the end of the present financial year.

All the arrangements in regard to the transfer of men are settled, and the housing scheme in connection with the same is generally satisfactory.

Otahuhu.—The main building contract for the car and wagon workshops at this location is nearly completed. All the yards are laid out, service connections made, and a commencement has been made with the installation of the necessary machinery and equipment, and, providing no undue delay occurs, it is anticipated that operations will be commenced here about the end of July, 1928.

The Administrative Block, including the Workshop Manager's office, dining-hall, social hall, ambulance and fire-brigade rooms, &c., is almost completed, and will be ready to function when the main shops are ready for occupation.

Hutt.—The progress of these workshops has not been quite so marked as those at Otahuhu, but, notwithstanding the many delays that have occurred in connection with the supply of the structural steel, all the buildings under the main contract will be erected by the end of May, 1928.

Several buildings, such as the power-house, blacksmiths' shop, and machine and loco-erecting shops are, however, nearly ready for occupation, and a commencement has been made with the erection of the necessary machinery and equipment in these buildings.

This is a much larger undertaking, in respect to equipment especially, than any of the other workshops, and I anticipate that, with the exception of the foundry, these workshops should be in working-order about the end of October, 1928.

Addington.—The reorganization here is interwoven with that of Hillside, and, although delays have occurred, steady progress has been made, and at the present time all the structural steel that can be erected so far as the existing layout will permit has been erected.

The car-shop should be ready for occupation about July, 1928, while the wood-mill and wood-wagon repair shops should be ready at an early date. No further progress can be made here until the new loco-erecting and boiler shops at Hillside can be occupied, which will then enable the foundry to be proceeded with. When this building is complete arrangements can then be made to proceed with the erection of the new machine and steel-wagon repair shop at Addington.

The necessary machinery and equipment is meanwhile being installed in the buildings that can be occupied.

Hillside.—The loco-erecting shop, also power-house and reclaim depot at these workshops, will be ready for occupation during July, 1928, notwithstanding several unavoidable delays. The steel framing for the boiler-shop is at present under erection. The new foundry and stores at these workshops cannot be commenced until the staff in the existing buildings are transferred to Addington upon the completion of the new car-shop at that location (about July, 1928).

East Town. During the year these shops have been changed over to complete electrical drive, while all the machinery and equipment for the manufacture of points and crossings has been installed and is now right for the commencement of this work.

MACHINERY.

All the first year's quota of new machinery is now being erected in the new workshops, together with that of the second year's quota. All the transporting and lifting equipment, such as cranes, traversers, &c., are now arriving, and are being installed in their buildings in the new workshops.

Tenders are now closing for the third year's quota, and specifications are being prepared for the final quota of machinery required for the equipment of the above workshops.

All the power-house equipment is now in position, and will be ready to start up new workshops upon completion of the installation of new machinery and equipment.

STAFF CHANGES.

During the year under review a complete survey of the staff in the existing workshops was made, and from this the organization required in the new workshops was compiled. This necessitates the change of a large number of men from one locality to another on account of the concentration of certain classes of repairs, &c., at one locality in each Island.

In this connection I would like to place on record the assistance that was received from the Workshop Committees which were set up to consider the question as to which men should be transferred.

HOUSING SCHEME.

The problem of housing these transferees under the reorganization scheme was given considerable thought by the Department, and a Housing Committee, comprising a number of Head Office executives, was set up to formulate a scheme whereby this situation could be overcome. After considerable thought and the considering of many alternative schemes, the Board approved of the Department negotiating on each applicant's behalf, and by arrangements with the State Advances Department obtaining loans for the erection of dwellings required. This has entailed a great deal of work, necessitating inspection of properties available for sale, valuing same, and completing negotiations on behalf of each applicant. Two hundred and fifty men, spread amongst the four main centres, are availing themselves of this scheme.

STORES.

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

The value of stores, material, and plant (purchased under Railway vote) on hand at 31st March, 1928, at the various stores, depots, and sawmills amounted to £1,114,989 5s., as against £1,047,209 14s. 5d. on 31st March, 1927.

The value of stores on hand on account of additions to open lines was nil, as against £108,547 9s. 10d. on 31st March, 1927.

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

RETIRING REPORT OF MR. F. J. JONES, CHAIRMAN OF THE BOARD OF MANAGEMENT.

The Hon. the Minister of Railways.

New Zealand Government Railways,

SIR,—

Head Office, Wellington, 31st March, 1928.

I have to report on the operations for the twelve periods of the year ending 3rd March as follows. The accounts for the full year will, of course, not be available for another month.

The mileage open for traffic at 3rd March, 1928, was 3,180 miles, as compared with 3,164 miles at the corresponding period of last year.

The gross revenue for the period above amounts to—Exclusive of subsidy, £7,257,791; inclusive of subsidy, £7,702,402. The working expenditure amounts to £6,151,977, and interest to £1,967,850, a total of £8,119,827, making a deficit of £417,425, as compared with a deficit of £155,639 for the period ending 5th March, 1927. The position, therefore, is an increased loss of £261,786 this year.

At the 31st March next I anticipate there will be a total deficit of £350,000. The three chief factors responsible for this decline are as follows:—

	£
(1) The falling-off in passenger receipts due to motor competition ..	163,000
(2) The heavy decrease in the carriage of timber owing to the serious slump in this industry throughout the Dominion	65,000
(3) The additional interest paid this year on new capital, the greater part of which produced no extra revenue, some of the works being still in course of construction.	70,000

The decline in passenger receipts is most marked. The position is not peculiar to this country, nearly all railway administrations being faced with the same trouble, and there is every evidence that the decline will continue.

A comparison at seven-year intervals shows that we carried—

Ordinary passenger journeys—

Year.	Passengers.
1914	13,355,893
1921	15,315,640
1928	9,300,000

Season-ticket journeys—

Year.	Passengers.
1914	9,817,579
1921	13,506,143
1928	15,697,000

In ordinary passenger journeys there has been a continuous decline since 1921. No doubt a large portion of this decline is due to motor-bus competition, but a much greater proportion is due to the large increase in the number of private motor-cars. This is borne out by tallies that have been taken at different places. For instance, in February last a tally on the Great South Road between Ngaruahia and Hamilton showed that of 5,165 motor-vehicles 4,274 were private cars; and out of a total of 17,000 persons travelling in these vehicles only 2,500 were carried in heavy motor-buses, service cars, &c. Again, on the Hutt Road a week's tally gave the following figures: Total motor-vehicles, 29,500, of which about 20,000 were motor-cars, 2,500 motor-cycles, and the balance motor-buses or motor-lorries.

While the running of motor-buses as a departmental operation may ease the position a little, it can only ease the railway financial aspect if it enables the Department to save money by cutting out train services. The difficulty in this lies in the fact that our seasonal-ticket traffic (mostly peak-load traffic) does not decline, but the remuneration received from it is not in proportion to the work done. The revenue per passenger journey for season tickets is approximately the same as it was in 1914; to be remunerative, it should be nearly double.

To sum up briefly the financial operations for the twelve periods of this year as compared with last year, the position is as follows:—

	REVENUE.	£
Coaching traffic decreased		173,187
Freight traffic increased		31,883
Subsidiary services increased		23,843
Miscellaneous revenue increased		22,431
Subsidy (Branch lines) increased		34,812
Total decrease		<u>£60,218</u>

EXPENDITURE.

Way and works and signals increased	..	..	..	..	57,973
Maintenance of rolling-stock increased	..	..	..	..	49,042
Transportation expenses decreased	..	..	..	..	16,081
Head Office charges decreased	..	..	..	..	6,941
Subsidiary services increased	..	..	..	..	47,598
Interest charges increased	..	..	..	..	69,977
Total increase	..	..	..	..	£201,568
Total increase in deficiency	..	..	..	..	£261,786

RAILWAY OPERATION.

The operating revenue shows a decrease of £141,304 and the operating expenditure an increase of £83,993.

Details are as under :—

Revenue Decreases.

Passengers	..	..	..	..	..	£	163,617
Parcels and luggage	..	..	..	..	..	..	9,570
Goods	..	..	..	..	..	..	38,573 Inc.
Miscellaneous	..	..	..	..	..	..	6,690
							£141,304

Expenditure Increases or Decreases.

Maintenance of way and works	...	..	..	..	..	£	54,400 Inc.
Maintenance of signals	..	..	..	..	..	..	3,573 Inc.
Maintenance of rolling-stock	..	..	..	..	..	..	49,042 Inc.
Locomotive transportation	..	..	..	..	..	..	10,328 Inc.
Traffic transportation	..	..	..	..	..	..	5,753 Dec.
Head Office	..	..	..	..	..	..	6,941 Dec.
							£83,993

REVENUE.

No improvement is shown in the latest four-weekly returns—increase in goods-traffic receipts being considerably more than counterbalanced by the decrease in passenger-traffic takings—despite the introduction by the Department of special-feature excursions. The Royal visit last year is doubtless a contributing cause to the drop of 100,000 passenger journeys during the period ended 3rd March.

The goods receipts were adversely affected through the inclusion in last year's March returns of £9,000 paid by the Department of Agriculture for the carriage of artificial manures, as against £6,900 this year.

EXPENDITURE.

The chief increases in expenditure occur in maintenance of way and works and maintenance of rolling-stock. In the former the additional cost is due mainly to increased track-maintenance and extra ballasting, together with such additional items as the relining of the Karangahake Tunnel, and extra staff employed due to the opening of the Opunake and Waihi-Tahawai Branches.

The increase in maintenance of rolling-stock expenditure is brought about by additional contributions to Renewals Fund and an increase in repairs to locomotives and wagons.

Another factor which has operated against economical working is the unemployment situation. The Department is carrying a staff considerably in excess of requirements, the additional cost of which I place at about £100,000 for the year.

The following is the position in regard to the subsidiary services :—

Service.	Revenue.	Expenditure.	Profit or Loss.
	£	£	£
Lake Wakatipu	472 Dec.	106 Dec.	366 more loss.
Refreshment	7,889 Dec.	2,394 Dec.	5,495 less profit.
Advertising	3,263 Inc.	5,894 Inc.	2,631 less profit.
Housing	9,582 Inc.	23,638 Inc.	14,056 more loss.
Road motors	19,399 Inc.	19,964 Inc.	565 loss.
Refreshment rooms	40 Dec.	602 Inc.	642 less profit.
	23,843 Inc.	47,598 Inc.	23,755

The loss of £23,755, as compared with last year, is mostly due to the increased loss on departmental dwellings, the expenditure on which rose from £126,205 to £149,843.

The rentals received from a large number of our houses are too low, and the matter should be adjusted as recommended in the Board's memorandum of the 18th May, 1927. This would materially assist the position.

The Refreshment Branch has also been a substantial loser, consequent on the falling-off in passenger traffic, a good portion of which, however, is due to the Exhibition traffic in 1927.

The Advertising Service is not enjoying quite as profitable a period as last year, but is nevertheless continuing to show a good margin of profit.

The difference between the figures for this year and last in the case of the other three services is not great.

CAPITAL COST.

The total capital liability at the end of February, 1928, reached £51,415,538, while at the same period last year it was £49,487,402, an increase of £1,928,136, accounted for as follows:—

Expenditure from		
Public Works Fund—		£
Railway-construction Waihi-Tahawai (new line)	.. ..	306,836
Additional expenditure on lines previously opened	.. ..	13,492
Additions to open lines	.. ..	335,926
		656,254
Railway Improvement Authorization Account	.. ..	1,271,882
		£1,928,136

INTEREST.

The total interest bill payable by the Department to the Consolidated Fund is now available—viz., £2,130,867. This is possible owing to the fact that the interest for each subsequent month is computed on the capital expenditure shown in the Treasury accounts at the end of the previous month. The interest charges for 1926–27 amounted to £2,043,433, so that there is an increase of £87,434.

The average capital on which interest was computed amounted to £50,607,304, made up as follows:—

	£
£46,530,540 at £4 2s. 6d. per cent.	1,919,385
£4,076,764 at £5 3s. 9d. per cent.	211,482
	£2,130,867

RESULTS OF WORKING.

The following is a summary of the results of working for the period from 1st April, 1927, to 3rd March, 1928, as compared with the corresponding period in 1927:—

Particulars.	1928.	1927.
Total miles open for traffic	3,180	3,164
Average miles open for period	3,178.54	3,156.60
Total capital cost of open lines	£50,685,041	£48,930,525
Capital cost per mile of line	£15,939	£15,465
Gross earnings, including subsidy	£7,702,402	£7,762,620
Working-expenses	£6,151,977	£6,020,386
Net earnings	£1,550,425	£1,742,234
Interest charges	£1,967,850	£1,897,873
Deficit	£417,425	£155,639
Percentage of total working-expenses to gross earnings	79.46	77.56
Railway-operating earnings	£6,693,268	£6,834,572
Railway-operating expenses	£5,803,320	£5,719,327
Net railway-operating earnings	£889,948	£1,115,245
Percentage of railway-operating expenses to earnings	86.70	83.68
Operating earnings per average mile open	£2,106	£2,165
Operating expenses per average mile open	£1,826	£1,812
Net operating earnings	£280	£353
	d.	d.
Operating earnings per train-mile	161.50	165.92
Operating expenses per train-mile	140.02	138.85
Net operating earnings per train-mile	21.48	27.07

OPERATIONS OF THE BOARD DURING THE TIME IT HAS HELD OFFICE.

The Board took office in December, 1924, and commenced with a reorganization of methods of control by changing over from the departmental system to the divisional system, the object being to give more flexibility to the operating side of the business. A Divisional Superintendent was appointed to each Island, who controls the whole of the operating in that Island.

Complaint is sometimes made that the present form of control is merely a partial divisional control. To some extent this is true, but it must be borne in mind that it is a wide step to full divisional control.

In order to have full divisional control it would be necessary to have three Divisional Superintendents in the South Island, and at least three, possibly four, in the North Island, placed at points to suit. Furthermore, District Engineers carry out all the capital-expenditure works in their districts. With the complete divisional control it would be necessary to take these away from the divisional side and run them with a staff under the control of the Chief Engineer direct. With a limited amount of capital expenditure this would probably be a very satisfactory method of dealing with the business, but with the large and scattered amount of capital expenditure which we have it would probably mean considerable expense in carrying on the new works operations.

Where divisional control is in force in its entirety the Divisional Superintendents do not control any of the work except the operating side.

FINANCIAL REORGANIZATION.

The Government Railways Amendment Act of 1925, making provision for the separation of the Working Railways Account from the Consolidated Fund as from the 1st April, 1925, introduced an era in the financial and accounting methods of the Department, and placed a greater and more direct responsibility on the shoulders of the management.

The Department became answerable for maintaining a sufficient cash balance to meet all its liabilities, including ordinary working-expenses, interest on capital, subsidies to the Superannuation Fund, and repayments to capital for assets worn out or scrapped.

The accounts are now kept on ordinary commercial lines, as applicable to railway undertakings, and are published annually in the form prescribed for the railways of the United Kingdom, after investigation by a committee of leading financial, accounting, and statistical experts. Provision is made for depreciation, equalization, and betterments funds, and for the investment of surplus cash or for borrowing to meet temporary shortages. During the past three years the sum of £1,000,000 has been set aside in the various renewals, depreciation and equalization funds.

The accounts of subsidiary undertakings, such as refreshment-rooms, advertising services, road motor services, departmental dwellings, steamer services, and through booking of passengers, parcels and goods between the North and South Islands, are separately recorded and closely watched as a gauge of efficiency.

As far as possible, the accounts of such services and costing-systems generally have been decentralized and placed under the charge of the officers immediately responsible, in order that they may be constantly available for checking up progress and results.

As a natural corollary to a well-designed and efficient system of accounts, a system of budgetary control of expenditure will be brought into operation from the commencement of the coming financial year. Forecasts of the volume of traffic to be handled will be prepared monthly, and as far as possible the cost of conducting and maintaining the various services will be estimated and adjusted to the requirements of the business. Estimates will be prepared by district officers, examined by divisional officers, and approved by the Board monthly or quarterly. District officers will be expected to keep in close touch with expenditure day by day so that they may reach or improve on the standards set or take immediate action to reduce unnecessary or wasteful expenditure. In the absence of such a system there is a tendency to defer action to adjust costs until completed accounts of actual results are available—in many cases too late to be of much value. Budgetary control has been proved to be a very effective instrument of modern business administration, and good results may be expected from its introduction in the railways.

The Finance and Accounts Branch has been reorganized and divided into two sections—viz., Revenue and Expenditure—each in charge of an Assistant Chief Accountant, responsible to the Chief Accountant. The revenue audit Inspectors formerly attached to Head Office have been placed under the Chief Accountant, and travelling auditors of expenditure have been appointed. As far as possible, Railways officers holding the accountants' diploma are selected for such positions, the number of qualified accountants on the staff being nine.

A statistical section has been organized for the compilation of a very complete range of statistical data in both tabular and graphic form. The use of costing units, such as train and engine hours and miles, net ton miles, gross ton miles, and man hours, has been extended or introduced, and statements are distributed to all controlling officers at regular intervals. Standardized methods of compilation of all statistical information have been introduced in order that comparisons may be made with the railways of Australia per medium of the Australian Bureau of Railway Statistics, with which New Zealand is affiliated.

The policy of adapting accounting and statistical methods so that mechanical office appliances may be used to the greatest possible extent has been consistently followed, and material reductions in the cost of clerical labour have been achieved by such means. The Chief Accountant's office is probably more completely equipped in this respect than any similar office in the Dominion, and the use of adding-machines has been extended to a large number of district offices.

The Finance and Accounts Branch has been completely reorganized and brought up to the best modern standards.

TRAIN SERVICES.

The train services have been subjected to a close examination, and as a result extensive and important improvements have been effected and many new features introduced.

The express and mail trains have had their schedules accelerated. The time occupied on long journeys has in many instances been considerably lessened, and starting and terminal times have where practicable been adjusted with the object of eliminating early-morning departures and late-at-night arrivals. District trains to centres were similarly treated as circumstances permitted.

To give some indication of the improvements made to the express services, it is worthy of mention that the journey between Auckland and Opua was shortened by forty minutes. The journeys between Wellington and Auckland, Wellington and New Plymouth, Wellington and Napier, and Invercargill and Christchurch were reduced by over an hour, and a considerable reduction was also made in the Christchurch-Greymouth journey, and, further, a one-day express service was provided from Napier to New Plymouth.

Night limited expresses between Wellington and Auckland were inaugurated about the time the Board assumed office. These trains have proved a boon to travellers generally and to business people in particular.

A daylight express between Wellington and Auckland has also been tested during the summer and holiday periods, but it has failed to obtain the support such a venture should deserve.

Improved facilities for the transit of goods between the terminals in either Island were afforded by the introduction of fast through goods-trains between Wellington and Auckland, and between Christchurch - Dunedin - Invercargill. Fast through night goods services were also arranged in the Wanganui area, and a combined passenger-goods night service in the Auckland-Whangarei area.

The intensive road competition which the Board has had to face during its regime has necessitated heavy reorganization and adjustments to provide increased service to the public, and as a combative measure against road competitors. A sustained analysis of operating-costs has been maintained with a view to economical working.

As giving some indication of the increased services provided to the public, it may be mentioned that the annual train-mileage has increased from 9,000,000 for 1925 to 10,750,000 for the current year. The operating-costs per train-mile, which was 146-19d. per train-mile for year ending 31st March, 1925, have been reduced to 140-02d. for the current year.

During its term of office the Board has gone deeply into an improved system of operating statistics which will reflect the position at sight and will enable district officers to keep a closer check on operations from day to day.

TRAIN-CONTROL.

A commencement has been made with a selective telephone system of train-control. Under this system the running of all trains in a division is controlled throughout their running by a train-controller situated at a central office.

The system in a week or two will be in operation between Thorndon and Marton, 116 miles; Christchurch and Oamaru, 152 miles; Christchurch and Arthur's Pass, 87 miles.

TARIFF.

One of the important matters with which the Railways Department was faced in 1925 was the revision of the tariff. There had been no comprehensive overhaul or revision of the tariff for many years, and with the numerous amendments which were made during the war and post-war years, together with the change in the Department's financial policy which had the effect of placing the railways on a commercial basis, it was necessary that the tariff should be completely reviewed.

The first matter which required settlement in connection with the revision was whether the rates were so excessive as to call for a general reduction therein, and after a careful review of the position it was decided that the indications were a desire for improved service rather than for a reduction in rates.

The financial position of the Department was also a vital factor in considering the question, and in view of the report of the Royal Commission, which pointed out that the experiences in the four years preceding 1925 showed there was no margin for a reduction unless by so doing more traffic could be secured, the Commission urged that any reduction should be made with great care and caution. The Board therefore decided to remove anomalies wherever possible and to cancel concessions which were no longer wanted, and adjustments were made in the various rates where it was found that a more equitable distribution of the cost of transit was possible.

The tariff as issued was favourably received by the business community, which adopted a reasonable attitude towards the Department in its endeavour to put its finances on a satisfactory basis.

Since the issue of the 1925 tariff the railways have been faced with strong road competition, and in areas where the opposition services were securing considerable traffic the Board adopted the policy of providing local rates in order to hold and, wherever possible, regain the traffic to rail transport.

The railway problems arising from the changed conditions in the transport world are such that serious consideration must be given to the financial results which will occur should the railways continue to lose the higher-grade traffic and be left with the conveyance of the lower-grade bulk lines. The primary requirement of the railways is that they shall supply adequate service to the public, for which they are entitled to a reasonable and fair remuneration. Rates should be adequate not only in the sense that they lie within the limits of reason, but also that they will meet the necessary expenses of operation, including wages of employees and fixed charges, and return a reasonable interest on the capital invested in the system.

When the railways are not on a sound financial basis the Department is unable to maintain the system at its current level and enlarge it to meet the growing commercial and agricultural needs of the country, and as a result of this failure the primary and secondary industries of the Dominion will suffer accordingly.

Of the total quantity of goods carried, expressed in ton miles, 54 per cent. is low-grade bulk lines, such as coal, road-metal, lime, manures, firewood, &c., and for this we receive only 32 per cent. of our revenue. The balance is maintained by the extra remuneration obtained from the high-grade

goods. As under present conditions lorry traffic can be carried on without loss at about twice the average cost of railway transport, it follows that lorry competition is gradually setting a maximum standard for railway rates of not more than twice the average. The inevitable result must be that low-grade rates will have to be increased if the service is to pay its way.

COMMERCIAL BRANCH.

The Commercial Branch was inaugurated in August, 1924, and its functions have been increasing day by day since that time. I have been keenly interested in its activities, and, although direct control is placed under the commercial member of the Board, I have given the activities of the Branch much personal attention.

One cannot be closely associated with present-day railway working without appreciating that an organization of its kind is an essential portion of the system. Apart from the development of new business, modern transport conditions demand that, in view of the enormous capital invested in railway-lines, the traffic for the carriage of which they were built must be safeguarded by officers especially selected to do so.

The improvement in the condition of the roads, combined with the improvement in road motor units, and their lower cost in conjunction with easy terms of purchase, have increased the difficulties of all railway systems, especially State-owned railways, such as there are in New Zealand, where the railways are important factors in the development of the country, and are used for the purpose of giving preferential rating to primary industries and materials for the development of secondary industries.

Much new ground has been broken in the way of co-ordinating the road and rail services in order to keep each within its proper avenue, and a good deal of success has been achieved in this direction, but the improved conditions for the road transporter are making such action increasingly difficult.

The Branch has done much in the direction of inaugurating new enterprises established for the purpose of giving additional facilities in order to popularize the railway, and with the ultimate object of making the railways more attractive to the people who own them. Some of the principal innovations have been—

Through Booking of Goods, thus making it possible to forward goods and parcels from any railway-station in New Zealand (except on the isolated sections) to any other station in New Zealand.

Through Booking of Passengers by Rail and Sea, thus enabling passengers to obtain rail and steamer tickets for the combined journey at any place in New Zealand.

Extension of Facilities for Cartage of Goods to and from rail, enabling users of the rail to arrange for the transport of goods beyond the railhead.

Clearing of Goods through Customs, a facility much appreciated by those in country towns where there are no Customs clearing agents.

Inauguration of Road Motor Services.—It was found that in a number of localities the public prefer to travel by motor-bus in preference to rail travel; and the Department, realizing the necessity for meeting the public demand in preference to attempting to eliminate the road service, arranged in several localities to take over the road services and operate them as part of the railway system. This has also resulted in the Department being able to effect economies in the cost of train working.

Cash-on-delivery System.—A system has been introduced where it is possible for the Department to collect from consignees, on behalf of senders, the value of the parcels as well as the freight charge.

Reservations of Seats.—Much has been done to improve matters in this direction. As an instance, passengers from the North Island may reserve their seats for the South Island trains without the necessity of incurring the cost of telegraphing as heretofore. The system has been similarly extended in other localities.

Farmers' Trains.—The running of trains at suitable periods of the year to enable farmers to visit far distant shows and other gatherings has been a decided success, and much appreciated by those concerned—so much so that it has now been found necessary for farmers' organizations to limit the number of excursionists who will be entertained as farmers.

Tourist Traffic.—This has been promoted in every possible direction, and the Department is now acting in combination with the non-competitive motor companies on the principal routes of the Dominion and is able to issue tickets at railway-stations for through rail and motor journeys.

Special Rates and Fares.—This much-discussed controversial method of securing business has been applied to a great extent within the past few years, it having been forced on the Department in order to hold its business and foster new business. Many local rates and fares have been fixed, and most of them have been fully warranted.

Conferences of Public Bodies, &c.—An officer of the Branch is deputed to attend each important conference of public bodies, and much benefit is derived from both sides as a consequence.

Much has also been done in the direction of leading the public to a better understanding of the railways, and also in smoothing out difficulties and keeping in close touch with the customers of national transport system.

The Dominion has been thoroughly combed for all possible traffic of a profitable nature. Much also has been done in the direction of ensuring harmony between the operating staff and the public, the representatives of the Commercial Branch being in such close touch that both sides have been helpful in this direction. The operating staff has responded admirably to all innovations that have been introduced, many of them being of a complicated nature, but all have been inaugurated with a smoothness which has been extremely satisfactory.

While at the outset the number of men attached to the Commercial Branch permitted only of the business on the goods side being thoroughly combed, additional agents have been appointed who are required to attend more particularly to the passenger side of the Department, and the Department

has within recent months offered so many facilities for week-end travel and special excursions that it is freely remarked that the public when contemplating holiday trips will look to the Railway Department as a means of providing them with the travel facilities for enjoying themselves in fresh fields on each occasion.

The Department has recently arranged for the Mail Agents on the trans-Pacific steamers to act as agents for the Railway Department on the steamers, and much useful work is being done by them in the direction of inducing traffic to New Zealand, the attractions of which are such that each traveller will, I feel sure, induce others to visit New Zealand as circumstances permit.

Notwithstanding all that has been done in the direction of securing new business and holding other traffic at reduced rates, I am of opinion that if the railways are to occupy their present place in the progress of the Dominion and its general development, and at the same time show a satisfactory financial result, the application of legislation to control the introduction and operation of privately-owned motor transport services must take place in order that such undertakings will not be permitted to operate indiscriminately. In my opinion, licenses should not be granted to road operators unless it can be shown that their services are in the interest of the community. I foresee that unless very definite action is taken in this direction the railways will require increasing assistance from the Consolidated Fund merely to benefit a comparatively small number of private transport-service owners.

TRAINING SCHOOL.

In 1925 the Board decided that cadets appointed to the Service should receive tuition in railway accounting in addition to being instructed in telegraphy. The Christchurch Telegraph-school was closed in November, 1925, and Wellington selected as being the most suitable place for one central school.

Cadets in the Wellington school now receive lectures daily in accounting, tariff regulations, and elementary railway principles; and practical knowledge is gained through a system of stations at which sets of stations' books, forms, and tickets are used.

The new method of instructing cadets has proved to be most valuable to the Department, as cadets appointed to stations now have sufficient knowledge of general railway-work to be of immediate use.

CORRESPONDENCE COURSES.

In order to encourage a higher standard of efficiency, the Board decided that members in the lower clerical grades would require to pass qualifying examinations, and to enable members to obtain the necessary tuition in the various subjects in which they required to qualify a Correspondence School was established in Wellington under the direction of Mr. M. L. Bracefield, Officer in Charge of the Training School.

Courses in accounting, safe train-working, transport work, correspondence, and clerical work were compiled for members of the Traffic, Locomotive, Stores, and Maintenance Branches, and at the present time we have the following number of students: Traffic Branch, 1,303; Locomotive Branch, 157; Stores Branch, 108; Maintenance Branch, 100: total, 1,668.

The classes are open to all employees of the First and Second Divisions, and the instruction given is of such a comprehensive character that any ambitious employee desiring to increase his knowledge or equip himself for advancement in the Service has an excellent opportunity if he avails himself of the tuition given by the Correspondence School.

Already 802 members have sat for the various examinations.

CADETS' HOSTEL.

Owing to the fact that all cadets appointed to the Service now commence their careers in Wellington, it was found that the boys experienced difficulty in finding suitable accommodation. The Board considered that a hostel was a necessity not only for accommodation purposes, but also as a means of training boys in right habits and eliminating the risks that they are exposed to in city life.

A building was purchased in Fitzherbert Terrace and suitably equipped for accommodating forty boys. The hostel is under the control of the Officer in Charge of the Training School, who has had a number of years experience in the handling of young lads. The boys are charged £1 5s. per week, and through careful management this revenue has been practically sufficient to meet all charges against the hostel. The cadets at the hostel are encouraged to take up courses of study, and sports and pastimes receive special attention. There is no doubt that this establishment is doing good work in training youths under constant supervision to better fit them for their careers as Railway Officers.

APPRENTICE-TRAINING.

In July, 1926, an apprentice-instructor was appointed at each of the four main workshops. First-, second-, and third-year apprentices are given three hours' class training per week, and fourth- and fifth-year apprentices receive one lecture per fortnight by a supervisory member of the staff on some phase of shop-work or railway practice. The average number of apprentices receiving class instruction, including maintenance apprentices, is—Newmarket, 51; Petone, 64; Addington, 60; Hillside, 40.

THE NEW ZEALAND RAILWAYS MAGAZINE.

Amongst the matters that have required attention from the Board has been the improvement of relations both with the public and staff. With this end in view and to further develop mutual interest in the work carried on throughout the Service and beyond it amongst those in the Dominion requiring transport information and facilities, a departmental journal was initiated. This commenced issue in May, 1926, and has from its inception been cordially received within the Service and in business circles.

The aim of the Department has been to convey in an acceptable manner to the staff and public useful information regarding railway work, facilities, and progress, and to bring together in good will and friendly spirit all sections of the Service, with the object of creating the right atmosphere for efficiency—an ideal admirably summed up in the motto of the magazine—"For better service."

The cost of the publication has been fully warranted by the good it has done, and developments contemplated during the current year will serve to increase its already substantial circulation of over 20,000 copies monthly, while considerably reducing the net cost to the Department.

LIBRARY.

A reference library has been established in Wellington for the use of officers. It comprises at present about 600 volumes on matters bearing on transportation, location, construction, maintenance, and operation of railways, and all cognate subjects. Additions will be made as later books on these subjects are published. In conjunction with the library a file is maintained of a number of the best technical periodicals bearing on the same subjects.

SUGGESTIONS AND INVENTIONS COMMITTEE.

The Suggestions and Inventions Committee was formed in June, 1925. Since its inception a total number of 3,449 suggestions, dealing with all phases of railway working, have been submitted to the Committee, in connection with which sixty-three monetary awards, amounting to £514, and 233 commendations were granted.

In addition to the number of suggestions hereinbefore mentioned, approximately two hundred have been received from the railways in Australia, one of which was adopted and a bonus of £15 awarded.

Approximately fifty suggestions were forwarded to the Australian railways, two of which were adopted and monetary awards amounting to £8 granted.

ROLLING-STOCK.

At the 1st January, 1925, the number of locomotives on hand was 662. Since then new locomotives have been obtained as follows:—

Built by Messrs. A. and G. Price	..	..	..	..	14
Built by New Zealand railway workshops	..	..	..	..	20
Imported from Great Britain	..	..	..	..	35
					—
					69

In addition, three locomotives were taken over with the Cape Foulwind line. Fifty-three locomotives have been written off, the total now on hand being 679.

Three Garratt locomotives of a powerful type are at present under order. These engines will have a total weight in working-trim of 146 tons, with a maximum axle-load of $14\frac{2}{3}$ tons and a tractive effort of 51,580 lb. They are being provided with automatic stokers and feed-water heaters.

Designs for an up-to-date shunting-engine are in hand.

An improvement in the headlights of locomotives has been made by the provision of Pyle National electric headlights: 110 locomotives have been fitted since 1925, making a total now fitted of 155.

Since the beginning of 1925, 64 cars and 41 brake-vans, 112 bogie wagons, and 801 four-wheeled wagons have been built in our workshops. Included in these is an improved type of sleeping-car, which is much appreciated by the travelling public.

During the period 300 cars have been fitted with electric light. Prior to this only some 30 cars had been fitted. The number now stands at 330.

With the increasing weights of cars, stronger axles are necessary, and, as a consequence of this, improved bogies. These are being fitted as opportunity offers, and at the same time disk wheels of the rolled-steel type fitted with Gibson ring attachments are being provided.

WORKSHOP PRODUCTION METHODS.

Production methods have been introduced in the workshops, and have resulted in the following changes being put into operation:—

Workshops Organization.—The supervision of workshops now consists of foremen who are in complete charge of the output of an individual department, all locomotive shops being under a General Locomotive Foreman and all car-shops under a General Car Foreman. Previous to these changes each foreman was in charge of all the tradesmen in the whole plant of his classification. The rearrangement confines responsibility and makes proper supervision possible.

Production Department.—At each of the main shops a production-office has been established for the purpose of co-ordinating the movements of materials from shop to shop, and from all other departments concerned in procuring material.

A system of scheduling or routing work has been established so that rolling-stock is out of service the minimum time, and for the prevention of unnecessary delays.

These production departments co-ordinate with a similar Head Office staff who similarly act in co-operation with all other Head Office departments concerned.

Accounting Methods.—Shop accounting methods have been introduced so that daily costs are now obtained for the benefit of the management during progress of the work. A system of estimating in conjunction with this work, now in operation, enables supervision to check any excess charges and costs.

Timekeeping.—Shop timekeeping has been changed from a fortnightly to a daily basis, and time-clocks have been installed to separate pay-roll from distribution, in order to keep a closer check on men.

Shops Committees.—At each workshop shops committees have been instituted to co-operate with the management on matters that are of mutual interest at that workshop. The result of the working of these committees for the past year has been very gratifying.

Sub-foremen.—An important change brought about by the regrading of supervising staff at workshops has been the changing of leading hands into sub-foremen. These leading hands becoming officers is having a much needed effect.

Floating Gangs.—Instead of maintaining staffs at small sections for heavy overhauls of rolling-stock, a floating gang has been established at Petone which is sent where required to do major work. This keeps the small sections staff down to a minimum.

Reorganization of Workshops.—Under the scheme of reorganization of workshops the following items may be noted as parts of the whole problem that has been, or is, in progress :—

- (1) Rearrangement of machinery in existing shops into groups according to output.
- (2) Electrification of existing workshops.
- (3) New workshops.
- (4) Replacement of obsolete machinery.
- (5) Machinery provided for modern production methods.
- (6) Transportation of machinery at workshops and machinery required for same.
- (7) Concentration of all tarpaulin-work for North Island at East Town shops.
- (8) Establishment of points- and crossings-manufacturing department for all New Zealand at East Town.
- (9) Concentration of all locomotive work in each Island into one shop in each Island ; similarly, all car and wagon work into one shop in each Island.
- (10) Establishment of manufacturing departments for particular work at one concentrated point—foundries, tinshop, &c.
- (11) Transfers of men involved.
- (12) Housing scheme.

ARCHITECTURAL BRANCH OPERATIONS, 1925–28.

The house-factory attached to the Architectural Branch was completed and commenced cutting operations in 1923, but the main operations were not commenced until the year 1924–25. During this year 300 houses were cut, and, of these, 258 were issued for erection, 252 being completed in that year. By the year ending 31st March, 1925, 477 houses had been built by the Architectural Branch in five years, and, of these, 258, as stated above, were factory-cut.

During the period from 1st April, 1925, to 3rd March, 1928, 836 factory-cut houses and 39 non-factory-cut houses have been completed, and, in addition, 73 factory-cut and 12 non-factory-cut houses are in course of erection. Of these houses, 619 factory-cut and 3 non-factory-cut houses have been erected for the Department, and 217 factory-cut and 36 non-factory-cut have been built at the workers' settlement, Lower Hutt.

The departmental houses have been erected at about 170 different localities, and vary in number from one to the limits of such settlements at Frankton Junction, Otahuhu, and the like. These houses have all the usual modern conveniences, such as electric lighting, hot- and cold-water service, sewerage, high-pressure water, &c., where such are available. In the case of the larger settlements attention has been paid to the provision of reasonable reservations for recreation purposes, and the Department has aided tenants of such settlements in providing well-equipped sports-grounds.

At the workers' settlement at Lower Hutt 300 houses have been erected or are approaching completion. These houses were erected by the Department under special authority for the purpose of relieving housing-shortage in Wellington City. In addition, a properly-equipped children's playing-area and a social hall are being provided. 245 of these houses were provided from the Frankton Junction House-factory, and experience has gone to prove that these houses are the most in demand by prospective house-owners in this settlement. Also, the factory-cut house can be erected much more expeditiously and at a more economical cost than the ordinary non-factory-cut house.

STORES REORGANIZATION, 1925–28.

The reorganization of the Stores Branch was commenced in 1925, and the stores system has now been brought into line with modern methods. The system of card control and daily issues has been extended to include all main stores and districts.

The main stores at Newmarket, Petone, Addington, Hillside, and Invercargill have been completely equipped with standard racks and bin-cards.

At East Town a new main store has been opened and equipped for service as a combined main store and shops sub-store.

At Greymouth a new store has been erected at Elmer Lane, and is in process of being equipped with standard racks, &c., for service in connection with the new locomotive running-sheds.

Sub-stores, completely equipped with standard racks and bin-cards, have been provided for all locomotive workshops—viz., at Newmarket, two sub-stores; at Petone, one sub-store (new building); at Addington, one sub-store; at Hillside, one sub-store (new building); at Invercargill, one sub-store (combined with main store); at Greymouth, one sub-store (combined with main store).

A new store has been erected at Rangataua to serve as a trust store for Rangataua Maintenance Workshops.

Trust stores have also been established at maintenance workshops at East Town, Kaiwarra, Addington, Dunedin, and Invercargill. At Penrose and Whangarei the new stores system is in operation, but these stores have not yet been equipped with standard racks.

Trust stores have been established for all Inspectors of Permanent-way in both Islands, and all line stocks brought within the stores system.

In the North Island, also in Nelson and Picton Sections, trust-store systems have been established in all locomotive running-sheds and car and wagon depots. The running-shed stores at Thorndon and Ohakune and car and wagon stores at Lambton have been remodelled and equipped with standard racks and bin-cards. Other running-shed trust stores have been overhauled and put into better order. All these trust stores are working on the stores bin-card system.

All material manufactured by locomotive workshops for stock or use outside the workshops has been brought within the stores system.

The internal accounting system of the Stores Branch has been completely remodelled in conformity with the reorganization.

Coal-supplies have been brought directly under the control of the Stores Branch. New Zealand coal is being used to a much greater extent than formerly for railway purposes.

The contract system for local supplies in regular use has been reintroduced under the ægis of the Stores Control Board for the first time since the war period.

Sawmilling operations have been restricted by the closing of Mamaku Sawmill.

Plans are under consideration for a main store on a new site at Addington. A new site has been provided in the workshops-yard for the Hillside main store. A new sub-store for serving the tarpaulin-shop at East Town is about to be erected. The plans of all new workshops made provision for sub-stores and reclamation depots, which will come within the stores system.

The work immediately ahead includes completing tallies of maintenance stocks at Penrose and Whangarei; bringing all locomotive running-sheds and Car and Wagon Inspectors' depots in the South Island into the stores system; taking over Signal Branch stores throughout New Zealand. Later, sales and reclamation depots will be established and the stores system made complete.

A summary of what has been done in regard to main stores, sub-stores, and trust stores is as under:—

Main stores reracked and system remodelled (with bin-cards)	5
Shops' sub-stores combined with main stores	2
Shops' sub-stores—new buildings provided	2
Shops' sub-stores opened in existing buildings	4
Maintenance works—	
Trust stores opened in new building	1
Trust stores opened in existing buildings	12
Permanent-way trust stores opened	31
Locomotive-running trust stores opened	15
Car and Wagon Inspectors' trust stores opened	6
	78

In all these stores, sub-stores, and trust stores suitable racking has been provided, and bin-card control is in operation.

STAFF.

Consideration of conditions of work and rates of pay of the staff and interviews with the accredited representatives of the various societies occupies a not inconsiderable amount of the Board's time. Railway employees do not come under the Arbitration and Conciliation Act, and all matters in dispute are discussed between the Board and the societies, and decisions arrived at. During the present Board's term of office many improvements in the conditions of working and remuneration therefor have been made.

In Division I of the Service a complete regrading has taken place. A committee was appointed to go into the matter, and its recommendations were largely followed. The change-over to the regraded positions is still in hand, and will take some little time yet to finalize.

SICK BENEFIT SOCIETY.

The Board has given much consideration to the welfare of the staff, and, in view of the hardships caused to members of the staff through sickness, has encouraged the formation of a sick-benefit society to include and provide for the whole of the members of Division II.

The matter is now well in train. The fund will be administered by elected members of the staff, and will be supported by contributions from employees subsidized by the Department.

The benefits not only to the staff, but also to the Department, from a well-established society of this kind are very real.

INFORMATION FROM ABROAD.

During the Board's term of office several officers have been sent abroad to study the practices of other railway administrations in other parts of the world. Much valuable information has been acquired, and much good should result to the organization from the ability of these officers to compare proposals for improvements here with the practice adopted in older countries.

The linking-up of the New Zealand administration with the railway administrations of Australia in annual conference has provided much useful information on the practices and conditions of railway operation in the Australian States. In my opinion, the value of these conferences cannot be overstated, and I trust every endeavour will be made to continue our representation at such conferences.

The principal major questions at present being dealt with by the Board are the completion of the various works included in the D.-2A programme.

Electrification of Lines.

A Committee is at present investigating and reporting on the economical aspect of electrifying the track between Wellington and Paekakariki, and Wellington and Upper Hutt.

On completion of this report it will be advisable for a similar report to be prepared on the electrification of the Auckland suburban district.

With the completion of the underground deviation between Auckland and Morningside the question of electrification will become a live one. An electrified line enabling a shuttle service to be run, between, say, Henderson and Papakura would, I anticipate, be able to hold the great bulk of the suburban passenger traffic and prove remunerative.

Garratt Engines.

Three Garratt engines of a high tractive effort with a limited axle-load are on order for trial on the middle section of the Auckland-Wellington Railway. This class of engine has proved satisfactory in South Africa, and if results here are as good it is proposed to extend their use.

Shunting-engines.

A more powerful and more suitable shunting-engine than has been used in the past is at present under design.

Bridge-strengthening.

In the event of automatic couplers being installed and more powerful locomotives obtained, it will be advisable to push bridge-strengthening rather faster than at present. The most important line is the Auckland-Wellington, and, following that, the Marton-New Plymouth. On the former route a great deal of the strengthening is done.

Dining-cars on Limited Expresses.

Investigations are being made as to the advisability of providing dining-cars on the Limited expresses, to enable passengers to procure breakfast.

Observation-cars.

Improved types of carriages including observation or parlour cars are under design.

Maintenance Workshops.

A Committee is investigating the proposal to do away with maintenance shops and carry out all work at the locomotive shops.

Budgetary Control of Finances.

From 1st April next a system of budgetary control in all branches will be introduced with the object of bringing the expenditure and financial operations of the Department under closer supervision and control.

Budget allowances approved by the Board will be issued to the various branches, and controlling officers will be required to keep the expenditure within the allowance.

Coal-supplies.

The use of New Zealand coals for locomotives purposes has been materially increased since the Board took office. The percentage figures of New Zealand coal purchased during the various years are as follows :—

				Per Cent.
Year ending 31st March, 1924 ..	..	..	..	15
Year ending 31st March, 1925 ..	..	..	..	23
Year ending 31st March, 1926 ..	..	..	..	23
Year ending 31st March, 1927 ..	..	..	..	49
Year ending 31st March, 1928 ..	..	..	..	64

Trials of soft coals treated by low-distillation process have given good results, and negotiations are in progress to obtain supplies of this fuel.

PROGRAMME OF WORKS UNDER THE RAILWAYS IMPROVEMENT AUTHORIZATION ACT, 1914.

In 1914 a programme of works considered necessary to meet the transport needs of the community was authorized, but owing to the advent of the war the programme had to be postponed. In 1924 the programme was recast to include, as far as could be foreseen at the time, the works then considered necessary. This amended programme was that included in the D.-2A of 1924, and involved an expenditure of rather more than £8,000,000, spread over a period of eight years, so as to give an approximate expenditure of £1,000,000 per annum. This was in addition to an expenditure between 1914 and 1924 of approximately £1,000,000.

This programme has been largely adhered to, with one or two exceptions. The programme was authorized towards the end of 1924, so that 1925-26 may be taken as the first year and 1926-27 as the second year. On this basis the position works out as follows :—

AUCKLAND-WESTFIELD DEVIATION.

This work is well in hand. The great bulk of the earthworks is finished and the last bay of the tunnel is being concreted. Most of the bridge-foundations are completed and the balance are in hand. It is anticipated that from six to nine months will finish these works. There is still then to do the platelaying and ballasting, station-yards, and signalling. These will be put in hand in due course, and will be ready in good time for the finish of the new yard.

AUCKLAND NEW YARD.

This work is progressing satisfactorily. The high-level bank is completed so far as it can be until such time as the inward goods depot is shifted from its present position. Approximately, 25,000 cubic yards of filling remain to be done to carry the high-level embankment to the existing Parnell bank, and 15,000 cubic yards to form the station approaches.

The change-over of the approach roads to the locomotive-depot from west to east side has been completed. A 70 ft. turntable and new sanding appliances are in use. The new repair-shed is nearing completion. All inspection-pits, ashpits, water-services, &c., are completed. Campbell's Point overbridge and approach roads are completed, with the exception of metalling.

The platelaying and ballasting of new yard tracks is carried out as the ground is cleared and to suit the operating side. To date 12 $\frac{3}{4}$ miles of yard-track has been laid and ballasted.

Platform-fronts are well in hand, some 5,400 lineal feet of concrete platforms having been constructed. Luggage-subway excavations are completed, piling foundations are driven part of the barrel, and two lift-wells are completed.

The new outward-goods shed is nearing completion; another month should see the contractor off the site.

Tenders for the new station building verandas, &c., have been received and will be dealt with in a few days.

It will be necessary to temporarily transfer the inward-goods yard to a site clear of the railway land. When this is done and the new station building is in hand the finish of this work will be in sight. Before the end of next year I anticipate the new station and deviation will be in use.

PAEROA REARRANGEMENT.

This work is completed.

PALMERSTON NORTH DEVIATION.

This work was to have been started in the first year, but owing to the shortage of finance it was not commenced until the present year.

WELLINGTON NEW YARD.

This work is progressing satisfactorily. The sea-wall is finished, and some 1,300,000 cubic yards of filling deposited behind the wall, leaving just over 1,000,000 cubic yards to complete. The balance of the filling will take from eighteen months to two years to complete.

The construction of the big sewers is being put in hand, and work is proceeding in the way of laying sidings.

The goods-sheds are under design, and tenders will be called as soon as the drawings are ready. The placing of the goods-sheds and local loading-sidings in new positions on the land already reclaimed will leave clear land on which to construct at least some of the new platforms and the station building.

TAWA FLAT DEVIATION.

This work was scheduled to start in the first year of the programme, but a start has only just been made, and it will therefore be some two years behind schedule.

PELICHET BAY DEVIATION.

This work is practically complete.

ELMER LANE DEPOT.

This work is practically complete.

ELECTRIC LIGHTING OF YARDS AND HOUSES.

This work was spread over seven years, and is being carried out in accordance with the allocation. Up to date seventy-five stations and eighty-three houses have been equipped.

WOOLSTON MARSHALLING-YARD, CHRISTCHURCH-LYTTELTON WORKS, AND LYTTTELTON DOUBLE-LINE TUNNEL.

This work is not being carried out in accordance with the 1924 programme. In place of a marshalling-yard at Woolston one has been constructed at Middleton, and in place of the Lyttelton double-line tunnel the electrification of the Lyttelton line is taking place. The yard at Middleton is finished, with the exception of some small alterations.

These two works will absorb about £320,000 of the £515,000 allocated to the works, leaving something under £200,000 for Christchurch and Lyttelton yards.

The electrification of the Lyttelton-Christchurch line is in hand: poles are erected, overhead wiring has been commenced, locomotives are on order, and substation will be started shortly. It is anticipated that the whole scheme will be in working-order before the end of the year.

HUTT VALLEY RAILWAY.

This work is practically completed.

HIKURANGI.

The rearrangement of this yard has been completed.

NEW PLYMOUTH WORKS.

All that was considered necessary has been done at New Plymouth.

PENROSE-PAPAKURA DOUBLING.

It was only intended to take this work as far as Otahuhu in the first and second years, and complete to Papakura in the sixth and seventh years, but owing to heavy pressure of traffic out of Auckland it has been completed to Papatoetoe ahead of programme.

THE ELIMINATION OF LEVEL CROSSINGS.

A number of level crossings have been replaced by overbridges—namely, Whangarei, Kopaki, Stoke, Newmarket, and Turakina. Others are in hand or deviations are being made to the roads to cut out level crossings at Weka Pass, Papatawa, Maharahara, Piripiri, Waverley, Hawera, and Tumai.

BRIDGE-STRENGTHENING.

The strengthening of bridges to enable heavier engines to run has been carried out on various parts of the system. The Waiteti Viaduct, near Te Kuiti, has now been brought up to standard strength.

SIGNALS AND ELECTRICAL, TELEPHONES, TELEGRAPHS, AND INTERLOCKING.

The works included in this item have proceeded according to programme and comprise—

Automatic Signalling.

The installation of automatic signalling between Penrose and Mercer has been completed and is in operation. The work between Mercer and Frankton is well in hand and is expected to be completed in about three to four months.

Signalling and Interlocking, General.

Power signalling and interlocking has been installed and brought into operation at Stillwater, Westfield, Papatoetoe, Papakura, Paerata, Whangarei, has been commenced at Paeroa and should be completed in two months.

Mechanical signalling and interlocking has been installed at Brunner.

Fixed signals have been installed at twenty-eight stations.

Main-line points at flag stations have been interlocked with tablet system at twenty-seven stations.

Automatic warning alarms have been installed at thirty level crossings.

Alterations and additions have been made to existing signalling and interlockings at ten stations.

Telegraph and Telephone Facilities.

Metallic circuiting of earth-working telephone lines has been completed as follows: Whangarei-Auckland, Frankton-Thames, Morrinsville-Putaruru, Frankton-Marton, New Plymouth-Wanganui, Te Roti-Opunake, Woodville-Upper Hutt, Palmerston North-Napier, Mosgiel-Invercargill, Invercargill-Orepuki, Oamaru-Palmerston South, Ngahere-Reefton, Frankton-Cambridge, Paeroa-Waihi, Paerata-Waiuku, Omakau-Cromwell.

The work has consisted of installing 1,011 miles of new wire, and considerable strengthening and rebuilding of the existing pole lines.

In addition to the metallic circuiting, numerous additions and alterations have been made to existing telephone circuits.

ELECTRIFICATION OF WORKSHOPS.

Locomotive Workshops, Petone.

A complete change-over was made from gas-engine driver to electrification of these shops.

Hutt Valley New Workshops.

A complete electrification scheme was prepared in 1926, tenders were called, materials are to hand for the substation, generating machinery, and general reticulation. The work of installation in the substation and in the shops is proceeding as the shop buildings are completed. The connected day load will be approximately 600 h.p., and the night load will be approximately the same figure.

Otahuhu Workshops.

Schemes for Otahuhu were prepared and tenders were called during 1926-27, and the majority of material is now to hand for installation work. Final materials to connect up the individual machines have now been ordered on the Chief Mechanical Engineer's finalized plans. The total connected load will approximate 3,700 h.p.

Hillside Workshops.

The schemes were finalized and tenders called for in 1926-27. The majority of materials are now to hand and the work of installation is proceeding as rapidly as the change-over in the shops is being carried out. The final materials for the complete machinery reticulation have been dealt with and should be to hand shortly. The connected day load will approximate 4,000 h.p., with a probable night load of 2,500 h.p.

Addington.

The scheme for Addington was prepared and tenders received during 1926-27, and the majority of materials are now to hand. The new substation has been practically completed, and the change-over from the existing substation gear to the new arrangements is being carried out as rapidly as possible. Some new switch-gear has been delivered in readiness for transference of the existing switch-gear from Petone to Addington to finalize the substation. The work of cable-laying, &c., is proceeding and the final materials for connecting up machines have been dealt with. The approximate load will be in the neighbourhood of 3,500 h.p.

Invercargill Shops.

This installation has been completed, and the connected load amounts to 200 h.p.

East Town Shops.

This installation is practically complete, with the exception of one or two motor-drives, and the majority of the work has been in operation for some time. The connected load is 500 h.p.

Picton.

The electrification of Picton Workshops is nearly complete, pending one or two mechanical alterations to enable the work to be finalized. The connected load is 70 h.p.

Nelson.

This installation is in hand and will be completed shortly. Connected load is 60 h.p.

WORKSHOPS REORGANIZATION.

Under the D.-2A programme works involving alterations to workshops, engine-depots, &c., to the amount of £460,000 were included. On a comprehensive survey of the workshops position it was decided to scrap this programme and substitute a scheme to provide modern workshops, fully equipped with the latest machinery, electrically driven, and lifting-appliances, at a cost of £1,820,000. Of this amount about £320,000 is a charge against working-expenses, leaving £1,500,000 as the cost against capital account.

The work was put in hand and is being pushed to completion in a very satisfactory manner. The short notes hereunder on the various shops will show how closely the construction is adhering to time-table.

Otahuhu Workshops.

Excavation : Completed.

Sidings : Six miles and three-quarters laid ; one mile and a quarter to do.

Storm-water drainage : Almost completed.

Sewerage : Almost completed.

Electric cables and reticulation : Practically completed.

Roadways : Formation completed and concreting commenced.

Foundations for all buildings : Completed.

Power-house : Completed except floor and a few details.

Covered timber-store : Completed.

Reclaim depot : Steel frame erected and concrete floor laid.

Stores building : Assembled ready for erection ; concrete floor and platform, 90 per cent. done.

Iron-rack : Steel frame and concrete walls erected, and concrete floor laid.

Machine-shop : Steel frame erected ; floors ready to receive concrete.

Blacksmiths' shop : Steel frame and all sashes erected, and 50 per cent. glazed sides and end sheeting completed, and 50 per cent. of concrete walls ; all sarking and half of roofing-material laid ; floor-filling completed.

Woodmill : Steel frame, concrete walls, and sarking and sashes erected ; glazing to do, side-sheeting completed, also 30 per cent. lead sheeting.

Wheels and bogie shop : Completed, except for concrete floors, part of roofing and lavatory buildings, and office ; wagon-pits completed.

Carpenters' shop : Completed except for 50 per cent. of concrete floors, 25 per cent. of sarking, 80 per cent. of roofing-material, lavatory, and office annexes. All wagon-pits are constructed.

Trimmers' shop : Steel frame erected.

Light plate and structural shops : Steel frame erected and painted. Gantry erected, sashes erected, and 10 per cent. glazed, marking completed, half roofing laid, side sheeting completed, floor ready for concreting.

Steel-wagon shop : Completed, including concrete floors and pits, except for lavatory and office annexes, asphalt floor, and portion of roofing.

Wood-wagon shop : Completed, including concrete floors and pits, except for asphalt floor, 75 per cent. of roof glazing and one-third of roofing-material.

Workshop Manager's office : Completed.

Dining-rooms : Completed.

Social hall : In hand ; foundations in.

Midway gantry : Completed.

Traverser-pit : Completed. All wagon-pits in the various shops have been completed. Electric-jack pit, boiler-pit, and oil-tank pit completed. Coal, coke, and scrap bins half erected. Air-ducts completed.

Water-tower : 20,000-gallon water-tower completed.

Lavatory fixtures : Material coming to hand, and work begins shortly.

All cranes for these shops are on order—viz., five 10-ton, six 5-ton, and three 2-ton.

The traverser, 50 tons capacity, has just been landed.

A considerable amount of the new machinery is on hand or on order. Most of that on hand is temporarily erected in old shops.

The machinery position is as follows, in percentages :—

	In New Zealand.	On Order.	Yet to Order.
Mill-shop	50	10	40
Car-repair shop	60	30	10
Steel-plate shop	50	20	30
Steel-wagon shop	70	20	10
Wood-wagon shop	70	20	10
Machine-shop	90	5	5
Blacksmiths' shop	70	15	15
Power-house	90	10	0
Reclaim department	60	30	10

Hutt Valley Workshops.

In conjunction with the contractors' operations in the erection of the shops, the District Engineer is carrying out all platelaying and drainage works on the site, as well as earthwork filling required in the formation for the floors of shops.

All sidings south of the midway are completely laid, and this portion represents about 80 per cent. of the platelaying. No ballasting has been done yet.

The main storm-water and sewerage systems are completely laid, and most of the subsidiary drains are also laid.

Earthwork filling is being brought in by work-train from a convenient face about a mile distant from the works. The formation for flooring in the stores and reclaim buildings is complete, and the bulk of that required in the machine and erecting shops has been placed. 16,000 cubic yards of filling have been placed to date. This is about 80 per cent. of the total filling required in the shops.

Main-buildings contract : About 70 per cent. of the total steelwork has been erected. The steel frames of all buildings are completed, excepting the foundry, stores, and steel-wagons shops, and work on these shops has commenced.

Steelwork erection is being followed by construction of concrete walling, sheeting, and glazing and by the laying of roof sarking, felting, and pitch-and-gravel covering.

The various stages of completion for the various buildings is as shown below :—

Power-house : Practically complete.

Blacksmith's shop : This building is practically completed except for roofing. The pitch-and-gravel roof-covering has not yet been laid. Machinery-foundations have been laid.

Locomotive erecting and machine shops : All steelwork in this building is completely erected and painted. Most of the concrete walling is complete, and a start has been made with the fixing of sheeting. The final pitch-and-gravel covering for the roof is put being on. Engine-pits in the erecting shop are completed, and formation for the concrete flooring is well advanced.

Boiler-shop : The steelwork is completely erected for this building, and sarking is being laid on the roof. The construction of engine-pits in the erecting-bay is in hand.

Midway : 50 per cent. of the steelwork for the midway gantry is erected.

Tube-store : Steelwork complete.

Pattern shop : Steelwork erected and sarking fixed on roof.

Iron-rack : Steelwork complete.

Reclaim depot : Steelwork complete.

Subsidiary contracts have been let for the construction of small concrete structures, such as engine and wagon pits, concrete bins, oil-tank pits, &c., and for the building of Workshops Manager's office, dining-room, &c.

A contract for concrete flooring and machinery-foundations was let recently, and tenders for asphalt paving for roads and floors are under consideration.

The traverser-pit is completed.

The Workshops Manager's office is now completely erected, roofed and weatherboarded, and internal work is well advanced.

The dining-room, &c., foundations have been laid, and the erection of the timber framing is well forward.

Tenders for the erection of painting-sheds and for the building of a social hall will be invited shortly, and the letting of these contracts will see all parts of the work in hand.

Two floodlight-towers have been constructed. Foundations for a steel water-tower, 30,000 gallons capacity and 70 ft. head, have been completed, and erection of the tower will begin shortly.

All cranes for these shops are on order—viz., one 100-ton, one 25-ton, seven 10-ton, five 7½-ton, one 5-ton, and one 2-ton.

The traverser, 100 tons capacity, has just been landed.

The machinery position in percentages is as follows :—

		In New Zealand.	On Order.	Yet to Order.
Locomotive machine-shop	..	75	15	10
Erecting-shop ..	..	20	75	5
Boiler-shop ..	..	50	40	10
Foundry ..	..	20	50	30
Blacksmiths' shop	..	25	25	50
Reclaim-shop ..	..	60	30	10
Wagon-shop ..	..	50	25	25
Power-house ..	..	50	25	25

About 90 per cent. of the machinery on hand is temporarily erected in old shops.

Addington Shops.

Repair cars and carpenters' shop : The building is nearing completion. The following work remains to be carried out : Fitting of steel folding doors ; laying of bitumen and gravel coat on roof ; completion of internal painting ; completion of lavatories and offices. The floors-contractor has his work well in hand. The approximate dates for completion are as follows : Main structure, 14th April ; flooring, 24th March.

Wheels and bogies shop : The contractor is concentrating on this building, all the work being well in hand. The approximate dates for completion are as follows : Main structure, 14th April ; flooring, 14th April.

Woodmill : The steelwork is completely erected, and the construction will be further advanced immediately the first two shops mentioned above are completed.

Wood-wagons' shop : The assembling and erection of the steelwork has been commenced.

Reclaim depot : The erection of the steelwork is completed.

Light-plate structural shop : The erection of the steelwork is in hand.

Midway gantry : The work of assembling the columns is in hand.

Traverser-pit No. 2 : The traverser-pit will be completed before the end of the current month.

Coal-bins : The coal and coke bins are completed.

Tarpaulin-shop : Completed and in use.

Yard rearrangement : The rearrangement of sidings, with alterations and additions to the existing storm-water services, sewerage lay-out and water-services is all well in hand. The work is being carried out with a view to its completion by the time the main contracts are completed.

All cranes for these shops are on order—viz., five 10-ton, four 5-ton, two 2-ton.

The traverser, 50 tons capacity, has just been landed.

The machinery position in percentages is as follows :—

		In New Zealand.	On Order.	Yet to Order.
Wood-wagon shop	..	70	20	10
Machine-shop ..	..	85	5	10
Steel-wagon shop	..	70	20	10
Structural shop	..	60	20	20
Blacksmiths' shop	..	80	10	10
Car-repair shop	..	70	20	10
Mill ..	..	55	10	35
Reclaim-shop ..	..	70	20	10
Tarpaulin-shop	..	100	0	0
Power-house ..	..	90	0	10

Hillside Workshops.

Social hall, dining-room, and library: Completed 25th February, 1928, except for gas-cookers. Electric lighting and heating still to be provided.

Reclaim department and power-house buildings are practically completed. The concrete floors and cable-ducts will be finished early in April.

Locomotive-erecting shop: This building will be completed approximately first week in April, with the exception of work on the concrete engine-pits and floors, which has commenced.

Boiler-erecting and plate shop: The erection of this building is in hand. Twenty-three columns and 10 per cent. of wall-framing erected.

Steel-wagons shop: Concrete foundations only in place. No steel work erected yet.

Stores building: Nothing done yet. Present foundry and fettling-shop are on the site for this building.

Foundry: Nothing done yet. Present car and wagon shops are on the site for this building.

Pattern-shop: Nothing done yet. Present wagon-shop is on the site for this building.

Gantries, coke, and sand stores: Nothing done yet.

Traverser-pit: This pit is being completed and will be in working-order before the locomotive. erecting shop is ready for use. Traverser is erected.

70 ft. Turntable: Nothing done yet. Awaiting delivery of turntable.

Yard rearrangement, storm-water and foul sewers, water-services, &c.: These works are all well in hand and are being carried out as the progress of the work on the new shops necessitates.

All cranes for these shops are on order—viz., one 100-ton, one 25-ton, six 10-ton, three 7½-ton, one 5-ton, and one 2-ton.

The traverser is erected, with the exception of electrical connections.

The machinery position in percentages is as follows:—

			In New Zealand.	On Order.	Yet to Order.
Machine-shops	..	..	.. 80	10	10
Erecting-shop ..	..	..	.. 20	75	5
Boiler-shop ..	..	..	.. 50	40	10
Foundry ..	..	..	.. 50	30	20
Blacksmiths' shop	..	..	.. 90	5	5
Reclaim shop ..	..	..	.. 60	30	10
Wagon-shop ..	..	..	.. 50	25	25
Power-house ..	..	..	.. 70	20	10

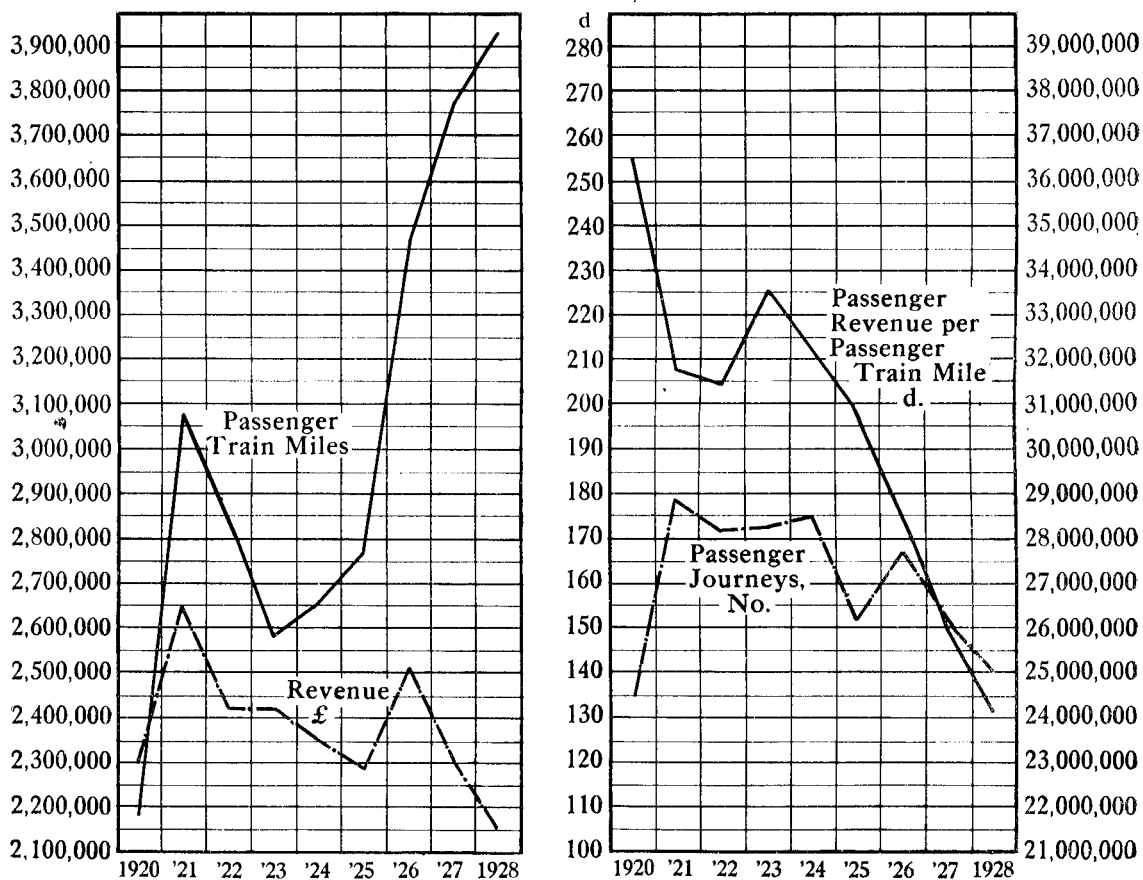
In conclusion, I feel it a duty I owe to the staff to place on record my deep appreciation of the good service that is rendered by all ranks, often under difficult conditions, in an endeavour to get the best results.

The past few years have been strenuous ones. The many phases of reorganization have affected all Branches and all ranks. In a Service of the magnitude of the New Zealand Railways it is no light task to reorganize on the scale that has been attempted. In all cases the staff has arisen to the occasion.

In severing my connection with the Service I have the satisfaction of being able to report that the lines of railway, rolling-stock, and equipment are generally in very good condition.

F. J. JONES, Chairman, Railway Board.

Passenger Traffic Variations between 1914 and 1928.



(See page iv of Ministers' Statement.)

BALANCE-SHEETS,

STATEMENTS OF ACCOUNTS,

AND

STATISTICAL RETURNS,

1928.

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STATEMENT No. 1—continued.

GENERAL BALANCE-SHEET AS AT 31ST MARCH, 1928.

<i>Liabilities.</i>		<i>Assets.</i>	
	£ s. d.		£ s. d.
Sundry creditors (including unpaid wages .. for refund to Harbour Boards, shipping companies, and other carriers)	341,010 15 2	Sawmills—	
General Reserve Fund	16,907 7 5	Stocks of timber, &c. ..	283,523 7 0
General Renewals, Betterments, and Depreciation Funds	1,375,662 6 1	Stores and material on hand—	
Insurance Funds	933,395 7 0	Stores Branch ..	831,465 18 0
Items to be written off on receipt of Parliamentary authority ..	36,388 6 0	Advertising Branch ..	1,583 18 1
	3,941 14 2	Refreshment Branch ..	7,385 17 11
		Training School Hostel ..	78 2 6
		Sundry assets—	840,513 16 6
		Advertising Branch ..	52,437 18 4
		Refreshment Branch ..	26,357 12 11
		Housing Improvements ..	7,762 6 4
		Sundry debtors—	86,557 17 7
		Advances to capital ..	82,866 5 3
		Government Departments ..	16,485 1 5
		Advances under Hutt Valley Lands Settlement Act, 1925, and interest thereon	80,805 12 7
		Work in progress and sundry debtors	97,634 2 6
		Less amounts paid in advance ..	277,791 1 9
			35,684 5 11
		Accrued interest on investments ..	3,102 10 10
		Accrued subsidy on branch lines and isolated sections	35,772 6 10
		Outstandings at stations—	
		Cash in hand	21,268 12 2
		Freight, &c., owing by Government Departments	44,232 19 2
		Freight owing by sundry debtors ..	137,481 11 8
		Investments	202,983 3 0
		Cash in Working Railways Account ..	395,000 0 0
		Net Revenue Account	247,657 12 7
			642,657 12 7
			370,088 5 8
			£2,707,305 15 10

H. VALENTINE,
Chief Accountant.

STATEMENT NO. 2.

INCOME AND EXPENDITURE OF THE WHOLE UNDERTAKING FOR THE YEAR ENDED 31ST MARCH, 1928.

Statement No.	Year 1927-28.			Year 1926-27.		
	Gross Revenue.	Expenditure.	Net Revenue.	Gross Revenue.	Expenditure.	Net Revenue.
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Railway operating ..	7,343,844 15 1	6,302,118 15 2	1,041,725 19 11	7,423,472 1 11	6,158,282 19 7	1,265,189 2 4
Lake Wakatipu service ..	9,885 1 11	15,626 13 4	Dr. 5,741 11 5	10,272 11 0	15,858 10 5	Dr. 5,585 19 5
Refreshment service ..	122,220 7 5	114,643 14 9	7,576 12 8	129,612 6 6	119,567 7 0	10,044 19 6
Advertising service ..	52,600 2 2	48,921 6 11	3,678 15 3	47,387 6 6	42,508 18 2	4,878 8 4
Dwellings ..	93,643 0 1	162,263 10 7	Dr. 68,620 10 6	83,374 14 1	137,546 18 10	Dr. 54,172 4 9
Buildings occupied by refreshment service, book-stall-proprietary, &c.	20,542 2 0	8,827 12 5	11,714 9 7	20,461 18 7	8,271 7 7	12,190 11 0
Road motor-services ..	32,486 10 10	32,721 8 3	Dr. 234 17 5	8,743 17 3	8,843 16 9	Dr. 99 19 6
Miscellaneous revenue ..	359,747 16 9	..	359,747 16 9	266,108 9 5	..	Dr. 266,108 9 5
	8,034,969 16 3	6,885,123 1 5	1,349,846 14 10	7,989,433 5 3	6,490,879 18 4	1,498,553 6 11
Total net revenue to Net Revenue Account ..	..	..	1,349,846 14 10	..	..	..

NET REVENUE ACCOUNT.

Dr.	1927-28.	1926-27.	Cr.	1927-28.	1926-27.
	£ s. d.	£ s. d.		£ s. d.	£ s. d.
To Interest on capital ..	2,130,866 17 10	2,043,433 0 4	By Net earnings before charging interest on capital..	1,349,846 14 10	1,498,553 6 11
			Subsidy, branch lines and isolated sections ..	489,567 19 6	445,220 14 6
			Deficit carried to Net Revenue Appropriation Account	291,452 3 6	99,658 18 11
	2,130,866 17 10	2,043,433 0 4		2,130,866 17 10	2,043,433 0 4

NET REVENUE APPROPRIATION ACCOUNT.

Dr.	1927-28.	1926-27.	Cr.	1927-28.	1926-27.
	£ s. d.	£ s. d.		£ s. d.	£ s. d.
To Balance from previous year ..	78,636 2 2	99,658 18 11	By Balance from previous year ..	..	21,022 16 9
Net Revenue Account ..	291,452 3 6	..	Balance carried forward ..	370,088 5 8	78,636 2 2
	370,088 5 8	99,658 18 11		370,088 5 8	99,658 18 11

H. VALENTINE, Chief Accountant.

STATEMENT NO. 3.
INCOME AND EXPENDITURE IN RESPECT OF RAILWAY OPERATION, YEAR ENDED 31ST MARCH, 1928.

EXPENDITURE.	See Abstract.	1927-28.		1926-27.		Per Cent. of Operating Revenue.		REVENUE.	Statement No.	1927-28.		1926-27.		Per Cent. of Operating Revenue.	
		£		£		1927-28.				1926-27.		1927-28.		1926-27.	
		s.	d.	s.	d.	s.	d.			s.	d.	s.	d.	s.	d.
Maintenance, way and works ..	A	1,147,067	1 2	1,074,234	6 11	15-62	14-47	Passengers, ordinary ..	15	1,886,833	8 11	2,045,348	1 4	25-69	27-56
Maintenance, signals ..	B	102,870	12 0	100,861	9 6	1-40	1-36	Passengers season tickets ..	15	258,462	17 3	258,831	18 7	3-52	3-49
Maintenance, rolling-stock ..	C	1,380,726	9 3	1,303,443	11 5	18-80	17-56	Parcels, luggage, and mails ..	15	379,932	13 11	377,367	8 10	5-17	5-08
Examination, lubrication, and lighting of vehicles ..	D	62,511	18 3	60,094	17 8	0-85	0-81	Goods ..	15	4,680,135	2 1	4,596,165	14 7	63-73	61-91
Locomotive transportation ..	E	1,599,562	3 3	1,609,237	6 5	21-78	21-68	Labour, demurrage, &c. ..	15	138,480	12 11	145,758	18 7	1-89	1-96
Traffic transportation ..	F	1,760,459	8 4	1,752,997	12 11	23-97	23-61								
Head Office and general charges ..	G	75,047	11 2	82,286	12 8	1-02	1-11								
Superannuation sub-sidy .. 187,074 1 6															
Less amount allocated to subsidiary services, &c. 13,200 9 9	G	173,873	11 9	175,007	2 1	2-37	2-36								
Total operating expenses ..	..	6,302,118	15 2	6,158,282	19 7	85-81	82-96								
Net operating revenue ..	..	1,041,725	19 11	1,265,189	2 4	14-19	17-01		..	7,343,844	15 1	7,423,472	1 11	100-00	100 00

ABSTRACT A.—MAINTENANCE OF WAY AND WORKS.

Item.	Expenditure.						Total.	Kailu.			Gisborne.			North Island Main Line and Branches.			South Island Main Line and Branches.			Westport.			Nelson.			Picton.			Total.			
	Kailu.	Gisborne.	North Island Main Line and Branches.	South Island Main Line and Branches.	Westport.	Nelson.		Picton.	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—																																
General	13	73	9,171	5,953	291	46	81	15,628	0.2	0.5	0.2	0.2	1.2	0.2	0.2	7.0	0.3	0.2	3.7	0.4	0.2	6.8	0.7	0.2	0.7	0.2	0.2	1.4	0.4	0.2	1.4	0.3
District	99	409	19,583	13,697	396	378	418	34,980	1.5	4.1	1.3	1.1	6.8	1.2	0.5	14.9	0.7	0.5	8.5	0.8	0.3	9.2	1.0	1.8	5.9	1.4	1.1	7.5	1.9	0.5	11.0	0.8
Road-bed	948	3,776	92,734	101,176	2,231	4,789	5,381	211,035	14.2	39.5	12.8	11.1	62.9	11.0	2.1	70.6	3.5	3.6	62.5	6.0	1.6	51.9	5.7	22.2	74.8	18.2	14.2	96.1	24.9	2.9	66.4	4.7
Track-renewals	2,749	7,134	258,688	247,103	8,132	5,471	4,342	533,619	41.3	114.5	37.2	21.0	118.9	20.8	6.1	197.1	9.7	8.9	152.8	14.6	5.9	189.0	20.8	25.4	85.5	20.6	11.5	77.5	20.1	7.3	167.9	11.9
Ballasting	149	8	46,988	10,077	1,065	149	49	58,485	2.2	6.2	2.0	..	0.1	..	1.1	35.8	1.7	0.4	6.2	0.6	0.8	24.8	2.7	0.2	2.3	0.6	0.1	0.9	0.2	0.8	18.4	1.3
Slips and floods	204	2,388	17,309	21,274	649	470	563	42,857	3.1	8.5	2.8	7.0	39.8	7.0	0.4	13.2	0.6	0.8	13.1	1.3	0.5	15.1	1.6	0.2	7.3	1.8	1.5	10.1	2.6	0.6	13.5	0.9
Fences, &c.	5	202	14,184	10,538	108	741	273	26,051	0.1	0.2	0.1	0.6	3.4	0.6	0.3	10.8	0.5	0.4	6.5	0.6	0.1	2.5	0.3	0.3	11.6	2.8	0.7	4.9	1.3	0.4	8.2	0.6
Roads, &c.	4	192	6,064	3,984	106	76	83	10,509	0.1	0.2	0.1	0.6	3.2	0.6	0.1	4.6	0.2	0.1	2.5	0.2	0.1	2.5	0.3	0.2	1.2	0.3	0.2	1.5	0.4	0.1	3.3	0.2
Bridges, &c.	83	441	46,375	32,983	1,521	785	1,744	83,932	1.2	3.5	1.1	1.3	7.4	1.3	1.1	35.3	1.7	1.2	20.4	2.0	1.1	35.4	3.9	3.7	12.3	3.0	4.6	31.1	8.1	1.1	26.4	1.9
Water-service, &c.	1	173	13,032	7,765	2,954	167	260	24,352	..	..	..	0.5	2.9	0.5	0.3	9.9	0.5	0.3	4.8	0.5	2.1	68.6	7.5	0.8	2.6	0.6	0.7	4.6	1.2	0.3	7.7	0.5
Wharves	..	..	239	467	570	..	..	1,276	..	..	..	..	..	..	..	0.2	..	..	0.3	..	0.4	13.3	1.5	..	..	..	..	..	..	0.4	..	..
Cattle-yards, &c.	..	137	9,504	5,093	47	78	180	15,039	..	..	..	0.4	2.3	0.4	0.2	7.2	0.4	0.2	3.1	0.3	..	1.1	0.1	0.4	1.2	0.3	0.5	3.2	0.8	0.2	4.7	0.3
Operation buildings	54	798	51,926	34,461	1,057	600	408	89,304	0.8	2.3	0.7	2.3	13.3	2.3	1.2	39.6	1.9	1.2	21.3	2.0	0.8	24.6	2.7	2.8	9.4	2.3	1.1	7.3	1.9	1.2	28.1	2.0
Totals	4,309	15,731	585,797	494,571	19,127	13,750	13,782	1,147,067	64.7	179.5	58.3	46.2	262.2	45.9	13.6	446.2	21.7	17.8	305.7	29.3	13.9	444.8	48.8	64.1	214.8	52.1	36.4	246.1	63.8	15.6	360.9	25.4

ABSTRACT B.—MAINTENANCE OF SIGNALS AND ELECTRICAL APPLIANCES.

Item.	Expenditure.						Kaiku.			Gisborne.			North Island Main Line and Branches.			South Island Main Line and Branches.			Westport.			Nelson.			Picton.			Total.		
	Kaiku.	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.	
Superintendence ..	6	30	3,749	2,457	118	20	34	6,414	0.1	0.3	0.1	0.1	0.5	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.3	0.1	0.3	0.1	0.6	0.2	0.1	2.0	0.1	
Signals and interlocking ..	..	12	18,020	7,635	169	53	7	25,896	..	..	..	..	0.2	..	0.4	13.7	0.7	0.3	4.7	0.5	0.1	3.9	0.4	0.2	0.1	0.1	0.5	8.2	0.5	
Automatic and power signalling ..	..	..	6,463	5,605	..	..	..	12,068	..	..	..	..	..	..	0.1	4.9	0.2	0.2	3.5	0.3	..	..	..	..	..	..	0.2	3.8	0.3	
Level-crossing signals ..	..	..	1,523	1,109	..	..	..	2,632	..	..	..	..	..	..	1.2	0.1	..	0.7	0.1	..	..	..	..	..	..	..	0.8	0.1		
Block-working, tablet and telephones ..	2	62	11,180	6,349	301	31	35	17,960	..	0.1	..	0.2	1.0	0.2	0.4	8.5	0.4	0.2	3.9	0.4	0.2	7.1	0.8	0.2	0.6	0.2	0.2	5.7	0.4	
Overhead electric block, tablet, tele phone, and telegraph lines ..	32	136	9,880	7,157	77	30	23	17,335	0.5	1.3	0.4	0.4	2.3	0.4	0.2	7.5	0.4	0.3	4.4	0.4	0.1	1.8	0.2	0.1	0.4	0.1	0.2	5.5	0.4	
Overhead lines for automatic signalling ..	..	..	523	1,415	..	..	..	1,938	..	..	..	..	..	..	0.4	..	0.1	0.9	0.1	..	..	..	..	..	..	..	..	0.6	..	
Electric lighting ..	..	..	7,051	4,699	..	7	38	11,795	..	..	..	..	..	..	0.2	5.4	0.3	0.2	2.9	0.3	..	..	..	..	0.7	0.2	0.2	3.7	0.3	
Overhead electrification and bonding ..	..	..	2,448	..	..	..	..	2,448	..	..	..	..	..	..	..	..	..	0.1	1.5	0.1	..	..	..	..	..	..	..	0.8	0.1	
Electric-power appliances ..	..	..	1,019	668	..	..	4	1,681	..	..	..	..	..	..	..	0.8	..	..	0.4	..	..	..	..	..	0.1	..	..	0.5	..	
Buildings ..	..	..	1,755	938	1	..	..	2,694	..	..	..	..	..	..	..	1.3	0.1	..	0.6	0.1	..	..	..	..	..	..	..	0.8	0.1	
Totals ..	40	240	61,163	40,480	666	141	141	102,871	0.6	1.7	0.5	0.7	4.0	0.7	1.4	46.6	2.3	1.5	25.0	2.4	0.5	15.5	1.7	0.7	2.2	0.5	0.4	32.4	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.										
	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£				
General superintendence ..	24	124	15,305	9,949	478	77	132	26,089	0.4	1.0	0.3	0.4	2.1	0.4	0.4	11.7	0.6	0.4	6.1	0.6	0.3	11.1	1.2	0.4	1.2	0.3	0.3	2.4	0.6	0.4	8.2	0.6
Locomotives (including rail and electric)	495	5,061	337,852	237,081	6,518	2,950	3,497	593,454	7.3	20.6	6.7	14.8	84.3	14.7	7.9	257.3	12.6	8.5	146.6	14.1	4.8	151.6	16.6	13.7	46.1	11.1	9.3	62.3	16.1	8.0	186.8	13.1
Car and wagon supervision ..	..	..	3,899	3,068	..	..	..	6,967	..	..	..	..	..	..	0.1	3.0	0.1	0.1	1.9	0.2	..	..	..	..	..	..	..	..	..	..	..	
Cars ..	158	634	121,976	79,420	1,330	1,098	726	205,342	2.4	6.6	2.1	1.9	10.6	1.9	2.8	92.9	4.5	2.9	49.1	4.7	1.0	30.9	3.4	5.1	17.2	4.2	1.9	13.0	3.4	2.8	64.6	4.5
Vans and postal-vans ..	12	123	19,884	11,697	613	149	42	32,520	0.2	0.5	0.2	0.4	0.4	0.4	0.5	15.1	0.7	0.4	7.2	0.7	0.4	14.3	1.6	0.7	2.3	0.6	0.1	0.8	0.2	0.4	10.2	0.7
Wagons ..	496	2,385	235,450	199,817	10,889	1,282	1,467	451,786	7.4	20.7	6.7	7.0	39.7	7.0	5.4	179.3	8.8	7.2	123.5	11.8	7.9	253.3	27.8	6.0	20.0	4.9	3.9	26.2	6.8	6.2	142.2	10.0
Service vehicles ..	7	44	6,453	5,092	152	36	39	11,823	0.1	0.3	0.1	0.1	0.7	0.1	0.1	4.9	0.2	0.2	3.1	0.3	0.1	3.5	0.4	0.2	0.6	0.1	0.1	0.7	0.2	0.2	3.7	0.3
Tarpaulins, ropes, and nets ..	37	221	22,482	28,976	241	225	564	52,746	0.6	1.5	0.5	0.6	3.7	0.6	0.5	17.1	0.8	1.0	17.9	1.7	0.2	5.6	0.6	1.0	3.5	0.9	1.5	10.1	2.6	0.7	16.6	1.2
Totals ..	1,229	8,592	763,301	575,100	20,221	5,817	6,467	1,380,727	18.4	51.2	16.6	25.2	143.2	25.1	17.7	581.3	28.3	20.7	355.4	34.1	14.7	470.3	51.6	27.1	90.9	22.1	17.1	115.5	29.9	18.8	434.5	30.6

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.					
Examination and lubrication of cars, vans, and wagons	23	142	17,569	13,974	862	178	164	£ 32,912	0.3	1.0	0.3	0.4	13.4	0.7	0.4	8.7	0.9	0.4	20.0	2.2	0.7	0.4	2.9	0.8	0.4	10.4	0.7	0.4	10.4	0.7	d.	£	£	
Lighting, rolling-stock, Pintsch and acetylene gas	39	84	15,455	7,434	185	91	51	£ 23,339	0.6	1.6	0.5	0.2	11.8	0.6	0.3	4.6	0.4	0.1	4.3	0.5	0.3	1.4	0.3	0.1	0.9	0.2	0.3	7.3	0.5	0.3	7.3	0.5	d.	£
Electric lighting of vehicles	..	..	3,282	1,526	..	..	..	£ 4,808	..	..	..	..	2.5	0.1	0.1	0.9	0.1	..	..	..	..	..	..	..	..	..	0.1	1.5	0.1	1.5	0.1	..	£	
Depot expenses ..	..	..	1,064	388	..	1	..	£ 1,453	..	..	..	..	0.8	..	..	0.2	..	..	..	..	..	..	..	..	..	..	0.5	..	..	0.5	..	..	£	
Totals ..	62	226	37,370	23,322	1,047	270	215	£ 62,512	0.9	2.6	0.8	0.6	28.5	1.4	0.8	14.4	1.4	0.8	24.3	2.7	1.0	0.5	3.8	1.0	0.8	19.7	1.3	0.8	19.7	1.3	..	£		

ABSTRACT E.—LOCOMOTIVE TRANSPORTATION.

[illegible]

ABSTRACT F.—TRAFFIC TRANSPORTATION.

Item.	Expenditure.							Kahlu.			Glaborne.			North Island Main Line and Branches.			South Island Main Line and Branches.			Westport.			Nelson.			Picton.			Total.					
	Kahlu.	(Disborne.	North Island Main Line and Branches.	South Island Main Line and Branches.	We-port.	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.					
Superintendence—																																		
General ..	34	169	21,254	13,743	673	107	187	36,167	0.5	1.4	0.5	0.5	2.8	0.5	3.3	5.9	5.7	185.0	9.0	7.0	122.0	11.8	2.5	80.3	8.8	12.0	40.3	9.8	6.3	42.5	11.0	6.1	142.1	10.0
District ..	25	1,422	59,020	43,426	1,439	1,415	1,157	107,904	0.4	1.0	0.3	4.2	23.7	4.2	1.4	45.0	2.2	1.6	26.8	2.6	1.0	33.5	3.7	6.5	22.1	5.4	3.1	20.7	5.4	1.5	34.1	2.4		
Station expenses—																																		
Supervision and office ..	931	1,994	242,977	197,494	3,451	2,578	2,387	451,802	14.1	38.9	12.7	5.9	33.2	5.9	3.3	5.9	5.7	185.0	9.0	7.0	122.0	11.8	2.5	80.3	8.8	12.0	40.3	9.8	6.3	42.5	11.0	6.1	142.1	10.0
Platform ..	216	102	86,291	49,129	2,176	141	407	138,462	3.2	9.0	2.9	0.3	1.7	0.3	2.0	65.7	3.2	1.8	30.4	2.9	1.5	50.6	5.5	1.7	2.2	0.5	1.1	7.3	1.9	1.9	43.6	3.1		
Signalling ..	..	598	109,487	58,219	2,115	233	..	170,652	..	..	..	..	1.8	10.0	0.7	2.5	83.4	4.1	2.1	36.0	3.5	1.6	49.2	5.4	1.1	3.6	0.9	..	..	..	23	53.7	3.8	
Shunting and marshalling yards ..	89	490	111,509	88,366	4,789	552	586	206,381	1.3	3.7	1.2	1.4	8.2	1.4	2.6	84.9	4.0	3.2	54.6	5.2	3.5	111.3	12.2	2.6	8.6	2.1	1.5	10.5	2.7	2.8	64.9	4.6		
Goods sheds and goods yards ..	134	267	100,806	115,791	458	605	1,569	219,630	2.0	5.6	1.6	0.8	4.5	0.8	2.3	76.8	3.7	4.1	71.6	6.9	0.3	10.7	1.2	2.8	9.5	2.3	4.1	28.0	7.3	3.0	69.0	4.8		
Wharves &c. ..	39	..	23,131	80,049	16,665	..	2,913	122,797	0.6	1.6	0.5	..	..	..	..	0.5	17.6	0.9	2.9	49.5	4.7	12.2	387.5	42.5	..	..	..	7.7	52.0	13.4	1.7	38.6	2.7	
Fuel, water, stationery, and other station expenses	112	457	22,611	17,398	315	408	343	41,644	1.7	4.7	1.5	1.3	7.6	1.3	0.5	17.2	0.8	0.6	10.8	1.0	0.2	7.3	0.8	1.9	6.4	1.5	0.9	6.2	1.6	0.6	13.1	0.9		
Train expenses—																																		
Running expenses ..	363	1,189	109,717	74,231	2,061	1,155	1,214	189,930	5.4	15.1	4.9	3.5	19.8	3.5	2.5	83.6	4.1	2.7	45.9	4.4	1.5	47.9	5.3	5.4	18.0	4.4	3.2	21.6	5.6	2.6	59.8	4.2		
Cleaning and heating vehicles ..	13	456	35,536	20,923	81	270	402	57,631	0.2	0.5	0.2	1.3	7.6	1.3	0.8	27.1	1.3	0.8	12.9	1.2	0.1	1.9	0.2	1.3	4.2	1.0	1.1	7.2	1.9	0.8	18.2	1.3		
Sleeping-cars ..	..	..	7,824	..	..	..	..	7,824	..	..	..	..	..	..	..	6.0	0.3	..	..	..	..	..	..	..	..	..	..	..	..	..	0.1	2.5	0.2	
Miscellaneous ..	..	2	4,245	4,069	18	1,242	9	9,585	..	..	..	..	..	..	..	3.2	0.2	0.1	2.5	0.2	..	..	..	..	..	..	..	0.2	..	0.1	3.0	0.2		
Totals	1,956	7,146	934,408	762,828	34,241	8,706	11,174	1,760,459	29.4	81.5	26.5	21.0	119.1	20.9	21.6	711.7	34.6	27.4	471.5	45.2	24.9	796.3	87.3	40.6	136.0	33.0	29.5	199.5	51.7	24.0	564.0	39.0		

ABSTRACT G.—HEAD OFFICE AND GENERAL CHARGES.

Item.	Expenditure.										Kahlu.			Gisborne.			North Island Main Line and Branches.			South Island Main Line and Branches.			Westport.			Nelson.			Picton.			Total.		
	Kahlu.			Gisborne.			North Island Main Line and Branches.			South Island Main Line and Branches.			Westport.			Nelson.			Picton.			Total.												
	£	s	d	£	s	d	£	s	d	£	s	d	£	s	d	£	s	d	£	s	d	£	s	d	£	s	d	£	s	d				
Head Office ..	23	117	14,879	9,588	474	74	130	25,285	0.3	1.0	0.2	0.3	0.3	11.3	0.6	0.3	0.6	0.6	0.3	1.2	0.2	0.3	2.3	0.6	0.3	8.0	0.6							
Departmental buildings ..	5	24	3,032	1,955	97	15	27	5,155	0.1	0.2	0.1	0.1	0.1	2.3	0.1	0.1	0.2	0.1	0.1	0.2	0.1	0.1	0.5	0.1	0.1	1.6	0.1							
Appeal Board ..	1	3	442	285	14	2	4	751	..	..	..	..	..	0.3	..	..	..	..	..	..	..	..	0.1	..	..	0.2	..							
Chief Accountant ..	25	130	16,370	10,550	522	81	143	27,821	0.3	1.0	0.3	0.3	0.3	12.6	0.6	0.3	0.6	0.7	0.3	1.2	0.2	0.3	2.5	0.7	0.3	8.7	0.7							
Divisional superintendence—																																		
North Island ..	5	26	3,307	2,130	105	16	29	5,618	0.1	0.2	0.1	0.1	0.1	2.5	0.1	0.1	0.1	0.1	0.1	0.3	0.1	0.1	0.5	0.1	0.1	1.8	0.1							
South Island ..	5	23	2,944	1,898	94	15	26	5,005	0.1	0.2	0.1	0.1	0.1	2.2	0.1	0.1	0.2	0.1	0.1	0.2	0.1	0.1	0.5	0.1	0.1	1.6	0.1							
Training School ..	4	25	3,185	2,053	102	16	28	5,413	0.1	0.2	0.1	0.1	0.1	2.4	0.1	0.1	0.3	0.1	0.1	0.3	0.1	0.1	0.5	0.1	0.1	1.7	0.1							
Totals ..	68	348	44,159	28,459	1,408	219	387	75,048	1.0	2.8	0.9	1.0	1.0	33.6	1.6	1.0	1.7	1.7	1.0	3.4	0.8	1.0	6.9	1.7	1.0	23.6	1.7							
Superannuation subsidy ..	158	806	102,308	65,935	3,262	508	896	173,873	2.4	6.6	2.1	2.4	2.4	77.9	3.8	2.4	40.8	3.9	2.4	7.9	1.9	2.4	16.0	4.1	2.4	54.7	3.9							

SUMMARY OF EXPENDITURE ABSTRACTS.

Abstract and Item.	Expenditure.						Kahlu.						Gisborne.						North Island Main Line and Branches.						Westport.						Nelson.						Picton.						Total.																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																											
	North Island Main Line and Branches.			South Island Main Line and Branches.			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.																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																			
	£	s	d	£	s	d	£	s	£	s	£	s	£	s	£	s	£	s	£	s	£	s	£	s	£	s	£	s	£	s	£	s	£	s	£	s	£	s	£	s	£	s	£	s	£	s	£	s	£	s	£	s	£	s	£	s	£	s	£	s	£	s	£	s	£	s	£	s	£	s	£	s	£	s	£	s	£	s	£	s	£	s	£	s	£	s	£	s	£	s	£	s	£	s	£	s	£	s	£	s	£	s	£	s	£	s	£	s	£	s	£	s	£	s	£	s	£	s	£	s	£	s	£	s	£	s	£	s	£	s	£	s	£	s	£	s	£	s	£	s	£	s	£	s	£	s	£	s	£	s	£	s	£	s	£	s	£	s	£	s	£	s	£	s	£	s	£	s	£	s	£	s	£	s	£	s	£	s	£	s	£	s	£	s	£	s	£	s	£	s	£	s	£	s	£	s	£	s	£	s	£	s	£	s	£	s	£	s	£	s	£	s	£	s	£	s	£	s	£	s	£	s	£	s	£	s	£	s	£	s	£	s	£	s	£	s	£	s	£	s	£	s	£	s	£	s	£	s	£	s	£	s	£	s	£	s	£	s	£	s	£	s	£	s	£	s	£	s	£	s	£	s	£	s	£	s	£	s	£	s	£	s	£	s	£	s	£	s	£	s	£	s	£	s	£	s	£	s	£	s	£	s	£	s	£	s	£	s	£	s	£	s	£	s	£	s	£	s	£	s	£	s	£	s	£	s	£	s	£	s	£	s	£	s	£	s	£	s	£	s	£	s	£	s	£	s	£	s	£	s	£	s	£	s	£	s	£	s	£	s	£	s	£	s	£	s	£	s	£	s	£	s	£	s	£	s	£	s	£	s	£	s	£	s	£	s	£	s	£	s	£	s	£	s	£	s	£	s	£	s	£	s	£	s	£	s	£	s	£	s	£	s	£	s	£	s	£	s	£	s	£	s	£	s	£	s	£	s	£	s	£	s	£	s	£	s	£	s	£	s	£	s	£	s	£	s	£	s	£	s	£	s	£	s	£	s	£	s	£	s	£	s	£	s	£	s	£	s	£	s	£	s	£	s	£	s	£	s	£	s	£	s	£	s	£	s	£	s	£	s	£	s	£	s	£	s	£	s	£	s	£	s	£	s	£	s	£	s	£	s	£	s	£	s	£	s	£	s	£	s	£	s	£	s	£	s	£	s	£	s	£	s	£	s	£	s	£	s	£	s	£	s	£	s	£	s	£	s	£	s	£	s	£	s	£	s	£	s	£	s	£	s	£	s	£	s	£	s	£	s	£	s	£	s	£	s	£	s	£	s	£	s	£	s	£	s	£	s	£	s	£	s	£	s	£	s	£	s	£	s	£	s	£	s	£	s	£	s	£	s	£	s	£	s	£	s	£	s	£	s	£	s	£	s	£	s	£	s	£	s	£	s	£	s	£	s	£	s	£	s	£	s	£	s	£	s	£	s	£	s	£	s	£	s	£	s	£	s	£	s	£	s	£	s	£	s	£	s	£	s	£	s	£	s	£	s	£	s	£	s	£	s	£	s	£	s	£	s	£	s	£	s	£	s	£	s	£	s	£	s	£	s	£	s	£	s	£	s	£	s	£	s	£	s	£	s	£	s	£	s	£	s	£	s	£	s	£	s	£	s	£	s	£	s	£	s	£	s	£	s	£	s	£	s	£	s	£	s	£	s	£	s	£	s	£	s	£	s	£	s	£	s	£	s	£	s	£	s	£	s	£	s	£	s	£	s	£	s	£	s	£	s	£	s	£	s	£	s	£	s	£	s	£	s	£	s	£	s	£	s	£	s	£	s	£	s	£	s	£	s	£	s	£	s	£	s	£	s	£	s	£	s	£	s	£	s	£	s	£	s	£	s	£	s	£	s	£	s	£	s	£	s	£	s	£	s	£	s	£	s	£	s	£	s	£	s	£	s	£	s	£	s	£	s	£	s	£	s	£	s	£	s	£	s	£	s	£	s	£	s	£	s	£	s	£	s	£	s	£	s	£	s	£	s	£	s	£	s	£	s	£	s	£	s	£	s	£	s	£	s	£	s	£	s	£	s	£	s	£	s	£	s	£	s	£	s	£	s	£	s	£	s	£	s	£	s	£	s	£	s	£	s	£	s	£	s	£	s	£	s	£	s	£	s	£	s	£	s	£	s	£	s	£	s	£	s	£	s	£	s	£	s	£	s	£	s	£	s	£	s	£	s	£	s	£	s	£	s	£	s	£	s	£	s	£	s	£	s	£	s	£	s	£	s	£	s	£	s	£	s	£	s	£	s	£	s	£	s	£	s	£	s	£	s	£	s	£	s	£	s	£	s	£	s	£	s	£	s	£	s	£	s	£	s	£	s	£	s	£	s	£	s	£	s	£	s	£	s	£	s	£	s	£	s	£	s	£	s	£	s	£	s	£	s	£	s	£	s	£	s	£	s	£	s	£	s	£	s	£	s	£	s	£	s	£	s	£	s	£	s	£	s	£	s	£	s	£	s	£	s	£	s	£	s	£	s	£	s	£	s	£	s	£	s	£	s

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

EXPENDITURE.	1927-28.			1926-27.			Per Cent. of Revenue.			REVENUE.	1927-28.			1926-27.			Per Cent. of Revenue.								
	£ s. d.			£ s. d.			1927-28.				1926-27.			1927-28.			1926-27.			1927-28.			1926-27.		
Salaries, wages, and allowances ..	12,540	12	5	11,778	13	5	23-84	24-86	Advertising-signs, printing, &c. ..	..	51,537	1	3	45,342	0	7	97-98	95-68							
Stores and materials ..	2,875	18	0	2,946	15	2	5-47	6-22	Miscellaneous receipts ..	..	1,063	0	11	2,045	5	11	2-02	4-32							
Rent of premises, sites, and commission ..	15,367	10	11	13,190	17	4	29-22	27-85																	
Office and general expenses ..	3,678	3	9	4,076	3	7	6-99	8-60																	
Interest, insurance, and depreciation ..	14,459	1	10	10,059	18	9	27-49	21-22																	
Betterments ..	..	..	..	456	9	11	..	0-96																	
Total expenditure ..	48,921	6	11	42,508	18	2	93-01	89-71																	
Net profit ..	3,678	15	3	4,878	8	4	6-99	10-29																	
	52,600	2	2	47,387	6	6	100-00	100-00			52,600	2	2	47,387	6	6	100-00	100-00							

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

EXPENDITURE.	1927-28.		1926-27.		Per Cent. of Revenue.		REVENUE.		1927-28.		1926-27.		Per Cent. of Revenue.							
		£	s.	d.	£	s.	d.	Rentals	£	s.	d.		1927-28.	1926-27.						
Wages and charges	..	43,773	18	2	35,676	2	11	46-75	42-79	..	..	..	93,643	0	1	83,374	14	1	100-00	100-00
Materials	..	12,770	12	5	7,978	15	11	13-64	9-57	..	..	..	68,620	10	6	54,172	4	9	73-28	64-97
Insurance	..	4,059	0	0	3,578	0	0	4-33	4-29	..	..	..								
Interest	..	70,742	0	0	63,054	0	0	75-54	75-62											
Renewals	..	30,918	0	0	27,260	0	0	33-02	32-70											
		162,263	10	7	137,546	18	10	173-28	164-97				162,263	10	7	137,546	18	10	173-28	164-97

STATEMENT NO. 8.
INCOME AND EXPENDITURE IN RESPECT OF BUILDINGS OCCUPIED BY REFRESHMENT SERVICE, BOOKSTALL PROPRIETORS, ETC.

EXPENDITURE.	1927-28.	1926-27.	Per Cent. of Revenue.		REVENUE.	1927-28.	1926-27.
			1927-28.	1926-27.			
	£	s. d.				£	s. d.
Wages and charges	1,689 11 4		8-22	7-57	Rentals	20,542 2 0	20,461 18 7
Materials	562 1 1		2-74	2-73			
Insurance, interest, and renewals	6,576 0 0		32-01	30-12			
Total expenditure	8,827 12 5		42-97	40-42			
Net profit	11,714 9 7		57-03	59-58			
	20,542 2 0		100-00	100-00		20,542 2 0	20,461 18 7

STATEMENT NO 8A.
INCOME AND EXPENDITURE IN RESPECT OF ROAD MOTOR SERVICES.

EXPENDITURE.	1927-28.	1926-27.	Per Cent. of Revenue.		REVENUE.	1927-28.	1926-27.	Per Cent. of Revenue.	
			1927-28.	1926-27.				1927-28.	1926-27.
	£	s. d.				£	s. d.		
Superintendence — salaries and office expenses	3,407 0 2		10-49	7-51	Passengers	31,381 13 10	8,527 0 9	96-60	97-52
Maintenance charges	4,953 15 3		15-25	10-75	Parcels	1,045 12 11	200 18 2	3-22	2-30
Running expenses	16,875 2 5		48-86	56-31	Advertising	59 4 1	15 18 4	0-18	0-18
License fees	837 15 0		2-58	2-03	Total revenue	32,486 10 10	8,743 17 3	100-00	100-00
Interest, insurance, and depreciation	7,435 15 7		22-89	21-73	Net operating loss	22 17 7	..	0-07	..
Net operating profit	..		..	1-67		32,509 8 5	8,743 17 3	100-07	100-00
	32,509 8 5		100-07	100-00					
Net operating loss	22 17 7				Net operating profit	..	146 6 9		
Preliminary expenses	211 19 10				Net loss	234 17 5	99 19 6		
	234 17 5					234 17 5	246 6 3		

STATEMENT No. 9.
RAILWAY SAWMILLS AND BUSH ACCOUNTS.—COMBINED TRADING AND PROFIT AND LOSS ACCOUNTS.

Dr.	1927-28.			1926-27.			Cr.	1927-28.			1926-27.		
	£	s.	d.	£	s.	d.		£	s.	d.	£	s.	d.
To Stock of timber, firewood, and logs on hand at 1st April, 1927				129,728	12	1							
Purchases and transfers—							By Sales, issues, and transfers—						
Timber	25,747	12	1				Timber				134,453	19	11
Firewood	1,228	11	4				Firewood				3,687	2	1
Logs	36,189	3	3				Logs				35,282	18	9
							Stocks on hand at 31st March, 1928—						
Royalty payments				63,165	6	8	Timber				99,005	7	10
Wages				9,680	17	6	Firewood				148	18	0
Salaries and miscellaneous payments, including interest on capital				33,961	19	6	Logs				729	7	4
				52,595	16	3	Rents						
							Written off to Reserve Account						
							Net loss carried forward						
				289,132	12	0					289,132	12	0
											336,094	12	7

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, 1927, TO 31ST MARCH, 1928.

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.	£	£	£	£	£	£
Kaikohē ..	25	3,631 17 8	11 11	4,930 11 11	1,298 14 3*	13,524 10 6	414	197	611	559	593	541	593	541	541
Waiuku ..	13	3,278 3 5	3 5	3,341 3 5	63 0 9*	8,847 11 0	481	257	738	733	685	733	685	733	685
Toko ..	48	9,100 2 6	6 9	2,390 6 9	6,709 15 9	38,892 19 1	323	50	373	513	671	513	671	811	811
Opunake ..	23	4,550 13 6	11 11	2,526 11 11	2,024 1 7	20,821 18 4	172	110	282	370	817	370	817	905	905
Greytown ..	3	2,780 0 3	3	1,576 15 3	1,203 5 0	1,746 16 7	189	526	715	1,116	181	1,116	181	582	582
Eskdale ..	12	3,383 3 2	4 1	1,561 4 1	1,821 19 1	9,231 17 0	305	130	435	587	618	435	587	770	770
North Island totals	124	26,723 19 9	4	16,326 13 4	10,397 6 5	93,065 12 6	325	132	457	541	667	457	541	667	751
Byreton-Oxford	54	10,657 2 7	3	1,443 5 3	9,213 17 4	16,060 11 8	154	27	181	352	127	181	352	127	298
Cheviot ..	44	16,143 0 5	4	2,391 6 4	13,751 14 1	29,448 10 6	373	54	427	740	357	427	740	357	670
Little River	23	6,706 6 7	10	401 6 10	6,304 19 9	11,308 8 1	422	17	439	713	218	439	713	218	492
Southbridge	26	2,494 9 7*	3 9	1,944 3 9	4,438 13 4*	4,439 13 1	884	75	959	788	188	959	788	188	17
Whitecliffs ..	12	4,645 3 0	2 6	1,572 2 6	3,073 0 6	4,185 4 7	306	131	437	693	93	437	693	93	349
Methven ..	23	2,945 10 2	3	3,239 17 2	294 7 0*	3,448 17 10	525	141	666	653	163	666	653	163	150
Springburn ..	28	2,564 17 3	0 3	1,092 0 3	1,472 17 0	4,470 16 8	203	39	242	295	107	242	295	107	160
Fairlie ..	37	4,033 13 10	11 10	1,975 11 10	2,058 2 0	8,974 13 10	437	53	490	546	187	490	546	187	243
Waimate ..	13	4,627 18 3	0 3	3,714 16 0	913 2 3	3,270 13 0	358	286	644	714	181	644	714	181	251
Wairakei ..	38	5,311 14 3	3	1,816 18 3	3,494 16 0	9,645 9 11	296	48	344	436	162	344	436	162	254
Kurou ..	27	3,868 2 10	2 9	1,062 2 9	2,806 0 1	10,101 4 3	184	39	178	283	270	178	283	270	375
Ngapara-Livingstone	9	1,307 8 4	7	1,168 19 9	138 8 7	1,695 1 4	184	26	677	740	434	677	740	434	497
Waihemo ..	147	12,988 15 1	1	3,891 15 1	9,097 0 0	73,016 16 11	651	50	384	558	474	384	558	474	648
Otago Central	52	11,632 2 2	5 8	2,592 3 5	9,039 18 9	33,710 7 7	334	92	323	537	205	323	537	205	419
Lawrence ..	27	8,248 2 9	2 9	2,484 6 8	5,763 16 1	11,307 15 7	231	92	231	350	233	350	233	233	325
Tapanui ..	13	2,152 0 5	1 10	947 1 10	1,204 18 7	4,238 6 10	185	73	258	298	254	258	298	254	382
Waikaka ..	14	2,546 8 3	7 9	1,385 7 9	3,553 6 1	5,895 7 5	116	54	170	657	234	170	657	234	589
Switzers ..	10	4,938 13 10	5 6	1,552 15 6	1,948 16 8	10,170 11 1	163	139	302	529	242	302	529	242	299
Glenham ..	34	3,501 12 2	2 2	1,719 2 11	1,639 13 6	6,326 16 10	426	46	472	529	521	472	529	521	703
Seaward Bush	9	2,358 16 5	9 9	1,416 13 9	3,126 14 4	4,285 4 6	77	80	157	339	89	157	339	89	331
Orawia ..	13	4,543 8 1	0	463 8 0	36 4 11	1,215 17 2	206	39	123	126	98	123	126	98	101
Forest Hill ..	12	499 12 11	7	..	Cr. 765 18 7	Cr. 765 18 7	84	..	..	..	..	..	..	..	..
Mararoa ..	..	Cr. 765 18 7	7	..	..	..	..	..	..	..	..	..	..	..	..
Less overstated, 1926-27 ..	665	112,960 1 5	5	38,030 17 7	74,929 3 10	257,798 15 2	392	57	449	562	275	449	562	275	388
South Island totals	8	2,049 3 5	5	108 12 5	1,940 11 0	5,564 16 7	153	14	167	409	453	167	409	453	695
Cape Foulwind ..	797	141,733 4 7	3 4	54,466 3 4	87,267 1 3	356,429 4 3	379	68	447	558	338	447	558	338	449
Losses from 6th March, 1927, to 3rd March, 1928	..	..	..	..	..	27,417 12 8	..	..	..	..	..	..	..	..	..
Estimated loss from 4th to 31st March, 1928	..	..	..	..	..	21,800 0 0	..	..	..	..	..	..	..	..	..
Less estimated loss from 6th to 31st March, 1927	..	..	..	..	..	5,617 12 8	..	..	..	..	..	..	..	..	..
Isolated Sections.	24	2,501 17 11	11	..	2,501 17 11	10,426 16 1	..	..	291	395	330	291	395	330	434
Kaihu ..	60	9,527 4 7	7	..	9,527 4 7	45,161 13 10	..	..	573	731	595	573	731	595	753
Gisborne ..	64	16,107 7 11	0 7	..	16,107 7 11	40,176 0 7	..	..	332	584	376	332	584	376	628
Nelson ..	56	3,301 2 5	5	..	3,301 2 5	31,756 12 1	..	..	689	748	508	689	748	508	567
Pictou ..	204	31,437 12 10	5	..	31,437 12 10	127,521 2 7	..	..	496	650	471	496	650	471	625
Totals	1,001	173,170 17 5	4	54,466 3 4	118,704 14 1	489,567 19 6	..	..	..	..	..	..	..	..	..
Grand totals	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..

* Indicates profit.

STATEMENT NO. 11.

STATEMENT OF CASH RECEIPTS AND PAYMENTS—WORKING RAILWAYS ACCOUNT.

<i>Receipts.</i>			<i>Payments.</i>		
	£	s. d.		£	s. d.
To Balance brought forward ..	364,514	2 7	By Wages and vouchers ..	7,388,249	3 5
Investments realized ..	255,000	0 0	Refunds to Harbour Boards, shipping companies, and other carriers	237,977	18 8
Revenue receipts ..	7,963,489	0 5	Interest on capital ..	2,130,866	17 10
"Credits in aid" (Working Railways expenditure) ..	1,063,613	9 9	Investments ..	150,000	0 0
Receipts from Consolidated Fund under subsection 1 (b) of section 37 of Government Railways Act, 1926 (Subsidy—Branch lines and isolated sections) ..	484,658	14 6	Balance as per general balance-sheet ..	247,657	12 7
Interest on investments ..	23,476	5 3			
	<u>£10,154,751</u>	<u>12 6</u>		<u>£10,154,751</u>	<u>12 6</u>

Reconciliation Statement.

	£	s. d.
Credit balance in Working Railways Account as per Treasury figures ..	193,200	19 11
Add Imprests outstanding ..	54,229	10 7
Add Remittance outstanding ..	227	2 1
Credit balance as per above statement ..	<u>£247,657</u>	<u>12 7</u>

STATEMENT NO. 12.

RENEWALS, DEPRECIATION, AND EQUALIZATION FUNDS.

SLIPS, FLOODS, AND ACCIDENTS EQUALIZATION FUND.

<i>Expenditure.</i>			<i>Income.</i>		
	£	s. d.		£	s. d.
To Repairs to bridges, slips, and washouts ..	4,730	5 9	By Balance from previous year ..	9,826	6 7
Balance ..	26,600	0 10	Contributions debited to working expenses ..	21,504	0 0
	<u>£31,330</u>	<u>6 7</u>		<u>£31,330</u>	<u>6 7</u>
			By Balance ..	£26,600	0 10

WORKERS' COMPENSATION FUND.

<i>Expenditure.</i>			<i>Income.</i>		
	£	s. d.		£	s. d.
To Accident payments ..	41,198	5 1	By Balance from previous year ..	14,975	8 9
Balance ..	18,259	17 6	Premiums debited to working-expenses	44,482	13 10
	<u>£59,458</u>	<u>2 7</u>		<u>£59,458</u>	<u>2 7</u>
			By Balance ..	£18,259	17 6

INSURANCE FUND.

<i>Expenditure.</i>			<i>Income.</i>		
	£	s. d.		£	s. d.
To Fire losses on—			By Balance from previous year ..	10,443	12 8
Operating buildings ..	446	0 0	Premiums debited to working-expenses	12,372	10 0
Dwellings ..	315	3 7			
Upkeep Railway fire brigades and fire appliances ..	3,926	10 7			
Balance ..	18,128	8 6			
	<u>£22,816</u>	<u>2 8</u>		<u>£22,816</u>	<u>2 8</u>
			By Balance ..	£18,128	8 6

GENERAL RENEWALS AND DEPRECIATION FUND.

<i>Expenditure.</i>			<i>Income.</i>		
	£	s. d.		£	s. d.
To Relaying of track ..	140,989	13 0	By Balance from previous year ..	636,738	9 3
Bridges, buildings, &c. ..	12,084	15 2	Contributions debited to working-expenses ..	615,674	0 0
Rolling-stock ..	139,057	7 1			
Locomotive workshops and plant ..	29,170	12 1			
Dwellings ..	240	0 0			
Balance ..	930,870	1 11			
	<u>£1,252,412</u>	<u>9 3</u>		<u>£1,252,412</u>	<u>9 3</u>
			By Balance ..	£930,870	1 11

BETTERMENT FUND.

<i>Expenditure.</i>			<i>Income.</i>		
	£	s. d.		£	s. d.
To Way, works, buildings, and structures ..	25,420	12 2	By Balance from previous year ..	13,699	5 9
Signals, &c. ..	4,046	7 6	Contributions debited to working-expenses ..	1,433	14 5
Rolling-stock ..	8,307	1 10	Balance ..	24,074	15 9
Refreshment service ..	1,433	14 5			
	<u>£39,207</u>	<u>15 11</u>		<u>£39,207</u>	<u>15 11</u>
To Balance ..	£24,074	15 9			

STATEMENT No. 13.

EXPENDITURE ON CONSTRUCTION OF RAILWAYS, ROLLING-STOCK, ETC., TO 31ST MARCH, 1928; 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	..	— 2,818	..
Tauranga	..	..	..	..	..	..
Gisborne	774,035	73,482	847,517	1,463,159	— 9,821	..
North Island Main Lines and Branches ..	19,148,552	5,657,216	24,805,768	713,898	843,014	3 9 3
South Island Main Lines and Branches ..	16,757,374	4,462,572	21,219,946	4,884,993	191,423	0 18 3
Westport	548,322	148,524	696,846	207,410	39,894	5 14 6
Nelson	531,464	42,632	574,096	175,030	— 15,947	..
Picton	630,772	50,772	681,544	69,864	— 4,019	..
"	..	..	..	17,129	..	..
	38,566,591	10,448,241	49,014,832	7,531,483	1,041,726	2 3 0
Lake Wakatipu steamer service	44,387	..	44,387	..	— 5,742	..
Subsidiary Services, &c.	2,101,240	..	2,101,240	..	313,863	14 18 9
Subsidy Branch Lines and Isolated Sections ..	..	..	..	..	489,568	..
<i>In suspense—</i>						
Surveys, North Island	..	..	..	29,681	..	..
Miscellaneous, North Island	..	..	..	5,169	..	..
Surveys, South Island	..	..	..	5,763	..	..
Miscellaneous, South Island	..	..	..	5,168	..	..
General	26,917	..	26,917	..	..	..
P.W.D. stock of permanent way	..	..	..	16,943	..	..
Balance of cost of raising loan of £1,600,000 for Railways Improvement Authorization Act 1914 Account	..	..	..	15,875	..	..
	40,739,135	10,448,241	51,187,376	..	1,839,415	3 12 9
	..	..	..	7,610,082	..	..
Total cost of opened and unopened lines at 31st March, 1928	..	..	58,797,458	..	..	3 3 7

NOTE.—The amount stated in this return as the cost of construction of opened lines includes the Provincial and General Government expenditure on railways. It also includes the Midland Railway and expenditure by the Greyhound 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: Waihi-Tahawai, opened for traffic 1st May, 1927; Petone-Waterloo, opened for traffic, 26th May, 1927.

STATEMENT NO. 14.

EXPENDITURE UNDER VOTE FOR ADDITIONS TO OPEN LINES, CHARGED TO CAPITAL ACCOUNT, FOR
THE YEAR ENDED 31ST MARCH, 1928.

WAY AND WORKS BRANCH: PARTICULARS OF WORKS, ETC.

Work, &c.	North Island Main Lines and Branches.	South Island Main Lines and Branches.	General.	Total.
	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Land	11,519 1 8	235 12 9	..	11,754 14 5
Grading and formation	34 5 2	..	..	34 5 2
Bridges, culverts, and subways	Cr. 1,309 5 11	566 0 3	..	Cr. 743 5 8
Fences, gates, and cattletops	54 8 4	Cr. 132 15 6	..	Cr. 78 7 2
Permanent-way	3,387 1 9	7,065 6 0	..	10,452 7 9
Station buildings, platforms, cattleyards, and loading-banks	260 17 10	243 12 1	..	504 9 11
Engine-sheds, car and wagon depots, and other operating buildings	480 11 7	361 12 1	..	842 3 8
Dwellings	105,625 17 8	8,020 2 1	..	113,645 19 9
Water services	240 6 5	2,899 13 11	..	3,140 0 4
Non-operating buildings	181 6 7	..	..	181 6 7
Maintenance Workshop buildings	356 8 8	..	..	356 8 8
Maintenance Workshop plant	Cr. 149 19 7	..	..	Cr. 149 19 7
Locomotive depot plant	..	82 15 10	..	82 15 10
Road motor buildings	997 3 10	..	..	997 3 10
Cranes, weighbridges, capstans, and turntables ..	2,617 9 0	2,126 10 0	..	4,743 19 0
Maintenance Branch movable plant	40 9 2	1,009 19 11	..	1,050 9 1
Miscellaneous (roads, sewerage, drainage, fire-fighting appliances, &c.)	432 19 0	1,127 8 10	..	1,560 7 10
Signalling and interlocking	6 9 0	1,793 12 8	..	1,800 1 8
Electric lighting	..	6 11 7	..	6 11 7
Electrification of track	..	269 10 4	..	269 10 4
Tablet material	..	..	601 18 1	601 18 1
Train-control (lines and instruments)	12,920 10 6	9,884 4 1	..	22,804 14 7
	£137,696 0 8	£35,559 16 11	£601 18 1	£173,857 15 8

ROAD MOTORS.

	£ s. d.
Purchase of motor-buses	£39,489 15 10

STATEMENT NO. 14—*continued*.EXPENDITURE UNDER VOTE FOR ADDITIONS TO OPEN LINES, CHARGED TO CAPITAL ACCOUNT, FOR THE YEAR ENDED 31ST MARCH, 1928—*continued*.

LOCOMOTIVE BRANCH: PARTICULARS OF ROLLING-STOCK, ETC.

Description of Stock ordered.	Number Incomplete on 31st March, 1927.	Number Complete on 31st March, 1928.	Number Incomplete on 31st March, 1928.	Expenditure, Year ended 31st March, 1928.
				£ s. d.
Locomotives, Class AB (Supplementary charges) ..	..	..	..	Cr. 45 6 2
Locomotives, Class WAB ..	2	2	..	1,867 14 1
Locomotives, Class WAB and Ws (A. and G. Price, Ltd.) ..	2	2	..	6,798 3 2
Locomotives, Class Wf (A. and G. Price, Ltd.) ..	3	..	3	7,140 0 11
Shunting locomotives (new design)* ..	..	..	..	110 12 6
Articulated locomotives (Garrett)* ..	..	..	..	5 16 7
Spare boilers ..	..	..	..	1,254 5 11
Fitting superheaters to locomotives ..	..	..	..	2,650 17 6
Electric headlights for locomotives ..	..	..	..	2,666 14 11
Boiler mountings for new spare boilers ..	..	..	..	162 13 2
Spare battery and bogie parts Edison rail-car ..	..	..	..	3,745 18 4
Ministerial car (Supplementary charges) ..	..	..	..	1,145 15 10
Carriages, Class A ..	8	..	8	5,699 3 1
Carriages, Class AA, sleeping ..	8	3	5	7,330 8 2
Carriages, Class AA, corridor ..	3	..	3	..
Carriages, dining* ..	..	..	..	16 11 8
Spare bogies for carriages ..	..	..	..	320 12 2
Postal carriage ..	1	1	..	2,533 12 3
Brake-vans, Class F ..	27	21	6	23,157 4 1
Wagons, Class G ..	7	..	7	26 5 11
Wagons, Class H* ..	..	..	..	18 8 5
Wagons, Class J ..	140	100	40	17,930 0 6
Wagons, Class LA ..	299	59	240	15,163 14 3
Wagons, Class M ..	4	4	..	809 11 7
Wagons, Class Ug ..	5	..	5	54 9 2
Wagons, Class W (Supplementary charges) ..	..	..	..	19 16 11
Wagons, Class XA ..	126	72	54	27,128 14 10
Wagons, Class XB ..	6	..	6	..
Wagons, Class YB ..	50	12	38	8,491 9 9
Wagons, Class Z ..	2	2	..	2,595 10 0
Wagons, Class Zp ..	13	3	10	2,465 15 1
Pneumatic coaling cranes ..	2	2	..	538 3 10
Tarpaulins ..	500	500	..	2,481 12 4
Fordson tractors with buffer attachments ..	2	2	..	599 15 3
Electric lighting for cars ..	..	..	..	61,113 14 11
Transfer of rolling-stock ..	..	..	..	362 16 8
Fitting dynamometer to Zp wagon ..	..	..	..	256 11 1
Spare material returned to stores ..	..	..	..	Cr. 32 14 0
Obsolete locomotives written off ..	..	..	..	Cr. 57,072 0 0
Sale of obsolete rolling-stock ..	..	..	..	Cr. 1,800 0 0
Obsolete rolling-stock written off ..	..	..	..	Cr. 26,562 0 0
Sale of obsolete machinery ..	..	..	..	Cr. 808 0 0
Obsolete machinery written off ..	..	..	..	Cr. 27,168 6 5
Total ..	..	..	..	£93,174 8 3
Total locomotives ..	7†	4	3	
„ carriages ..	20‡	4	16	
„ brake-vans ..	27§	21	6	
„ wagons, bogie ..	20||	5	15	
„ wagons, four-wheel ..	632¶	247	385	

* Orders not yet placed. † Increased by 3. ‡ Increased by 2. § Increased by 7. || Increased by 4. ¶ Increased by 346.

Reconciliation Statement.

	£	s. d.	£	s. d.	£	s. d.	Expenditure:—	£	s. d.
Material on hand at 31st March, 1927 ..	..	..	..	..	108,547	9 10	Way and Works Branch ..	173,857	15 8
Expenditure charged to Vote No. 44 by Treasury ..	..	..	401,948	15 0			Road Motor Service ..	39,489	15 10
Less outstandings previous year ..	16,616	2 10					Locomotive Branch ..	93,174	8 3
Recoveries on account of expenditure in previous years ..	168,795	13 5							
Vouchers outstanding at 31st March, 1928 ..	Cr. 18,562	8 10							
			203,974	5 1	197,974	9 11			
					£306,521	19 9		£306,521	19 9

STATEMENT NO. 14—continued.

EXPENDITURE UNDER THE RAILWAYS IMPROVEMENT AUTHORIZATION ACT, 1914, AND SECTION 7 OF FINANCE ACT, 1924, AND SECTION 10 OF FINANCE ACT, 1925,
AND SECTION 3 OF FINANCE ACT, 1926, CHARGED TO CAPITAL ACCOUNT, FOR THE YEAR ENDED 31st MARCH, 1928.

Work, &c.	Gisborne.	North Island Main Lines and Branches.			South Island Main Lines and Branches.			Westport.		Nelson.		Picton.		General.	Total.			
	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.			
Land	..	..	..	44,901	2	10	3,353	1	6	..	..	..	..	..	48,284	6	3	
Grading and formation	..	..	..	65,241	5	1	11,897	4	4	..	..	..	..	..	77,138	9	5	
Tunnels	..	..	..	..	36	8	2	..	..	..	..	..	..	..	..	36	8	2
Bridges, culverts, and subways	..	..	..	12,215	2	9	14,082	10	3	..	..	..	..	..	26,479	14	10	
Fences, gates, and cattlestops	..	..	..	..	597	0	4	87	10	5	..	..	..	..	684	10	9	
Permanent-way	..	..	..	55,697	4	5	16,397	8	0	..	..	..	..	..	72,094	12	5	
Station buildings, platforms, cattle-yards, and loading-banks	..	..	..	49,152	10	9	..	..	..	..	..	..	..	..	49,152	10	9	
Engine-sheds, car and wagon depots, and other operating buildings	..	..	..	8,019	1	11	29,602	1	10	..	..	..	..	..	37,621	3	9	
Dwellings	..	..	..	Cr. 279	17	9	..	..	..	..	..	..	..	..	Cr. 279	17	9	
Water services	..	..	..	..	247	15	7	855	9	8	..	..	..	..	1,103	5	3	
Locomotive Workshops buildings	..	..	..	410,962	1	11	154,359	8	11	..	..	..	1,849	19	2			
Locomotive Workshops plant	..	..	..	96,267	16	7	84,437	5	1	39	6	9	2,162	1	4			
Locomotive Depot plant	..	..	..	..	28	10	5	1,319	8	4	..	..	..	..	1,323	16	0	
Refreshment-rooms	..	..	..	..	85	15	0	..	..	..	..	..	..	..	85	15	0	
Cranes, weighbridges, capstans, and turntables	..	..	..	3,566	3	10	2,163	19	8	..	..	..	..	..	5,730	3	6	
Maintenance Branch movable plant	..	..	..	..	986	18	11	..	..	..	..	..	..	..	986	18	11	
Miscellaneous (roads, sewerage, drainage, fire-fighting appliances, &c.)	..	..	..	14,585	8	6	618	13	11	..	..	..	..	..	15,204	2	5	
Signalling and interlocking	..	..	..	2,480	12	3	4,214	7	5	..	..	..	12,370	9	3			
Tablet installations	..	..	..	3,404	4	11	249	14	2	..	..	..	..	..	3,653	19	1	
Automatic and power signalling	..	..	..	33,811	17	4	14,354	13	7	..	..	..	..	..	48,166	10	11	
Electric lighting	551	15	4	9,566	13	11	6,684	7	6	555	11	3	..	..	17,358	8	0	
Telegraphs and telephones	..	..	..	8,729	5	5	3,965	8	7	..	..	..	2,828	15	3			
Safety appliances (bells, wig-wags, &c.)	..	..	..	1,032	6	9	215	0	2	..	..	..	Cr. 471	1	2			
Mechanical and electrical pneumatic interlocking	..	..	..	1,446	1	11	2,195	12	10	..	..	..	..	..	776	5	9	
Electrification of track	..	..	..	..	..	..	9,279	8	3	..	..	..	..	..	3,641	14	9	
	551	15	4	822,781	11	9	360,332	14	5	594	18	0	913	13	3	1,204,275	10	0
Expenditure charged by Public Works Department—																		
New line—Auckland—Westfield	..	..	..	..	..	..	..	..	..	..	..	..	..	..	157,746	12	4	
Hutt Valley Railway	..	..	..	157,746	12	4	..	..	..	..	..	..	..	..	19,330	12	4	
Deviations : Tawa Flat, Palmerston North	..	..	..	104,100	19	7	..	..	..	..	..	..	..	..	104,100	19	7	
New locomotive workshops	..	..	..	3,285	14	9	..	..	..	..	..	..	..	..	3,285	14	9	
Grand total	£551	15	4	£1,107,245	10	9	£360,332	14	5	£594	18	0	£913	13	3	£18,740	3	10
															284,463	19	0	
															£1,488,739	9	0	

Reconciliation Statement.

	£	s.	d.	£	s.	d.	£	s.	d.
Expenditure charged by Treasury	..	..	..	1,375,635	1	3	..	..	..
Less outstanding previous year	..	..	..	27,830	16	1	..	..	..
Balance of cost of raising loan, 31st March, 1927	..	..	..	1,347,804	5	2	..	..	..
Cost of raising loan, 1927–28	..	..	..	15,380	6	11	..	..	..
Less amount not yet allocated	..	..	..	..	..	..	..	..	..
Vouchers outstanding at 31st March, 1928	..	..	..	44,716	11	5	..	..	..
.. .. .	..	..	..	15,874	13	3	..	..	..
.. .. .	..	..	..	28,841	18	2	..	..	..
.. .. .	..	..	..	96,712	18	9	..	..	..
.. .. .	..	..	..	£1,488,739	9	0	..	..	..

STATEMENT NO. 15.

COMPARATIVE STATEMENT OF OPERATING TRAFFIC AND REVENUE FOR THE YEAR ENDED 31st MARCH, 1928.

(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.	
		Single.	Return.	Single.	Return.										Number.
1927-28.	Miles.					Number.		Number.	Number.	Number.	Tons.	Tons.	Tons.	Tons.	Tons.
Kaihu ..	24	221	332	11,312	13,512	53	64	2,015	2,079	100	1,868	3,966	5,834	5,934	
Gisborne ..	60	4,415	2,014	24,182	26,686	246	1,318	110,236	111,554	4,808	9,558	50,286	59,844	64,652	
North Island Main Lines and Branches	1,315	279,970	351,698	1,621,302	2,765,510	463,938	352,978	4,760,735	5,113,713	297,393	316,357	2,707,667	3,024,024	3,321,417	
South Island Main Lines	1,618	193,131	365,896	878,033	2,533,646	166,255	102,893	4,224,305	4,327,198	200,152	236,559	2,788,109	3,024,668	3,224,820	
and Branches															
Westport ..	43	242	620	23,190	49,854	695	146	2,096	2,242	128	3,172	647,396	650,568	650,696	
Nelson ..	64	680	1,306	18,014	47,134	777	718	18,539	19,257	960	2,055	27,973	30,028	30,988	
Pictou ..	56	7,709	4,168	19,866	27,904	777	1,625	181,789	183,414	7,764	989	51,128	52,117	59,881	
Lake Wakatipu steamers	3,180	486,368	726,034	2,595,899	5,464,246	632,741	459,742	9,299,715	9,759,457	511,305	570,558	6,276,525	6,847,083	7,358,388	
	..	2,584	3,200	5,806	15,020	22	201	13,272	13,473	592	763	7,019	7,782	8,374	
Totals	3,180	488,952	729,234	2,601,705	5,479,266	632,763	459,943	9,312,987	9,772,930	511,897	571,321	6,283,544	6,854,865	7,366,762	
1926-27.	Miles.					Number.		Number.	Number.	Number.	Tons.	Tons.	Tons.	Tons.	Tons.
Kaihu ..	24	260	508	13,565	14,330	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	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	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	1,618	212,662	412,088	930,558	2,758,390	162,477	104,090	4,067,802	4,171,892	194,258	274,459	2,704,964	2,979,423	3,173,681	
and Branches															
Westport ..	43	225	554	24,978	52,040	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	834	402	14,571	14,973	705	2,733	28,481	31,214	31,919	
Pictou ..	56	7,827	4,016	23,190	30,214	799	1,386	178,918	180,304	7,577	1,431	52,169	53,590	61,167	
Lake Wakatipu steamers	3,164	569,341	841,726	2,848,039	6,015,772	585,078	391,062	8,902,511	9,293,573	474,604	663,442	6,161,706	6,825,148	7,299,752	
	..	2,936	3,766	6,181	17,304	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	585,094	391,312	8,910,847	9,302,159	475,013	664,124	6,169,312	6,833,436	7,308,449	

STATEMENT NO. 15—continued.
COMPARATIVE STATEMENT OF OPERATING TRAFFIC AND REVENUE FOR THE YEAR ENDED 31ST MARCH, 1928—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.																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																														
		£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.	£	s.					d.	Number.	Number.	Number.																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																										
1927-28.	Miles.																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																						

STATEMENT NO. 16.

STATEMENT OF SEASON TICKETS ISSUED FOR THE YEAR ENDED 31ST MARCH, 1928.

Description of Tickets.	1927-28.				1926-27.			
	Number.	Amount.			Number.	Amount.		
		£	s.	d.		£	s.	d.
Travellers' annual, all lines	35	3,379	19	5	28	2,625	15	0
Travellers' annual, North Island	96	6,565	0	5	112	7,752	5	0
Travellers' annual, South Island	19	1,183	17	6	21	1,388	9	0
Reporters' annual	28	996	16	2	29	1,128	6	8
Sectional annual, North Island	466	20,312	2	8	487	21,180	15	2
Sectional annual, South Island	247	9,964	8	11	264	11,114	0	9
Tourist, all lines	282	4,574	7	6	319	5,168	0	0
Tourist, North Island	894	9,497	10	0	888	9,507	10	0
Tourist, South Island	56	672	10	0	51	637	10	0
School	28,885	25,215	18	6	30,401	26,336	11	3
Bearer twelve-trip	48,596	16,059	7	10	42,147	14,029	15	9
„ fifty-trip	7,820	13,246	17	6	7,032	12,933	15	2
Weekly twelve-trip	116,967	22,731	14	11	113,187	22,222	15	9
Weekly workmen's	390,152	48,508	17	6	352,128	43,704	10	5
All other season	38,220	75,721	18	3	38,000	79,285	18	8
Totals	632,763	258,631	7	1	585,094	259,015	18	7

STATEMENT NO. 17.

STATEMENT OF PASSENGER TICKETS ISSUED AT CHEAP EXCURSION RATES FOR YEAR ENDED 31st MARCH, 1928.

Sections.	SCHOOLS, FACTORIES, AND FRIENDLY SOCIETIES.				EXCURSIONS (OTHER THAN SCHOOLS, FACTORIES, AND FRIENDLY SOCIETIES).				GROSS TOTAL.			
	Schools, Factories, and Friendly Societies.		Schools only.		Schools, Factories, and Friendly Societies.		Revenue.		Second Class.		Revenue.	
	Number.	Number.	Number.	Number.	Number.	Number.	£	s.	Number.	£	s.	Number.
	Children not exceeding 15 Years of Age.	Senior Scholars over 15 but not exceeding 19 Years of Age.	Pupils exceeding 19 Years of Age and Adults.	Total.	£	s.	d.		Number.	£	s.	d.
Kaihu ..	395	..	322	717	21	871	157	0	892	157	0	1,609
Gisborne ..	1,896	41	1,398	3,335	174	1,776	784	16	1,950	784	16	5,285
Auckland ..	9,282	1,855	5,011	16,148	15,034	78,823	64,557	15	93,857	64,557	15	110,005
Ohakune ..	2,721	518	906	4,145	2,185	14,861	12,601	16	17,046	12,601	16	21,191
Wanganui ..	6,707	2,615	5,734	15,056	4,266	32,188	19,173	8	36,454	19,173	8	51,510
Wellington ..	22,236	3,585	19,954	45,775	3,792	107,472	83,972	15	163,880	83,972	15	199,655
Pictou ..	977	102	734	1,813	1,527	4,331	915	12	5,858	915	12	7,671
Nelson ..	1,721	270	534	2,525	216	10,810	1,311	9	11,026	1,311	9	13,551
Westport ..	941	66	862	1,869	92	13,281	1,913	18	13,378	1,913	18	15,247
Christchurch ..	27,287	3,311	36,487	67,085	15,127	97,063	44,419	8	85,190	44,419	8	152,275
Dunedin ..	13,909	2,732	14,972	31,613	10,160	76,686	53,445	2	107,846	53,445	2	139,459
Invercargill ..	8,236	2,078	11,467	21,781	6,532	48,143	27,456	1	54,675	27,456	1	76,456
Head Office ..	..	..	..	..	3,625	5,123	18,934	19	8,748	18,934	19	8,748
Totals ..	96,308	17,173	98,381	211,862	23,864	485,428	329,246	3	590,800	329,246	3	802,662
Total, year ending—	37,839	5,616	31,164	74,619	81,528	501,176	96,154	7	582,704	96,154	7	657,323
31st March, 1900 ..	38,864	5,602	34,550	79,016	87,544	541,624	102,932	10	629,168	102,932	10	708,184
31st March, 1901 ..	42,506	5,736	37,708	85,950	95,628	588,813	136,813	0	684,441	136,813	0	770,391
31st March, 1902 ..	41,540	6,048	35,448	84,448	84,448	517,566	103,279	8	602,014	103,279	8	691,157
31st March, 1903 ..	50,364	6,975	44,344	111,683	7,424	594,967	125,634	4	695,384	125,634	4	807,067
31st March, 1904 ..	52,742	7,359	45,383	113,659	7,490	592,485	130,068	16	693,453	130,068	16	807,112
31st March, 1905 ..	55,478	7,715	47,763	120,220	7,882	626,852	140,939	16	737,675	140,939	16	857,895
31st March, 1906 ..	48,044	7,837	39,783	95,664	125,280	731,132	194,185	2	856,412	194,185	2	952,076
31st March, 1907 ..	51,031	8,163	42,868	113,080	113,617	618,518	141,519	16	732,135	141,519	16	845,215
31st March, 1908 ..	55,199	9,266	45,933	120,220	122,312	667,867	166,471	6	790,179	166,471	6	907,223
31st March, 1909 ..	53,917	7,811	46,106	115,405	128,277	735,561	211,133	6	863,838	211,133	6	979,243
31st March, 1910 ..	66,381	10,799	55,582	143,875	107,208	576,251	155,444	10	683,459	155,444	10	827,334
31st March, 1911 ..	62,289	8,924	53,365	134,829	135,590	704,883	206,472	13	840,473	206,472	13	975,298
31st March, 1912 ..	63,040	9,723	53,317	133,897	159,730	804,965	271,611	17	964,695	271,611	17	1,098,592
31st March, 1913 ..	111,029	18,246	92,783	188,987	13,235	683,851	210,109	0	815,267	210,109	0	1,004,254
31st March, 1914 ..	47,846	7,974	39,872	104,011	7,919	782,355	259,547	10	926,615	259,547	10	1,030,632
31st March, 1915 ..	43,038	8,198	34,840	87,327	6,072	763,690	269,097	16	900,091	269,097	16	987,418
31st March, 1916 ..	38,477	8,788	29,689	80,166	168,098	735,468	313,066	7	903,566	313,066	7	983,732
31st March, 1917 ..	591	124	467	1,148	20,148	110,482	62,968	15	130,630	62,968	15	132,088
31st March, 1918*	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil
31st March, 1919*	38,357	3,968	34,389	84,786	7,173	260,159	161,401	18	336,872	161,401	18	421,658
31st March, 1920 ..	94,175	12,346	81,829	177,315	14,966	524,246	371,525	9	670,650	371,525	9	847,965
31st March, 1921 ..	76,537	13,835	62,702	162,224	14,955	338,791	242,464	18	448,205	242,464	18	610,429
31st March, 1922 ..	83,716	15,700	68,016	173,271	19,261	393,682	323,015	18	512,943	323,015	18	686,214
31st March, 1923 ..	96,338	18,363	77,975	200,748	19,699	322,061	267,717	7	431,185	267,717	7	638,933
31st March, 1924 ..	42,540	13,589	28,951	76,057	7,702	302,724	289,999	8	480,065	289,999	8	562,122
31st March, 1925 ..	88,461	19,197	69,264	193,719	24,699	565,326	445,694	15	711,743	445,694	15	905,462
31st March, 1926 ..	134,802	21,368	113,434	267,555	32,702	522,598	351,481	6	643,261	351,481	6	910,796
31st March, 1927 ..	96,308	17,173	79,135	211,862	23,864	485,428	329,246	3	590,800	329,246	3	802,662
31st March, 1928 ..	..	..	..	..	..	..	..	..	..	..	..	..

* 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, 1928.

Stations.	OUTWARD.															INWARD.										Stations.										
	NUMBER OF TICKETS.					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.	Cattle and Calves.	Sheep and Pigs.	Timber, Hundreds of Superficial Feet.	Other Goods.															
	First-class Single.	First-class Return.	Second-class Single.	Second-class Return.	Total.																															
NORTH ISLAND MAIN LINES AND BRANCHES—																																				
Auckland (Coaching)	47,029	18,232	181,933	140,151	387,345	19,020	351	6,469	33,841	337,738	254,795	13	1	25,259	17	7	36,751	15	6	12,475	3	0	Cr. 199	11	1	3,294	7	11	332,377	6	0	669	3,160	74,023	282,301	Auckland (Coaching).
" (Goods)	3,686	2,669	29,727	32,550	68,632	10,923	54	2,536	5,347	10,369	7	4	2,440	6	11	968	4	4	157	12	8	347,016	5	5	5,669	2	6	352,685	7	11	63	49	48,270	21,001	" (Goods).	
Newmarket	1,127	726	16,413	20,153	38,419	4,988	51	232	1,105	17,090	5,011	2	5	930	18	8	478	3	3	39	5	1	4,278	3	1	246	4	2	10,983	16	8	582	94	59,721	62,093	Newmarket.
Mount Eden	290	222	17,949	31,965	50,426	48,485	189	29	679	23,358	3,361	7	5	6,908	5	3	201	7	2	18	9	9	5,072	12	7	49	2	7	15,611	4	9	189	999	47,969	7,524	Mount Eden.
Avondale	423	324	16,256	31,536	48,539	22,653	2,562	14,796	484	6,810	4,595	11	7	4,728	19	9	1,138	15	7	13	17	5	5,559	16	9	51	13	5	16,088	14	6	2,496	3,992	10,990	25,887	Avondale.
Henderson	3,862	1,434	17,023	17,491	39,810	239	8,994	52,518	15,761	12,820	8,477	5	6	315	1	2	1,450	6	7	48	14	0	16,002	18	2	467	11	6	26,761	16	11	2,361	15,008	7,643	42,049	Henderson.
Helensville	912	234	5,720	2,705	9,571	65	4,777	19,169	1,269	2,589	2,954	10	7	49	8	11	766	0	3	16	16	4	5,183	7	8	29	0	4	8,999	4	1	1,100	4,700	2,553	13,311	Helensville.
Wellsford	1,109	488	6,264	4,378	12,239	8	5,401	15,998	13	1,169	3,745	19	0	6	5	8	179	15	5	24	14	1	4,282	18	11	17	7	7	8,257	0	8	250	2,070	950	5,385	Wellsford.
Maungaturoto	770	178	2,557	1,477	4,982	18	2,107	12,833	1,256	2,835	2,283	3	1	7	10	3	174	11	9	18	6	2	3,344	2	4	9	11	8	5,837	5	3	498	466	1,067	2,071	Maungaturoto.
Paparoa	443	292	5,634	4,140	10,509	17	13,833	48,042	9,386	33,445	3,131	7	3	12	7	8	301	13	1	19	11	7	42,643	7	4	2,487	5	9	48,595	12	8	781	2,857	3,494	117,125	Paparoa.
Waiotira	5,335	1,704	29,679	15,170	51,888	1,902	5,920	27,651	3,142	12,268	20,701	6	1	753	14	8	1,175	7	11	176	9	1	13,846	6	8	208	0	10	36,861	5	3	1,597	5,906	37,633	45,299	Waiotira.
Onerahi	267	140	3,581	2,410	6,398	151	1,029	10,177	20,371	149,735	2,044	9	0	138	13	1	395	2	9	9	2	7	39,824	7	8	14	7	7	42,426	2	8	482	3,820	5,603	6,047	Onerahi.
Whangarei	820	203	3,369	1,698	6,090	11	816	6,072	45,298	7,198	2,364	2	4	11	0	0	847	7	7	13	13	10	10,352	8	6	8	10	7	13,597	2	10	524	1,913	897	6,330	Whangarei.
Hikurangi	863	414	6,128	2,238	9,643	46	101	128	29,950	7,748	2,169	2	1	31	9	5	456	17	5	12	10	7	4,397	2	5	9	16	9	7,076	18	8	340	48,404	17,958	6,115	Hikurangi.
Otiria	1,346	354	9,402	6,986	18,088	52	13	432	174	3,086	4,253	13	0	23	15	5	158	10	7	15	12	0	1,775	14	11	116	5	11	6,343	11	10	34	276	31,317	7,010	Otiria.
Kawakawa	1,572	506	9,409	6,811	18,298	6	4,460	41,152	2,513	791	6,722	16	8	8	10	0	583	4	5	32	6	2	5,432	15	6	136	1	7	12,915	14	4	441	1,425	4,220	10,922	Kawakawa.
Opua	482	147	1,166	945	2,740	3,559	681	306	77	80	116	12	6	1,057	7	5	18	16	7	2	6	7	415	17	5	6	0	7	1,617	1	1	621	491	20,965	2,125	Opua.
Kaikake	403	256	4,249	6,651	11,559	5,914	..	..	3	18	502	4	9	1,515	17	8	49	19	2	9	6	9	13	1	10	5	6	8	2,095	16	10	4	..	3,740	2,765	Kaikake.
Remuera	635	694	10,507	11,292	23,128	12,540	1,085	..	76	105	1,409	6	1	2,684	15	8	90	17	6	8	4	11	3,015	11	0	160	13	8	7,369	8	10	1,085	..	8,780	1,655	Remuera.
Ellerslie	175	369	7,618	5,836	13,998	6,120	647	6,737	618	119,030	817	4	7	1,015	0	11	134	1	4	9	7	11	45,766	13	3	107	4	2	47,849	12	2	62,164	430,859	9,424	58,384	Ellerslie.
Penrose	100	51	7,055	4,050	11,256	10,487	34	..	1,539	3,207	606	10	7	1,519	13	7	181	3	9	11	10	3	1,004	18	3	119	16	9	3,443	13	2	221	138	15,266	51,858	Penrose.
Onewunga (Town)	437	1,346	11,571	20,395	33,749	17,476	2,042	26,135	143	101,228	2,232	13	1	3,507	2	6	161	14	2	48	1	3	47,827	6	4	742	9	6	54,519	6	10	35,441	154,320	23,646	90,561	Onewunga (Town).
Wharf	334	810	8,707	23,841	33,692	14,698	502	4,518	4,412	1,642	1,195	0	9	3,633	9	4	707	7	8	18	13	4	1,309	11	6	16	13	0	6,880	15	7	1,861	7,745	17,038	8,102	Wharf.
Papatoetoe	1,368	2,306	26,640	58,050	88,364	18,517	1,209	33,853	43	3,236	7,280	6	8	4,877	16	0	1,405	0	11	51	1	4	2,648	14	11	36	13	0	16,299	12	10	2,987	21,911	5,632	17,117	Papatoetoe.
Papakura	159	271	3,796																																	

STATEMENT NO. 18—continued.

STATEMENT OF TRAFFIC AND REVENUE FOR EACH STATION FOR THE YEAR ENDED 31ST MARCH, 1928—continued.

Stations.	OUTWARD.														INWARD.						Stations.	
	NUMBER OF TICKETS.					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.	Cattle and Calves.	Sheep and Pigs.	Timber, Hundreds of Superficial Feet.		Other Goods.
	First-class Single.	First-class Return.	Second-class Single.	Second-class Return.	Total.																	
NORTH ISLAND MAIN LINES AND BRANCHES—contd.																						
Tariki	129	53	1,504	700	2,386	100	309	5,148	1,799	1,087	326 13 0	77 16 4	56 18 10	3 4 10	902 4 11	11 9 4	1,378 7 3	47	2,587	199	2,359	Tariki.
Midhurst	70	51	2,317	1,267	3,705	69	134	3,493	..	2,117	334 19 9	50 12 4	43 8 3	5 13 7	1,599 0 5	4 16 4	2,038 10 8	6	503	525	2,997	Midhurst.
Stratford	2,066	546	18,767	9,119	30,498	259	7,232	44,674	882	7,480	8,720 7 0	258 7 2	985 7 2	140 10 3	8,543 14 11	120 8 6	18,768 15 0	1,961	11,914	5,789	14,435	Stratford.
Te Wera	43	121	671	421	1,256	6	506	6,514	5	4,941	252 12 7	6 15 0	295 17 2	2 1 7	1,757 17 10	1,113 17 8	3,429 1 10	410	8,937	864	4,339	Te Wera.
Whangamomona ..	762	640	6,290	4,943	12,635	34	1,212	31,392	382	675	1,691 12 2	38 10 8	371 8 3	9 6 0	2,412 11 10	299 7 10	4,822 16 9	918	3,107	933	7,526	Whangamomona.
Eltham	772	198	8,918	5,343	15,231	281	17,598	59,993	1,272	12,002	4,406 17 10	255 6 2	631 7 4	65 9 0	13,819 18 5	86 17 10	19,265 16 7	1,235	17,028	31,470	19,779	Eltham.
Normanby	50	38	2,163	765	3,016	76	7,098	16,732	33	14,606	471 10 0	73 0 6	35 13 8	5 9 9	8,309 15 3	9 10 5	8,904 19 7	1,140	8,393	847	9,370	Normanby.
Hawera	2,569	1,162	24,244	12,760	40,735	197	11,900	70,970	1,044	15,890	14,261 8 7	428 4 1	672 6 2	208 0 8	15,884 6 6	121 9 2	31,575 15 2	4,375	41,499	19,078	36,471	Hawera.
Patea	452	200	5,443	3,385	9,480	181	1,666	13,238	96	12,348	2,386 4 3	158 7 5	273 1 10	41 12 6	16,474 5 9	438 8 9	19,772 0 6	13,966	85,403	2,528	35,942	Patea.
Waverley	291	127	3,426	1,936	5,780	55	4,096	51,295	135	1,699	1,646 1 10	37 16 5	243 4 8	26 18 10	4,290 7 0	4 19 7	6,249 8 4	1,843	26,718	5,507	6,307	Waverley.
Waitotara	55	92	1,030	863	2,040	5	2,139	60,149	50	1,040	358 12 4	2 16 0	227 12 9	5 5 10	3,886 17 6	4 6 8	4,485 11 1	809	25,259	949	5,246	Waitotara.
Kai Iwi	156	196	2,072	1,459	3,883	1	1,177	53,385	25	465	469 17 8	0 15 0	209 5 11	5 8 8	2,291 8 4	1 19 0	2,978 14 7	533	11,863	546	2,962	Kai Iwi.
Aramoho	1,415	676	8,952	3,524	14,567	9	845	29,542	85	36,486	3,084 3 1	4 15 11	327 11 4	141 17 3	16,108 6 8	61 3 8	19,727 17 11	748	19,493	8,209	38,105	Aramoho.
Wanganui	4,996	2,033	28,064	11,613	46,706	92	2,766	28,629	2,710	18,179	22,887 1 0	777 2 6	2,858 9 9	562 19 4	23,975 18 10	7,105 12 0	58,167 3 5	10,184	457,067	40,166	50,618	Wanganui.
.. (Wharf)	..	..	..	..	..	..	2	110	2,080	54,691	..	..	..	..	21,961 16 1	5,271 1 6	27,232 17 7	19	228	4,451	9,247	.. (Wharf).
Fordell	201	109	1,783	842	2,935	49	1,225	60,992	147	1,405	495 13 6	39 7 10	84 12 3	11 8 0	3,227 7 2	14 9 0	3,872 17 9	760	22,916	1,063	4,919	Fordell.
Turakina	140	135	3,848	1,529	5,652	63	1,277	46,460	598	1,048	935 14 0	52 15 8	155 11 2	16 2 0	2,848 4 10	6 5 9	4,014 13 5	237	17,934	537	4,584	Turakina.
Greatford	152	172	1,715	1,137	3,176	..	1,301	33,942	..	22,175	606 18 5	..	61 18 3	12 18 10	8,248 2 6	2 4 1	8,932 2 1	231	23,194	1,099	3,635	Greatford.
Halcombe	60	23	2,577	2,326	4,986	73	220	33,205	210	2,505	697 5 0	62 0 0	57 19 3	9 15 9	3,369 17 3	6 6 3	4,203 3 6	262	14,448	926	2,479	Halcombe.
Feilding	2,259	1,007	12,599	5,128	20,993	190	7,884	165,877	472	9,754	8,946 2 0	200 17 9	663 10 6	193 9 5	21,539 8 1	71 17 9	31,615 5 6	3,989	92,493	16,488	23,805	Feilding.
Palmerston North ..	15,559	5,610	70,105	36,501	127,775	622	4,750	35,607	1,364	31,041	57,953 2 4	2,028 7 10	3,506 8 5	1,714 10 7	43,455 16 10	887 9 11	109,545 15 11	3,400	123,882	75,310	68,556	Palmerston North.
Ashhurst	664	164	4,780	1,111	6,719	41	536	35,801	14	885	1,681 16 8	38 8 11	57 14 1	25 19 5	2,278 16 11	4 3 2	4,086 19 2	1,150	28,348	848	3,056	Ashhurst.
Longburn	178	167	4,565	5,160	10,070	37	7,184	92,225	17,670	14,783	1,128 2 4	37 5 9	338 13 1	11 9 11	24,543 5 7	Cr. 149 13 3	25,909 3 5	2,106	148,418	653	6,210	Longburn.
Foxton	219	103	5,581	3,123	9,026	30	753	8,872	746	8,434	1,327 13 4	41 5 0	164 5 2	12 11 0	7,151 3 5	409 12 8	9,106 10 7	834	11,021	5,289	18,211	Foxton.
Shannon	492	390	9,735	9,843	20,460	204	1,882	31,354	1,502	6,604	3,953 5 5	316 15 8	229 5 4	53 10 5	9,949 9 5	90 2 1	14,592 8 4	1,072	23,535	4,390	11,604	Shannon.
Levin	1,830	719	17,716	9,281	29,546	335	4,965	30,434	2,706	4,522	8,166 18 9	246 4 8	717 10 8	118 9 11	7,219 9 2	83 19 3	16,552 12 5	1,508	19,637	6,241	10,729	Levin.
Otaki	1,285	569	10,625	6,009	18,488	189	1,810	31,306	6,483	6,748	4,727 10 4	173 4 11	2,514 14 5	68 12 9	8,310 9 3	31 5 4	15,825 17 0	968	10,521	1,530	7,901	Otaki.
Paekakariki	2,009	2,703	14,367	20,269	39,348	1,182	1,414	29,561	7,093	13,849	6,359 1 10	641 18 8	2,373 4 10	52 0 8	5,534 2 6	29 1 7	14,989 10 1	688	5,983	2,709	8,450	Paekakariki.
Johnsonville	975	2,263	12,183	31,069	46,490	17,480	999	19,481	40	532	3,922 15 8	3,199 16 8	144 9 1	14 5 3	1,209 1 5	16 5 3	8,506 13 4	9,639	67,909	4,547	18,081	Johnsonville.
Thorndon (Coaching) ..	20,173	16,483	70,214	96,454	203,324	17,262	..	..	..	93,557 4 2	5,691 14 4	15,814 1 7	3,785 3 3	Cr. 118 9 1	357 2 1	119,086 16 4	..	..	..	..	..	Thorndon (Coaching).
Lambton (Coaching) ..	16,545	39,																				

STATEMENT No. 18—continued.

STATEMENT OF TRAFFIC AND REVENUE FOR EACH STATION FOR THE YEAR ENDED 31ST MARCH, 1928—continued.

Stations.		OUTWARD.																	INWARD.					Stations.	
		NUMBER OF TICKETS.				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.	Cattle and Calves.	Sheep and Pigs.	Timber, Hundreds of Superficial Feet.	Other Goods.			
First-class Single.	First-class Return.	Second-class Single.	Second-class Return.	Number.	Number.																		Tons.	£	s.
SOUTH ISLAND MAIN LINES AND BRANCHES—																									
Lyttelton	29,566	28,060	33,423	80,265	171,314	12,907	2,029	57,018	43,502	342,464	13,304	13 10	3,767	0 1	1,339	10 11	130 19 7	125,274	12 9	14,489	4 11	158,306	2 1	Lyttelton	
(Wharf)	492	3,365	3,006	19,931	26,794	4,076	..	..	62	3,991	1,179	6 1	1,039	10 3	60 5 4	10 19 3	2,242	2 6	1 15 4	4,533	18 9	..	..	(Wharf)	
Heathcote	262	428	2,162	6,010	8,862	2,357	10	..	44	4,420	431	3 5	424	13 3	103 12 0	4 12 6	1,921	14 10	0 15 10	2,886	11 10	32	..	Heathcote	
Woolston	679	503	2,253	4,232	7,667	4,068	..	..	..	..	403	13 5	567	12 3	20 3 5	8 4 5	0 16 7	0 11 1	1,001	1 2	..	..	Woolston		
Opawa	44,370	43,444	118,956	202,857	409,627	29,980	1,361	..	11	9,782	93,838	93,057	5 2	7,128	4 5	12,022	1 9	6,379	5 1	Cr. 78	19 8	545	6 6	Christchurch (Coach)	
Christchurch (Coach)	10,103	5,712	6,590	10,435	32,840	390	..	..	..	..	41,130	3 1	3,707	7 11	3,388	11 5	20 13 0	Cr. 0	13 0	37	0 0	48,283	2 5	Christchurch (Coach)	
Central Booking-office	240	522	3,843	5,488	10,093	1,520	5,610	365,000	6,359	34,315	1,298	7 10	201	10 10	179	17 8	42 15 8	28,683	9 11	378	7 6	30,784	9 5	Central Booking-office	
Addington	328	109	1,252	1,191	2,890	259	..	..	..	5,329	391	17 1	46	13 10	23	11 10	12 7 0	1,782	9 10	2 2 5	2,259	2 0	6	..	Addington
Riccarton	883	279	3,452	3,205	7,819	1,603	83	..	487	5,796	1,190	14 7	346	5 3	130 8 9	33 15 8	3,242	8 3	12 3 4	4,955	15 10	524	..	Papanui	
Papanui	232	445	2,884	4,966	8,527	277	183	..	49	24,838	595	6 4	202	15 0	106	19 7	12 0 0	11,705	2 6	21 0 3	12,643	3 8	996	..	Belfast
Belfast	400	357	5,927	11,096	17,780	595	460	..	533	24,955	2,752	7 10	551	16 7	429	19 7	63 18 7	11,224	16 8	39 10 7	15,062	9 10	393	..	Kaiaipoi
Kaiaipoi	1,049	1,616	11,016	21,489	35,170	609	1,497	41,216	1,003	25,983	5,582	18 8	780	7 11	684	2 3	92 7 3	11,672	2 10	53 9 3	18,865	8 2	908	..	Rangiora
Rangiora	5	16	365	210	596	60	300	21,792	24	4,413	125	9 8	51	16 9	23	16 1	5 12 3	2,697	2 6	0 12 7	2,904	9 10	118	..	Cust
Cust	7	5	428	1,404	1,844	20	884	56,292	..	2,376	245	19 7	19	14 6	353	0 5	6 2 5	2,994	5 2	1 10 10	3,620	12 11	297	..	East Oxford
East Oxford	51	105	841	750	1,747	58	292	8,964	..	4,879	339	19 11	52	18 8	73	5 11	4 17 2	2,249	16 4	9 10 7	2,730	8 7	250	..	Sefton
Sefton	416	205	1,785	1,493	3,899	61	337	47,087	5	4,334	985	5 4	52	10 0	102	11 1	18 16 1	3,668	13 11	3 8 1	4,831	4 6	320	..	Amberley
Amberley	338	323	1,535	1,353	3,549	33	1,223	113,842	14	4,393	1,040	4 2	31	10 9	224	4 2	12 9 11	7,271	13 3	18 14 5	8,598	16 8	153	..	Waipara
Waipara	195	90	910	406	1,601	11	1,399	59,805	33	1,932	810	8 11	8	15 0	248	5 0	10 5 6	4,742	9 10	16 6 7	5,836	10 10	282	..	Mina
Mina	717	125	2,169	427	3,438	7	1,262	64,794	..	1,210	2,664	14 11	13	19 0	346	16 8	25 11 4	5,455	8 8	33 12 5	8,540	3 0	174	..	Parnassus
Parnassus	307	256	1,430	1,430	4,164	43	252	26,429	24	3,731	1,074	5 1	51	9 1	105	14 6	2 10 7	3,000	11 2	17 3 7	4,251	14 0	116	..	Waikari
Waikari	283	71	1,461	1,030	2,845	24	909	81,400	21	6,555	832	5 10	20	15 0	163	1 5	13 16 0	7,513	9 6	6 13 9	8,550	1 6	252	..	Hawarden
Hawarden	389	165	2,166	902	3,622	5	2,076	72,534	5	5,192	1,411	15 0	4	5 0	242	0 6	30 5 4	8,128	12 3	22 16 9	9,839	14 10	601	..	Culverden
Culverden	147	29	905	415	1,496	..	538	55,423	28	1,688	631	7 4	..	..	109	6 4	11 9 0	4,534	18 11	5 2 9	5,292	4 4	532	..	Waiau
Waiau	66	212	1,920	2,701	4,899	158	1,531	8,795	14	55,847	932	9 7	115	12 6	27	17 5	6 14 10	21,730	10 3	9 18 0	22,823	2 7	2,062	..	Hornby
Hornby	21	6	715	1,281	2,023	88	10	196	..	7,963	196	14 3	85	5 10	30	9 2	1 17 3	2,388	17 8	6 6 10	2,709	11 0	83	..	Prebbleton
Prebbleton	32	91	651	806	1,580	51	1,125	49,158	51	15,355	293	18 1	53	3 8	119	12 5	6 19 8	5,147	18 6	12 5 0	5,633	17 4	214	..	Lincoln
Lincoln	9	1	300	606	916	41	611	24,800	453	10,912	101	3 11	31	12 6	39	6 5	1 15 1	4,455	5 9	2 7 2	4,631	10 10	41	..	Springston
Springston	77	163	546	1,443	2,229	84	879	15,181	228	6,871	680	14 0	78	5 0	470	4 3	8 16 1	3,474	12 10	3 11 4	4,716	3 6	529	..	Leeston
Leeston	104	132	1,622	2,408	4,266	23	717	22,853	2	10,297	656	13 5	19	6 10	437	3 6	7 7 6	5,597	0 2	2 4 5	6,719	15 10	164	..	Southbridge
Southbridge	7	7	2,676	3,149	5,839	64	4,134	138,123	26	2,933	1,889	8 0	77	10 10	402	12 8	10 13 10	5,525	14 5	31 13 1	7,937	12 10	1,311	..	Little River
Little River	138	108	2,431	4,429	7,106	217	73	3,185	337	21,809	595	0 7	172	9 9	77	19 5	6 15 2	9,514	4 0	2 1 6	10,368	10 7	1,623	..	Islington
Islington	111	177	1,723	2,485	4,406	13	660	30,878	2	6,981	905	6 5	14	13 4	63	7 8	14 3 3	3,742	1 5	2 14 1	4,742	6 2	324	..	Rolleston
Rolleston	40	34	651	811	1,536	37	167	20,010	25	3,345	289	11 1	28	17 6	28	10 2									

STATEMENT NO. 18—continued.

STATEMENT OF TRAFFIC AND REVENUE FOR EACH STATION FOR THE YEAR ENDED 31ST MARCH, 1928—continued.

Stations.	OUTWARD.																	INWARD.							Stations.
	NUMBER OF TICKETS.				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.	Cattle and Calves.	Sheep and Pigs.	Timber, Hundreds of Superficial Feet.	Other Goods.				
	First-class Single.	First-class Return.	Second-class Single.	Second-class Return.																					
SOUTH ISLAND MAIN LINES AND BRANCHES—contd.																									
Burke's	270	892	1,237	5,782	8,181	2,152	Number.	Number.	..	Tons.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	Burke's.	
Ravenbourne ..	1,114	3,959	4,360	16,318	25,751	6,164	..	..	..	74	313 12 9	715 15 5	9 19 6	2 2 1	6 16 2	0 12 1	1,048 18 0	..	..	20	13	1,832	Ravenbourne.		
Dunedin (Coaching) ..	27,506	31,751	108,490	214,806	382,553	18,423	..	..	..	..	673 17 7	1,671 10 9	19 2 11	6 8 4	Cr. 0 4 3	1 2 2	2,371 17 6	..	..	252	1,832	1,832	Dunedin (Coaching).		
(Goods)	..	..	..	..	..	..	1,347	723	27,622	122,873	131,364 16 7	10,323 6 11	16,802 2 9	3,521 13 3	161,374 16 5	1,621 3 7	162,996 0 0	1,485	1,292	102,742	302,061	8,512	(Goods).		
Caversham	409	486	4,780	9,438	15,113	2,219	..	..	78	787	1,492 5 9	281 17 11	103 0 9	20 1 2	872 16 1	2 9 5	2,772 10 1	1	..	2,006	..	..	Caversham.		
Burnside	272	427	5,558	6,600	12,857	2,854	2,514	46,443	129	40,751	433 12 3	604 19 3	29 4 3	3 17 11	18,947 10 6	88 3 6	20,097 7 8	20,612	406,105	5,091	40,124	..	Burnside.		
Green Island ..	491	1,450	4,302	14,379	20,622	5,647	..	..	..	38,649	846 14 6	1,542 17 4	22 0 2	7 7 10	6,247 15 8	1 4 0	8,717 19 6	..	..	189	12,801	..	Green Island.		
Abbotsford	249	1,306	3,805	14,337	19,697	7,047	..	..	..	4,618	926 14 2	1,521 3 4	23 3 4	8 15 7	1,031 18 6	31 19 7	3,543 14 6	1	..	424	3,057	..	Abbotsford.		
Wingatui	230	900	3,803	11,137	16,070	2,094	17	13,656	20	9,433	1,345 0 0	591 5 4	72 0 4	14 6 11	4,806 5 5	1 6 2	6,832 4 2	655	4,423	803	2,060	..	Wingatui.		
Middlemarch ..	458	204	1,312	528	2,502	17	1,547	56,212	57	3,633	886 10 7	17 19 1	609 12 3	13 11 10	7,241 9 7	4 13 9	8,783 17 1	498	12,471	1,225	3,511	..	Middlemarch.		
Waipia	315	135	1,135	442	2,027	..	379	27,403	..	677	957 2 7	..	102 1 9	8 18 3	3,143 1 10	4 14 1	4,235 18 6	131	3,950	3,151	4,189	..	Waipia.		
Ranfurly	632	224	1,624	656	3,136	11	433	34,588	134	2,280	1,657 13 3	38 12 8	345 9 6	15 4 3	5,212 8 9	20 8 2	7,289 16 7	137	3,203	1,610	3,285	..	Ranfurly.		
Oturehua	143	48	735	403	1,329	16	829	51,189	35	1,661	719 1 11	13 11 3	214 15 11	10 2 3	6,548 3 4	3 2 4	7,558 17 0	14	5,632	1,010	1,500	..	Oturehua.		
Omakau	369	152	1,410	477	2,408	1	362	41,402	2	1,374	1,298 0 1	29 16 3	267 6 3	6 19 10	5,439 8 7	7 4 9	7,048 15 9	225	6,728	2,576	4,499	..	Omakau.		
Alexandra	547	186	1,395	404	2,532	20	23	6,201	63	2,108	1,639 3 11	101 10 0	256 8 8	12 13 8	4,001 13 8	35 4 2	6,046 14 1	207	3,027	3,233	4,780	..	Alexandra.		
Clyde	308	72	949	311	1,640	90	81	2,888	138	1,042	659 19 2	87 18 1	118 10 11	7 5 3	2,016 19 11	16 5 11	2,906 19 3	65	955	1,693	1,579	..	Clyde.		
Cromwell	944	210	2,671	977	4,802	8	846	27,912	9	4,819	3,326 17 5	7 2 9	519 2 5	26 18 4	9,662 0 9	15 6 3	13,557 7 11	131	3,631	4,982	6,023	..	Cromwell.		
Mosgiel	1,030	2,617	10,568	37,639	51,854	9,491	168	8,035	15	12,124	5,151 6 5	2,916 13 3	320 12 4	128 15 2	3,485 17 11	26 14 1	12,029 19 4	534	7,557	1,158	2,113	..	Mosgiel.		
Outram	54	46	3,562	1,650	5,212	295	299	8,877	22	7,280	432 12 3	147 7 7	45 14 0	4 6 0	1,866 15 8	5 3 2	2,441 18 8	313	2,203	2,368	8,166	..	Outram.		
Allanton	149	284	3,358	3,688	7,479	46	688	11,870	20	3,409	1,063 13 3	44 18 4	289 19 11	4 13 2	1,849 2 3	3 18 11	3,226 5 10	916	8,858	1,289	9,851	..	Allanton.		
Milburn	14	65	627	734	1,440	37	186	12,111	149	49,125	222 8 4	13 9 0	36 15 3	2 18 1	16,257 14 5	269 17 5	16,843 2 6	123	4,685	1,055	18,321	..	Milburn.		
Milton	1,194	980	6,558	8,035	16,767	124	609	29,706	137	21,317	5,420 2 11	119 19 1	434 1 8	63 3 6	9,239 0 8	203 4 11	15,479 12 9	476	9,407	2,247	10,148	..	Milton.		
Waitahuna	63	42	573	948	1,626	1	267	18,129	65	1,564	280 18 0	1 0 2	111 10 6	7 10 6	1,249 1 0	6 11 7	1,706 12 7	61	2,391	1,842	2,738	..	Waitahuna.		
Lawrence	684	380	3,507	3,084	7,655	11	372	19,630	286	1,499	2,213 3 5	20 5 10	349 4 0	26 14 9	2,539 4 7	17 11 11	5,226 4 6	120	1,260	2,558	4,679	..	Lawrence.		
Miller's Flat ..	200	67	1,342	407	2,016	5	68	8,753	756	3,279	564 8 0	8 3 6	113 7 4	14 17 8	4,777 8 3	583 2 8	6,061 7 5	122	1,488	8,400	4,683	..	Miller's Flat.		
Roxburgh	..	..	..	..	..	..	1	2,100	..	1,629	..	..	8 4 3	0 8 4	2,533 14 4	0 12 9	2,545 19 8	1	34	1,495	4,686	..	Roxburgh.		
Lovell's Flat ..	73	177	698	912	1,860	49	103	17,106	20	24,075	283 18 6	52 8 2	37 9 10	2 19 0	10,927 2 10	282 17 2	11,586 15 6	151	3,248	627	2,596	..	Lovell's Flat.		
Stirling	160	186	4,125	3,247	7,717	112	4,643	6,275	34	62,771	1,401 17 2	135 13 4	186 13 0	16 0 1	33,893 5 8	1,193 1 4	36,829 10 7	1,606	2,837	1,469	4,750	..	Stirling.		
Balclutha	1,709	1,145	13,801	9,797	26,452	135	1,605	72,013	527	9,279	9,844 3 6	246 7 7	1,062 13 5	120 4 7	12,020 3 7	72 1 7	23,365 14 3	1,427	38,461	4,544	13,629	..	Balclutha.		
Okawa	305	95	2,695	1,823	4,918	16	1,024	32,330	54,068	6,392	1,878 3 2	28 5 10	329 1 9	32 3 6	17,653 16 11	17 11 0	19,944 2 2	300	60,970	2,021	8,681	..	Okawa.		
Tahakopa	157	122	3,406	5,108	8,793	6	132	3,332	31,666	962	1,180 10 7	5 0 0	135 7 3	4 7 8	7,713 14 8	58 6 1	9,102 6 3	170	5,897	106	2,885	..	Tahakopa.		
Waiwera	37	30	743	739	1,549	14	511	33,913	..	1,223	391 2 1	25 15 7	347 17 11	6 6 0	2,724 5										

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

Commodity.	Year ended 31st March, 1928.						Year ended 31st March, 1927.								
	Tonnage carried.	Per Cent. of Gross.	Tons one Mile.	Average Haul.	Revenue.			Tonnage carried.	Per Cent. of Gross.	Tons one Mile.	Average Haul.	Revenue.			
					Total.	Per Ton.	Per Cent. of Gross.					Total.	Per Ton.	Per Cent. of Gross.	
<i>Products of Agriculture.</i>															
Grain ..	300,047	4.08	13,498,145	45	127,361	2.70	£ s. d. 0 8 6	251,837	3.45	12,821,933	51	112,051	2.42	£ s. d. 0 8 11	d.
Meals ..	126,580	1.72	7,269,043	57	63,333	1.34	0 10 10	98,829	1.35	6,541,665	66	54,948	1.18	0 11 1	2.09
Fruit ..	37,792	0.51	6,784,803	180	46,393	0.98	1 4 7	46,377	0.64	7,653,026	165	56,756	1.22	1 4 6	1.77
Root crops, fodder ..	163,897	2.23	9,929,457	61	78,206	1.66	0 9 7	193,206	2.65	10,639,053	55	87,911	1.90	0 9 1	1.98
Flax, green and dressed	36,662	0.50	1,912,435	52	21,526	0.46	0 11 9	29,588	0.41	1,792,036	61	20,573	0.44	0 13 11	2.75
Seeds ..	27,232	0.37	1,525,012	56	19,045	0.40	0 14 0	22,703	0.31	1,076,881	47	14,354	0.31	0 12 8	3.19
<i>Animals and their Products.</i>															
Cattle and horses ..	692,210	9.41	40,918,895	59	355,864	7.54	0 10 3	642,540	8.81	40,524,594	63	346,593	7.47	0 10 9	2.05
Sheep and pigs ..	139,317	1.89	10,622,857	76	185,704	3.94	1 6 8	118,502	1.62	10,064,853	85	178,900	3.85	1 10 2	4.26
Meat ..	371,439	5.04	27,339,334	74	381,811	8.09	1 0 7	356,094	4.88	25,354,566	71	364,460	7.85	1 0 6	6.15
Butter ..	178,590	2.43	4,343,930	24	110,557	2.34	0 12 5	148,102	2.03	3,677,945	25	94,290	2.02	0 12 9	4.46
Cheese ..	94,982	1.29	5,930,099	62	106,587	2.26	1 2 5	86,630	1.19	4,865,818	56	90,459	1.95	1 0 11	5.29
Wool ..	75,275	1.02	3,378,544	45	74,912	1.59	0 19 11	71,462	0.98	3,511,480	49	77,436	1.67	1 1 8	3.02
Dairy by-products ..	135,184	1.84	7,181,122	53	137,407	2.91	1 0 4	134,286	1.84	6,837,151	51	133,400	2.88	0 19 11	5.90
Fat, hides, skins ..	16,007	0.22	1,359,199	85	17,132	0.36	1 1 5	12,220	0.17	1,122,605	92	14,177	0.31	1 3 2	2.55
Fish ..	36,467	0.50	1,567,661	43	38,484	0.82	1 1 1	34,367	0.47	1,518,076	44	37,373	0.81	1 1 9	
	6,794	0.09	1,124,926	166	10,125	0.21	1 9 10	8,341	0.11	1,306,386	157	13,867	0.30	1 13 3	
<i>Products of Mines.</i>															
Agricultural lime ..	1,054,655	14.32	62,847,672	60	1,062,719	22.52	1 0 2	970,004	13.29	58,258,880	60	1,004,362	21.65	1 0 9	4.14
Coal, imported ..	116,428	1.58	7,090,310	61	36,981	0.78	0 6 4	102,992	1.40	6,989,926	68	35,035	0.76	0 6 10	1.20
Coal, N.Z., hard ..	75,542	1.03	1,940,354	26	31,430	0.67	0 8 4	81,592	1.12	2,337,763	29	35,160	0.76	0 8 7	3.61
Coal, N.Z., brown ..	1,102,183	14.98	36,883,446	33	286,537	6.07	0 5 2	1,089,464	14.92	33,363,403	31	269,384	5.81	0 5 0	1.93
Road-metal ..	1,012,946	13.77	121,434,819	120	576,343	12.21	0 11 5	951,643	13.04	114,512,204	120	539,518	11.63	0 11 4	1.13
Lime and coke ..	277,217	3.77	6,833,613	25	49,811	1.06	0 5 7	336,537	4.61	9,070,149	27	64,112	1.38	0 3 10	1.69
	54,596	0.74	3,370,865	62	24,589	0.52	0 9 0	55,244	0.76	3,510,971	64	25,337	0.55	0 9 2	1.73
<i>Products of Forests.</i>															
Timber, imported ..	2,638,912	35.87	177,553,407	67	1,005,691	21.31	0 7 8	2,617,472	35.85	169,784,416	65	968,546	20.89	0 7 5	1.37
Timber, N.Z. ..	32,707	0.44	1,628,804	50	33,675	0.71	1 0 7	45,561	0.62	2,045,083	45	41,707	0.90	0 18 4	4.89
Firewood, posts, &c. ..	537,856	7.31	60,709,948	113	501,530	10.64	0 18 8	617,882	8.46	68,062,589	110	565,099	12.18	0 18 3	1.99
	127,997	1.74	9,690,938	76	49,277	1.04	0 7 9	140,009	1.92	10,615,477	76	53,698	1.16	0 7 8	1.21
<i>Manufactures, &c.</i>															
Benzine, gasoline, kerosene ..	698,560	9.49	72,029,690	103	584,482	12.39	0 16 9	803,452	11.00	80,723,149	100	660,504	14.24	0 6 5	1.96
Cement (N.Z.) ..	89,977	1.22	7,635,276	85	172,747	3.66	1 18 10	61,753	0.85	5,022,954	81	118,694	2.56	1 18 5	5.67
Manures ..	78,481	1.07	9,519,346	121	75,842	1.61	0 19 4	78,236	1.07	7,796,413	100	67,650	1.46	0 17 3	2.08
	586,007	7.96	36,371,287	62	261,313	5.54	0 8 11	441,396	6.05	31,604,880	72	201,923	4.35	0 9 2	1.53
<i>Miscellaneous</i>	754,465	10.25	53,525,909	71	509,902	10.81	0 13 6	581,385	7.97	44,424,241	76	388,267	8.37	0 13 4	2.10
	1,520,195	20.66	62,035,702	41	1,199,940	25.43	0 15 10	1,684,899	23.08	61,158,246	36	1,269,806	27.38	0 15 1	4.98
Totals	7,358,397	100.00	468,911,275	64	4,718,598	100.00	0 12 10	7,299,752	100.00	454,873,532	62	4,638,078	100.00	0 12 9	2.44

STATEMENT NO. 19.

STATEMENT SHOWING MILEAGE, CAPITAL COST, TRAFFIC, REVENUE, AND EXPENDITURE OF NEW ZEALAND GOVERNMENT RAILWAYS FROM 1ST APRIL, 1920, TO 31ST MARCH, 1928.

MILEAGE, CAPITAL COST, TRAFFIC, AND REVENUE.*

Year.	Miles.	Capital Cost.	Train-mileage.	Passengers.		Season Tickets.		Coaching.	Cattle. (Number.)	Sheep and Pigs. (Number.)	Timber. (Tons.)
				Number.	Revenue	Number.	Revenue.	Revenue.			
		£			£		£	£			
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	13,836,311	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	9,209,965	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	9,902,511	663,442
1927-1928	.. 3,180	49,014,832	10,838,594	9,272,547	1,886,833	632,741	258,463	379,933	459,742	9,299,715	570,558

Year.	Goods.	Total.	Goods Revenue.	Miscellaneous Revenue, Labour, Demurrage, &c.	Rents and Commission.	Total Revenue.	Revenue per Train-mile.
	Tons.	Tons.	£	£	£	£	d.
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	6,792,613	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
1927-1928	6,276,525	6,847,083	4,680,135	138,481	..	7,343,845	162.62

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.
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	1,074,331	14.47	340.30	24.04	100,861	1.36	31.95	2.26	1,303,444	17.56	29.17
1927-1928	139.55	85.81	1,147,067	15.62	360.94	25.40	102,871	1.40	32.37	2.28	1,380,727	18.80	30.57

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.	£		£
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
1927-1928	1,662,074	22.63	36.80	1,760,459	23.97	38.98	248,921	3.39	5.51	..	..	6,302,119

* Figures from 1925-26 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.	Earnings per Average Mile open.	Working-expenses per Average Mile open.	Net Earnings per Average Mile.	Expenses.				Number of Locomotives.	Number of Passenger-carriages.	Number of Wagons and Brake-vans.	Year ending.
																								Maintenance per Mile of Railway.	Locomotive and Wagon per Train-mile.	Traffic per Cent. of Revenue.	General Charges (including Compensation, &c. per Cent. of Revenue.				
Victoria ..	87,884	1,727,000	4,634	Ft. in. 5362	£ 70,882,849	£ 15,296	386	£ s. d. 41 0 11	18,030,749	£ 13,652,434	d. 181-72	£ 10,408,686	d. 138-55	£ 3,243,748	d. 43-18	4-99	76-24	£ s. d. 7 18 1	169,237,648	9,234,923	£ 2,951	£ 2,250	£ 701	£ 492	d. 55-34	24-22	4-89	687	2,029	20,853	30 June, 1927.
New South Wales ..	309,432	2,349,401	5,750	4 8½	112,789,149	19,615	408	48 0 2	26,325,847	18,906,543	172-36	13,795,853	125-77	5,110,690	46-59	4-69	72-97	8 0 11	141,615,806	17,224,894	3,290	2,401	889	373	62-21	19-74	5-78	1,420	1,951	24,276	.. ..
Queensland ..	670,500	894,444	6,302	3 6	57,096,604	9,060	142	63 16 8	11,905,663	7,325,677	147-67	6,495,322	130-94	830,355	16-73	1-45	88-67	8 3 10	26,812,993	4,315,513	1,170	1,038	132	252	58-96	25-17	2-05	761	1,163	18,706	.. ..
South Australia ..	380,070	572,000	2,528	3635	28,702,969	11,355	226	50 3 7	6,959,734	4,144,412	142-92	5,892,228	203-19	1,747,816 (loss)	60-27 (loss)	..	142-17	7 4 11	25,984,940	3,686,790	1,643	2,336	693 (loss)	407	125-98	26-02	3-22	489	744	9,343	.. ..
Western Australia..	975,920	379,266	3,918	3 6	21,566,262	5,504	97	56 17 3	5,481,480	3,607,989	157-97	2,685,693	117-59	922,296	40-38	4-28	74-44	9 10 2	15,737,570	3,438,587	924	688	236	163	54-51	20-19	2-10	395	394	10,612	.. ..
Tasmania ..	26,215	208,179	658	3620	6,486,109	9,854	316	31 3 2	1,317,727	539,352	98-23	551,192	100-38	11,840 (loss)	2-15 (loss)	..	102-19	2 11 10	2,328,970	730,273	819	837	18 (loss)	204	40-52	22-06	13-99	95	153	1,973	.. ..
New Zealand ..	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	31 Mar., 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	21,433,325	5,373,136	1,578	1,023	555	240	40-02	20-38	2-67	624	1,488	22,517	.. 1918.
..	103,861	1,175,325	2,993	3 6	36,167,681	12,084	393	30 15 6	7,477,583	4,988,632	160-00	3,308,575	105-97	1,680,057	54-03	4-65	66-32	4 4 11	22,030,327	5,611,738	1,670	1,107	563	252	44-35	20-73	2-70	620	1,489	22,658	.. 1919.
..	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	6,613,588	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	28,436,175	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	26,488	.. 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	26,990	.. 1927.†
..	103,861	1,453,517	3,180	3 6	49,014,832	15,413	457	33 14 5	10,838,594	7,343,845	162-62	6,302,119	139-55	1,041,726	23-07	2-15	85-81	5 1 1	25,379,665	7,366,762	2,310	1,963	327	393	67-37	23-97	3-39	678	1,612	27,228	.. 1928.†

* The figures for train-miles run in New Zealand prior to 1925 included mileage run by assisting engines. † The figures for passenger traffic in New Zealand prior to 1919 are exclusive of season tickets. : New Zealand figures from 1926 are for operation only, subsidiary services not included as hitherto.

STATEMENT No. 21.

COMPARATIVE STATEMENT OF THE NUMBER OF EMPLOYEES FOR YEARS 1927-28 AND 1926-27.

Branch.				Kaihu.	Gisborne	North Island Main Line and Branches.	South Island Main Line and Branches.	Westport.	Nelson.	Picton.	Stores.	Refreshment Branch.	Architectural Branch.	Total.
1927-28.														
General ..	..	..	..	1	3	682	154	4	4	3	454	329	147	1,781
Traffic ..	..	..	..	5	21	2,925	2,511	90	21	36	..	..	..	5,609
Maintenance ..	..	..	..	13	42	2,634	1,713	47	40	41	..	..	..	4,530
Locomotive ..	..	..	..	5	23	3,684	2,791	73*	22	23	..	..	..	6,621
Totals ..	..	..	..	24	89	9,925	7,169	214	87	103	454	329	147	18,541
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

* 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, 1928.

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.		Killed.		Injured.		Killed.		Injured.		Killed.	
	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	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
North Island Main Line	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
and Branches	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
South Island Main Line	..	2	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
and Branches	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Westport	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Nelson	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Pictou	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Totals	..	2	..	2	..	5	25	4	36	6	7	..	..	6	136	1	2	5	19	43	..	4	864	604	..	47 1,726

STATEMENT No. 23.

STATEMENT OF RAILS RELAID DURING THE YEAR ENDED 31ST MARCH, 1928.

Weight.	Kaihu.	Gisborne.	North Island Main Line and Branches.	South Island Main Line and Branches.	Westport.	Nelson.	Picton.	Total.
RAILS RELAID :—								
55 lb. steel	..	4	..	47	4	..	..	55
70 "	..	..	6,884	1,770	180	..	..	8,834
100 "	..	..	..	5	..	..	..	5
Totals	..	4	6,884	1,822	184	..	..	8,894

STATEMENT No. 24.

STATEMENT OF SLEEPERS LAID AND REMOVED DURING THE YEAR ENDED 31ST MARCH, 1928.

Description.	Kaihu.	North Island Main Line and Branches.	Gisborne.	South Island Main Line and Branches.	Westport.	Nelson.	Picton.	Total.
SLEEPERS LAID :—								
Mountain Pine	..	..	..	..	42	..	..	42
Maire	..	641	..	..	..	..	..	641
Black Butt	..	2,314	..	..	..	..	..	2,314
Red Mahogany	..	23	..	..	..	..	..	23
Jarra	8	117,983	152	34,873	85	4	216	153,321
Totara	25	2,949	..	440	263	56	31	3,764
Birch	..	..	..	..	66	..	..	66
Silver-pine	83	2,365	..	14,477	128	66	410	17,529
Puriri	26	..	..	..	..	..	..	26
Hardwood	..	1,091	..	..	..	..	..	1,091
Yellow Pine	..	..	..	126	18	..	..	144
Ironbark	..	12	..	239	..	..	..	251
Totals	142	127,378	152	50,155	602	126	657	179,212
SLEEPERS REMOVED :—								
Kawhai	..	..	..	17	..	..	..	17
Hardwood	..	290	..	298	..	..	..	588
Kauri	21	310	..	..	..	..	..	331
Maire	..	70	..	..	..	..	..	70
Ironbark	..	566	..	692	51	11	..	1,320
Jarra	8	46,415	147	7,474	30	..	7	54,081
Matai and Rimu	..	2,455	..	1,996	4	..	..	4,455
Totara	105	62,142	2	3,765	..	..	5	66,019
Birch	..	1,596	..	46	79	19	13	1,753
Silver-pine	4	2,537	3	23,963	438	96	632	27,673
Powellized	..	136	..	38	..	..	..	174
Puriri	4	4,164	..	115	..	..	..	4,283
Creosoted	..	5,878	..	9,121	..	..	..	14,999
Grey-gum	..	103	..	3	..	..	..	106
Rata	..	100	..	..	..	..	..	100
Totals	142	126,762	152	47,528	602	126	657	175,969

STATEMENT No. 25.

STATEMENT OF NUMBER OF STATIONS AND PRIVATE SIDINGS ON EACH SECTION FOR THE YEAR ENDED 31ST MARCH, 1928.

Section.	Length.	Number of Stations and Stopping-places for Passengers in the Time-tables.	Number of Private Sidings.		
			At Stations.	Out of Stations.	Total.
Kaihu	M. ch. 24 10	12	1	..	1
Gisborne	60 50	20	9	2	11
North Island Main Line and Branches	1,326 26	467	205	54	259
South Island Main Line and Branches	1,619 7	581	220	32	252
Westport	43 2	20	4	4	8
Nelson	64 10	23	4	1	5
Picton	56 12	19	8	..	8
Totals	3,193 37	1,142	451	93	544

STATEMENT NO. 26.
COMPARATIVE STATEMENT OF MILEAGE OF RAILWAYS OPEN FOR TRAFFIC AND UNDER MAINTENANCE ON 31ST MARCH, 1928.

Section.	Mileage open for traffic on 31st March, 1927.	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, 1928.		Equivalent Total Mileage maintained during Financial Year ended 31st March, 1928.	
		Line opened.	Date of Opening.	M. ch.	Length opened.	M. ch.	Length.	M. ch.	Length.	M. ch.	Length.	M. ch.	Length.	M. ch.	Length.
Kaihu	M. ch. 24 10	..	..	..	..	..	..	..	..	..	..	M. ch. 24 10	..	M. ch. 24 10	..
North Island Main Lines and Branches	1,309 39	{ Waikato-Taharua Hutt Valley Branch	1st May, 1927 26th May, 1927	14 02 2 65	..	12 70 2 31	..	16 67	..	16 67	..	1,326 26	..	1,324 60	..
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	64 10	..	..	..	..	..	..	..	..	..	..	64 10	..	64 10	..
Pieton	56 12	..	..	..	..	..	..	..	..	..	..	56 12	..	56 12	..
Totals	3,176 50	..	..	16 67	..	15 21	..	16 67	..	16 67	..	3,193 37	..	3,191 71	..

STATEMENT NO. 27.
STATEMENT SHOWING WEIGHTS OF RAILS IN VARIOUS LINES ON 31ST MARCH, 1928.

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.
Kaihu Section—											
Kaihu Branch ..	..	..	..	..	M. ch. 17 15	M. ch. 6 75	M. ch. ..	M. ch. ..	M. ch. ..	M. ch. ..	M. ch. 24 10
North Island Main Lines and Branches—											
Kaikōke Branch ..	..	..	..	..	..	24 59	..	..	1 23	..	24 59
Onerahi Branch ..	..	..	..	..	0 20	2 57	..	..	414 26	..	425 65
Auckland-Wellington	..	..	..	..	0 5	..	..	11 29	55 69	..	181 19
North Auckland Line ..	..	..	..	..	0 18	102 38	..	..	0 24	..	2 59
Onehunga Branch ..	..	0 10	..	..	0 57	12 70	..	..	..	..	12 70
Waikū Branch ..	..	..	..	..	..	9 6	..	..	..	..	9 6
Huntly-Awaroa Railway ..	..	..	..	..	..	..	..	..	..	..	62 75
Thames Branch ..	..	..	..	..	0 33	..	17 75	..	44 47	..	26 26
Waikī Branch ..	..	..	..	..	6 75	14 2	11 37	..	0 67	..	12 1
Cambridge Branch ..	..	..	..	..	15 51	2 36	2 42	..	0 8	..	68 60
Rotorua Branch ..	..	..	..	..	6 35	..	0 3	..	53 6	..	8 38
Raetihi Branch ..	..	..	..	..	0 16	2 3	..	..	125 12	..	137 3
Marton-New Plymouth ..	..	..	..	..	3 70	..	11 55	..	..	..	4 62
Waitara Branch ..	0 5	0 41	..	..	15 45	31 34	0 26	..	..	..	47 30
Toko Branch ..	..	..	..	..	..	22 77	0 31	..	..	..	22 77
Opunake Branch ..	..	..	..	..	..	..	..	..	..	..	6 2
Mount Egmont Branch ..	..	..	..	..	..	..	6 2	..	..	..	3 20
Wanganui Branch ..	..	..	..	..	..	0 9	1 70	..	1 21	..	19 33
Foxton Branch ..	..	..	0 2	..	10 70	8 68	8 41	..	..	..	123 76
Palmerston North-Eskdale	..	..	..	..	0 20	0 3	20 43	..	94 25	..	1 70
Port Ahuriri Branch ..	..	..	..	..	1 66	0 1	..	..	0 1	..	114 43
Wellington-Woodville ..	..	..	..	..	3 61	0 1	4 51	..	106 10	..	2 65
Hutt Valley Branch ..	..	..	..	..	..	..	..	..	2 65	..	3 7
Greytown Branch ..	..	..	3 7	..	..	..	..	..	..	..	49 10
Gisborne Section—											
Gisborne Line ..	0 20	..	..	..	..	31 8	17 62	..	..	..	11 40
Ngatapa Branch ..	..	..	..	..	..	11 40	..	..	..	..	392 1
South Island Main Lines and Branches—											
Lyttelton-Bluff ..	..	..	..	..	0 1	..	..	..	390 21	1 48	80 52
Main North Line ..	..	0 8	0 3	..	28 25	0 3	3 36	..	39 28	..	33 45
Oxford Branch ..	..	11 45	..	..	18 35	0 7	..	..	0 6	..	20 21
Eyreton Branch ..	..	..	..	..	20 14	..	..	..	..	..	44 1
Cheviot Branch ..	..	..	..	..	12 53	12 53	31 25	..	0 3	..	25 39
Southbridge Branch ..	..	..	..	..	23 11	1 0	1 20	..	0 8	..	22 48
Little River Branch ..	..	0 9	..	..	0 48	17 45	4 25	..	0 1	..	130 65
Midland Line ..	..	..	..	..	0 4	..	..	..	122 10	8 51	11 46
White Cliffs Branch ..	..	..	..	..	11 29	..	0 10	..	0 7	..	22 20
Methven Branch ..	..	..	..	22 16	..	0 1	..	..	0 3	..	2,194 24
Carried forward ..	0 25	12 33	3 12	22 16	186 24	327 54	168 41	11 29	1,452 11	10 19	

STATEMENT NO. 27—continued.
STATEMENT SHOWING WEIGHTS OF RAILS IN VARIOUS LINES ON 31ST MARCH, 1928—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.
Brought forward											
South Island Main Lines and Branches—continued.											
Springburn Branch	M. ch. 0 25	M. ch. 12 33	M. ch. 3 12	M. ch. 22 16	M. ch. 186 24	M. ch. 327 54	M. ch. 168 41	M. ch. 11 29	M. ch. 1,452 11	M. ch. 10 19	M. ch. 2,194 24
Albury Branch	3 29	2 23			22 40	4 48	16 74		0 22		27 36
Waimate Branch	0 65			2 2	2 44	4 78	7 66		0 4		36 13
Waimate Gorge Branch			7 21		1 0						4 46
Duntroon Branch	1 16		0 4		28 51	3 61	3 69				8 21
Oamaru Breakwater Branch	0 23				0 40						37 41
Ngapara Branch					11 44		3 45				0 63
Tokarahi Branch						10 36	1 39				15 9
Dunback Branch		6 76	0 53		0 16		1 0				11 75
Port Chalmers Branch					0 16				1 10		8 65
Waiton Park Branch	0 2				1 48	0 19	0 48		0 1		1 26
Fernhill Branch					1 57						2 38
Otago Central Railway					65 73	15 27	65 58				1 57
Outram Branch	0 1				6 26	0 73	1 53		0 7		146 78
Lawrence Branch					1 40	33 7	15 8				9 0
Catlin's River Branch					15 26	20 5	3 46		4 1		49 55
Tapanui Branch					10 40	9 3	6 58				42 78
Waikaka Branch						12 56			0 1		26 21
Glenham Branch					6 64		2 17		0 34		12 57
Seaward Bush Branch					1 52	25 9	7 4				9 35
Kingston Branch					42 47		25 64		18 47		33 65
Tuatapere Branch					6 60	16 33	20 15		13 8		86 78
Wairio Branch					4 65	3 18	0 1		22 44		56 36
Hedgehope Branch	0 60	4 1			0 24		0 1				22 44
Mosburn Branch		10 16									12 66
Waimea Plains Branch					1 77				36 37		10 41
Switzers Branch					4 2				0 1		36 37
Greymouth-Ross					27 64	11 69	16 75		17 32		13 67
Stillwater-Inangahua						14 54	8 75		5 40		38 29
Blackball Branch					0 15	1 0	2 31				56 73
Point Elizabeth Branch					0 17		4 46		3 24		3 31
7-Mile Branch						2 43			8 5		8 5
Westport-Mokihinui					0 17	0 1	8 67		21 12		2 43
Westport - Te Kuha						5 57	0 4				30 17
Cape Foulwind Line							7 4				5 61
Nelson Line					25 38	21 50	16 73		0 9		7 4
Picton Line					17 11	22 54	16 24		0 3		64 10
Totals	6 61	35 69	11 10	24 18	496 2	567 55	433 66	11 29	1,596 28	10 19	3,193 37

STATEMENT No.

STATEMENT SHOWING APPROXIMATELY SLEEPERS LAID AND REMOVED UP TO 31ST MARCH, 1928.

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	122 627
1888-89	18 31	..	18 31	42,814	108 666
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
1927-1928	16 67	..	16 67	40,410	175,969
Totals	..	..	..	6,655,851	9,309,089

* 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, 1928.

Description.	Class.	Kailua.	North Island Main Line and Branches.	Gisborne.	South Island Main Line and Branches.	Westport.	Nelson.	Pictou.	Total.
CARRIAGES.									
Saloon, bogie, 56 ft.	AA	..	1	..	..	..	..	..	1
Sleepers, bogie, 56 ft.	AA	..	5	..	..	..	..	..	5
Sleepers, bogie, 50 ft.	AA	..	10	..	..	..	..	..	10
First-class, bogie, 50 ft.	AA	..	46	..	..	..	..	..	46
Ladies' (composite), bogie, 50 ft.	AA	..	6	..	..	..	..	..	6
Second-class bogie, 50 ft.	AA	..	58	..	..	..	..	..	58
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	..	3	..	..	1	7
" " 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	..	..	..	5	..	..	..	5
" " 44 ft.	A	..	65	7	82	2	1	2	159
" " 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	..	..	..	6	..	..	..	6
" " 44 ft.	A	..	86	4	117	3	3	4	217
" " 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	5	..	4	2	4	..	17
" " 4-wheel	D	..	..	..	..	4	..	..	4
Postal, bogie, 50 ft.	A	..	7	..	3	..	..	..	10
" " 44 ft.	A	..	4	..	4	..	..	..	8
" " 39½ ft.	A	..	2	..	..	..	..	..	2
" " 30 ft.	B	..	..	..	1	..	..	..	1
Totals	..	4	875	13	673	16	14	12	1,607
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	11	..	51	4	3	..	71
" " bogie	F	..	232	4	162	5	3	4	410
" " Fell	F	..	7	..	4	..	..	..	11
Totals	..	2	250	4	217	9	6	4	492

STATEMENT NO. 29—continued.

STATEMENT OF CARRIAGE, BRAKE-VAN, AND WAGON STOCK, AND TARPAULINS, FOR THE YEAR
ENDED 31ST MARCH, 1928—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	..	130	1	116	..	1	4	252
Cattle	H	..	375	4	263	4	5	4	655
Sheep	J	..	1,134	40	927	..	10	40	2,151
Covered goods	K	1	334	2	405	5	6	3	756
Sleeping-vans	K	..	25	..	48	1	1	..	75
High sides	L	4	5,339	47	5,012	17	103	174	10,696
.. .. .	La	..	2,314	..	2,441	..	..	..	4,755
Low sides	M	12	515	40	943	24	14	21	1,569
.. steel	Ma	..	148	12	..	..	..	..	160
Work-train	Mb	..	86	..	28	..	..	..	114
Timber	N	40	176	..	196	65	8	..	485
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	..	285	10	95	..	15	..	405
Cool, insulated	X	..	176	..	32	..	..	..	208
.. ventilated	Xa	1	221	..	160	..	..	7	389
.. .. .	Xb	..	98	..	56	..	..	..	154
Work-train hopper	Y	..	..	..	11	..	..	..	11
.. .. .	Yb	..	223	..	152	..	..	..	375
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	..	62	..	40	..	..	..	102
.. .. .	Zp	..	46	..	68	..	..	..	114
Totals	..	60	13,053	208	12,196	793	167	259	26,736
TARPAULINS	..	30	10,368	115	11,345	52	175	290	22,375

STATEMENT No. 30.

STATEMENT OF LOCOMOTIVE STOCK FOR THE YEAR ENDED 31st MARCH, 1928.

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.
		Dia-meter.	Stroke.	No.	Dia-meter.	No.	Dia-meter.								
A	Tender (4-cyl. balanced compound), (17 superheated)	In. 12 & 19	In. 22	6	Ft. 4	In. 6	6	30½	..	50	..	7	..	..	57
AA	Tender (superheated)	18	24	6	4	1	6	30½	..	10	..	..	..	..	10
AB	"	17	26	6	4	6	6	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	4	1	71
FA	"	12	18	6	3	0½	2	24	..	8	..	3	2	3	18
H	" (Fell)	14	16	4	2	8	2	30½	..	6	..	..	..	..	6
J	Tender	14	20	6	3	6½	2	24½	..	14	..	12	..	..	26
L	Tank	12	18	4	3	6½	6	26½	..	3	..	1	..	..	4
M	"	13	20	4	3	6½	6	28½	..	2	..	..	..	..	2
N	Tender	15	20	6	4	1½	4	28½	..	4	..	..	..	..	4
N	"	15	20	6	4	1½	4	30½	..	..	..	1	..	..	1
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	..	..	..	3	..	..	3
Q	" (2 superheated)	16	22	6	4	1½	4	30½	..	6	..	7	..	..	13
R	Single Fairlie	12½	16	6	3	0½	4	36½	..	..	..	6	..	..	6
U	Tender (superheated)	16	20	6	4	6	4	30½	..	..	..	9	..	..	9
UA	" (2 superheated)	16	20	6	4	1½	4	30½	..	..	..	6	..	..	6
UB	" (3 superheated)	16	20	6	4	1½	4	26½	..	..	..	20	..	..	20
UB	" (1 superheated)	16	22	6	4	1½	4	30½	..	..	..	2	..	..	2
UC	"	16	22	6	4	1½	4	30½	..	..	..	10	..	..	10
UD	"	16½	22	6	4	10	4	28	..	2	..	..	..	..	2
W	Tank	14	20	6	3	0½	4	26½	..	..	..	2	..	..	2
WA	"	14	20	6	3	3½	4	28½	..	2	6	3	..	..	11
WA	" (converted)	14	20	6	3	6½	4	24½	..	3	..	1	..	..	4
WAB	" (superheated)	17	26	6	4	6	4	30½	..	6	..	10	..	..	16
WB	"	14	20	6	3	3½	4	25	..	5	..	..	6	..	11
WD	"	14	20	6	3	3½	6	25	..	11	..	7	..	..	18
WE	" (1 superheated)	16	22	6	3	6½	8	30½	..	..	..	2	..	..	2
WF	"	14	22	6	3	9	8	30½	..	14	..	17	..	3	38
WG	" (8 superheated)	14	22	6	3	9	8	26½	..	20	..	..	..	..	20
WS	" (superheated)	17	26	6	4	6	4	30½	..	14	..	..	..	..	14
WW	"	15½	22	6	3	9	8	26½	..	48	..	2	..	..	50
X	Tender (4-cyl. balanced compound)	13½ & 22	22	8	3	9	4	26½	..	18	..	..	..	..	18
..	Electric	..	..	8	3	8½	..	..	..	..	..	5	..	..	5
..	Battery	..	..	8	3	0½	..	..	..	..	..	1	..	..	1
	Totals	..	..	..	..	..	..	2	394	6	251	12	7	6	678

STATEMENT No. 31.

PERFORMANCES OF LOCOMOTIVES FOR THE YEAR ENDED 31ST MARCH, 1928.

Type.	Number of Engines.	Engine-mileage.			Quantity of Stores.			Cost.				Cost per Engine-mile, in Pence.				Days in Steam.	Type.
		Details.			Running.		Repairs.	Running.			Repairs.	Running.					
		Train.	Shunting, Assisting, Light, and Miscellaneous.	Work train.	Coal.	Oil.		Wages and Material.	Stores.	Fuel.		Wages.					
													Total				
F	12	17,738	5,686	80	23,504	Cwt.	Ql.	£	£	£	£	£	£	£	£	F.	
Betterments and depreciation	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	
Water charges	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	
General charges	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	
	..	17,738	5,686	80	23,504	..	..	..	..	..	..	..	..	..	..	..	
	..	..	..	80*	80	..	..	..	..	..	..	..	..	..	..	..	
Totals	..	17,738	5,686	..	23,424	..	..	..	..	..	..	..	..	..	..	..	

KAIHU SECTION.

GISBORNE SECTION.

FA	6	82,211	16,155	1,004	99,370	Cwt.	Qts.	£	£	£	£	£	£	£	£	£	FA.
WA	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	WA.
Totals	6	82,211	16,155	1,004	99,370	..	..	..	..	..	..	..	..	..	..	..	..
Betterments and depreciation	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Water charges	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
General charges	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
	..	82,211	16,155	1,004	99,370	..	..	..	..	..	..	..	..	..	..	..	..
	..	..	..	1,004*	1,004	..	..	..	..	..	..	..	..	..	..	..	..
Totals	..	82,211	16,155	..	98,366	..	..	..	..	..	..	..	..	..	..	..	..

NOTE.—GISBORNE Section : One FA transferred to North Island Main Line and Branches.

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

† Credits for same.

† Repairs in connection with transfer of FA engine to North Island Main Line and Branches.

STATEMENT NO. 31—continued.

PERFORMANCES OF LOCOMOTIVES FOR THE YEAR ENDED 31ST MARCH, 1928—continued.

Type.	Engine-mileage.				Quantity of Stores.		Cost.				Cost per Engine-mile, in Pence.				Days in Steam.	Type.			
	Details.			Total	Running.		Repairs.	Running.		Repairs.	Running.		Total.						
	Train.	Shunting, Assisting, Light, and Miscellaneous.	Work train.		Coal.	Oil.		Stores.	Fuel.		Wages.	Stores.		Fuel.			Wages.		
Number of Engines.		Cwt.	Qt.	£	£	£	£	£	£	£	£	£	£	£	£				
A	50	977,930	238,445	46,460	1,262,835	671,589	49,426	41,386	3,036	60,194	43,679	148,295	7.87	0.58	11.43	8.30	28.18	A.	
AA	10	174,027	37,844	10,297	222,168	120,561	7,471	9,584	489	13,867	6,669	30,609	10.35	0.53	14.99	7.20	33.07	AA.	
AB	87	2,650,020	474,543	3,395	3,127,958	1,533,701	101,785	62,096	6,244	151,969	86,375	306,684	5.98	0.48	11.66	6.63	22.454	AB.	
BB	30	580,456	173,515	8,850	762,821	402,681	26,876	19,003	1,707	44,906	27,412	93,028	6.78	0.54	14.13	8.62	29.27	BB.	
F	23	4,347	145,634	14,257	164,238	54,711	4,874	4,643	324	4,507	9,324	18,798	6.78	0.47	6.59	13.63	27.47	F.	
FA	8	2,925	98,821	2,045	103,791	47,270	3,853	3,372	3,774	6,367	13,758	7.80	0.57	8.73	14.71	31.81	1,504	FA.	
H	6	13,351	27,647	..	40,998	49,824	2,613	4,147	176	5,680	4,004	14,007	24.28	1.03	33.25	23.44	82.00	1,149	H.
J	14	208	208,384	156	208,748	104,225	7,386	3,056	497	9,500	12,927	25,980	3.51	0.57	10.92	14.87	29.87	2,732	J.
L	3	9,774	16,756	22	26,552	8,561	710	401	52	732	1,464	2,649	3.62	0.47	6.62	13.23	23.94	633	L.
M	2	6,790	14,517	24	21,331	8,930	661	305	44	1,009	1,107	2,465	3.43	0.50	11.35	12.45	27.73	323	M.
N	4	18,277	46,626	16	64,919	32,088	2,170	659	146	3,036	3,172	7,013	2.44	0.54	11.22	11.73	25.93	820	N.
NA	2	2,374	4,448	..	6,822	3,115	247	159	15	361	292	827	5.59	0.53	12.70	10.27	29.09	87	NA.
NC	2	15,860	8,767	355	24,982	12,795	859	182	56	1,455	994	2,687	1.75	0.54	13.97	9.55	25.81	290	NC.
OA	1	54	10,736	331	11,121	6,120	477	91	30	447	716	1,284	1.96	0.65	9.65	15.45	27.71	164	OA.
OB	2	27,581	9,020	..	36,601	19,981	1,311	390	81	2,288	1,287	4,046	2.56	0.53	15.00	8.44	26.53	428	OB.
OC	1	12,921	4,273	..	17,194	9,325	655	524	40	1,074	578	2,216	7.31	0.56	14.99	8.07	30.93	183	OC.
Q	6	75,519	21,992	576	98,087	56,309	3,408	9,054	215	4,558	3,714	17,541	22.15	0.53	11.15	9.09	42.92	964	Q.
R	1	..	209	..	209	120	6	7	..	7	12	26	8.04	..	8.04	13.78	29.86	6	R.
T	1	..	10,393	..	10,393	7,733	407	82	26	471	651	1,230	1.89	0.60	10.88	15.03	28.40	137	T.
Un	2	24,655	12,004	398	37,057	18,580	1,296	2,364	80	1,459	1,422	5,325	15.31	0.52	9.45	9.21	34.49	450	Un.
WA	2	7,099	19,378	132	26,609	11,156	902	554	63	1,184	1,373	3,174	5.00	0.57	10.68	12.38	28.63	437	WA.
WA (converted)	3	9,915	45,878	14	55,807	24,023	2,140	278	137	2,148	3,074	5,637	1.20	0.59	9.24	13.21	24.24	643	WA (converted).
WAB	6	110,394	19,258	453	130,105	72,890	5,401	2,951	313	8,420	3,537	15,221	5.44	0.58	15.54	6.52	28.08	1,287	WAB.
WB	5	55,129	26,381	4,817	86,327	54,053	3,016	4,207	184	3,163	3,320	10,874	11.70	0.51	8.79	9.23	30.23	948	WB.
WD	11	69,374	127,509	5,084	201,967	122,628	7,214	4,540	470	10,439	10,178	25,627	5.39	0.56	12.41	12.09	30.45	2,437	WD.
WF	14	109,627	139,858	5,680	255,165	127,141	8,937	6,898	578	11,460	11,165	30,101	6.49	0.54	10.78	10.50	28.31	3,106	WF.
WG	20	101,046	224,552	18,338	343,936	192,867	12,939	13,895	847	18,073	16,851	49,666	9.70	0.59	12.61	11.76	34.66	4,284	WG.

STATEMENT NO. 31—continued.
PERFORMANCES OF LOCOMOTIVES FOR THE YEAR ENDED 31ST MARCH, 1928—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.			Repairs.	Running.			Total.					
		Train.	Shunting, Assisting, Light, and Miscellaneous.	Work train.		Coal.	Oil.		Stores.	Fuel.	Wages.		Stores.	Fuel.	Wages.						
WH	1	204	151	16	371	125	19	50	1	£	£	£	£	32-34	0-65	9-06	12-29	54-34	12	WH.	
Ws	14	367,733	89,188	694	457,615	261,590	16,658	5,362	984	22,130	17,141	45,617	84	2-81	0-52	11-60	8-99	23-92	3,989	Ws.	
W	48	719,455	342,620	79,916	1,141,991	551,720	39,863	40,226	2,487	55,171	43,727	141,611	141,611	8-46	0-52	11-59	9-19	29-76	11,803	WW.	
X	18	315,988	38,634	6,728	361,350	274,278	23,778	20,375	1,220	31,174	13,002	65,771	65,771	13-53	0-81	20-70	8-64	43-68	3,482	X.	
Totals (steam)	397	6,463,033	2,637,981	209,054	9,310,068	4,860,690	337,358	260,841	20,787	474,670	335,553	1,091,851	1,091,851	6-72	0-54	12-24	8-65	28-15	88,072	Rm 1 (steam).	
Rm 1	1	16,888	723	..	17,611	1,255	972	435	52	149	441	1,077	1,077	5-93	0-71	2-03	6-01	14-68	147		
Totals (including rail-motor)	398	6,479,921	2,638,704	209,054	9,327,679	4,861,945	338,330	261,276	20,839	474,819	335,994	1,092,928	1,092,928	6-72	0-54	12-21	8-65	28-12	88,219		
Bedderments and depreciation	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1-44	..		
Water charges	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	0-37	..		
Conversions and alterations	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	0-61	..		
General charges	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	3-60	..		
		6,479,921	2,638,704	209,054	9,327,679													34-14			
		..	37,280*	146,700†	183,980																
Totals	..	6,479,921	2,601,424	62,354	9,143,699	..	..	..	..	..	..	..	1,300,011	..	..	..	..	..	..	..	

NOTE.—One Bc, one L, one N 27, one S, one Wb, one Wj written off. One Wc, one Rm 5 transferred to South Island Main Line and Branches. Two Ws new 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, 1928—continued.

Type.	Number of Engines.	Engine-mileage.			Quantity of Stores.			Cost.				Cost per Engine-mile, in Pence.				Days in Steam.	Type.	
		Details.			Running.		Repairs.	Running.			Total.							
		Train.	Shunting, Assisting, Light, and Miscellaneous.	Work train.	Total.	Coal.		Oil.	Stores.	Fuel.	Wages.	Wages and Material.	Stores.	Fuel.	Wages.			Total.
SOUTH ISLAND MAIN LINE AND BRANCHES.																		
A	7	124,125	19,152	205	143,482	87,155	7,082	6,174	342	7,663	4,632	18,811	10,33	0,57	12,81	7,75	31,46	A.
AB 409	1	20,674	4,811	244	25,729	13,213	840	481	43	1,278	812	2,614	4,49	0,40	11,92	7,57	24,38	AB 409.
AB	54	1,673,204	298,950	4,474	1,976,628	1,001,912	72,935	44,510	3,295	93,581	57,840	199,226	5,40	0,40	11,37	7,02	24,19	AB.
B	8	82,299	52,091	898	135,288	87,517	6,249	5,843	314	7,410	6,536	20,103	10,37	0,56	13,14	11,59	35,66	B.
BA	10	125,491	57,776	1,344	184,611	126,487	9,079	10,488	437	11,462	8,067	30,454	13,63	0,57	14,90	10,49	39,59	BA.
F	41	39,564	531,110	345	571,019	201,932	20,515	12,285	1,083	16,900	34,409	64,677	5,16	0,46	7,10	14,46	27,18	F.
FA	3	15,595	21,885	93	37,573	13,174	1,399	1,568	76	1,240	1,882	4,766	10,02	0,49	7,92	12,01	30,44	FA.
J	12	55,070	138,703	4,302	198,075	87,429	7,198	5,582	384	8,054	10,754	24,774	6,76	0,47	9,76	13,03	30,02	J.
K	1	..	542	..	..	235	16	7	1	22	32	62	3,10	0,44	9,74	14,17	27,45	K.
L	1	10,110	3,704	..	13,814	4,372	356	243	19	418	667	1,347	4,22	0,33	7,26	11,59	23,40	L.
LA	1	..	117	..	..	30	5	7	..	..	10	20	14,37	..	6,15	20,51	41,03	LA.
N	3	15,952	23,236	..	39,188	19,513	1,079	1,202	58	1,860	1,527	4,647	7,36	0,36	11,39	9,35	28,46	N.
P	7	2,886	3,379	38,411	44,676	23,904	1,640	482	79	2,194	1,884	4,639	2,59	0,12	11,79	10,12	24,92	P.
Q	6	129,050	20,735	81	149,866	90,406	4,945	11,291	236	8,654	4,896	25,077	18,08	0,38	13,86	7,84	40,16	Q.
R	1	11,117	48,062	1,273	60,452	22,764	1,956	976	107	2,227	3,622	6,932	3,87	0,42	8,84	14,39	27,52	R.
T	9	149,082	23,479	34	169,385	12,430	1,115	163	59	1,002	1,578	2,802	1,66	0,60	10,23	16,10	28,59	T.
U	6	159,590	20,137	166	185,612	85,847	6,103	11,538	302	7,699	5,508	25,047	16,35	0,43	10,91	7,80	35,49	U.
UA	22	447,107	98,736	1,444	547,287	313,676	18,919	3,381	287	8,468	5,851	17,987	4,37	0,37	10,95	7,57	23,26	UA.
UB	10	197,202	56,249	544	253,995	141,079	8,564	11,946	901	29,039	18,070	59,956	5,24	0,40	12,73	7,92	26,29	UB.
UC	1	9,880	2,271	..	12,151	6,644	365	122	18	6,625	442	29,001	5,96	0,38	12,55	8,51	27,40	UC.
V	2	16,556	8,360	214	25,130	14,460	1,180	2,717	61	1,389	1,384	1,207	2,41	0,36	12,34	8,73	23,84	V.
WA	3	21,600	12,162	295	34,057	20,552	1,625	1,997	84	1,968	1,960	5,551	25,95	0,58	13,26	13,22	53,01	WA.
WA (converted)	1	9,134	8,869	..	18,003	6,738	758	135	41	642	870	6,009	14,07	0,59	13,88	13,81	42,35	WA (converted).
WAB	10	281,261	34,352	33	315,646	186,260	11,644	3,588	508	17,065	9,508	30,669	2,73	0,39	12,97	7,23	23,32	WAB.
WB	7	38,241	50,410	3,944	92,595	54,000	4,451	5,055	221	4,820	4,901	14,997	13,11	0,57	12,49	12,70	38,87	WB.
WE	2	16,809	6,778	407	23,994	18,382	1,122	2,819	56	1,760	1,354	5,989	28,20	0,56	17,60	13,54	59,90	WE.
WF	17	249,845	106,187	9,772	365,804	183,361	13,819	10,774	676	17,236	15,374	44,060	7,07	0,44	11,31	10,09	28,91	WF.
WW	2	42,354	13,582	430	56,366	32,090	2,558	2,101	116	2,793	2,490	7,500	8,96	0,49	11,89	10,59	31,93	WW.
Totals (steam)	249	3,943,803	1,691,695	69,105	5,704,603	2,950,453	213,440	163,778	10,210	270,760	215,864	660,612	6,89	0,43	11,39	9,08	27,79	Totals (steam).
E 1	1	..	4	3,250	3,254	7,446	114	157	9	94	152	412	11,59	0,66	6,93	11,21	30,39	E 1 (elec. battery)
E 2-6	5	34,493	43,622	16	78,131	1,371,580	1,648	1,922	124	17,314	1,549	20,909	5,90	0,38	53,19	4,76	64,23	E 2-6 (electric).

STATEMENT NO. 31—continued.

PERFORMANCES OF LOCOMOTIVES FOR THE YEAR ENDED 31ST MARCH, 1928—continued.

Type.	Number of Engines.	Engine-mileage.			Quantity of Stores.		Cost.						Cost per Engine-mile, in Pence.				Days in Steam.	Type.	
		Details.			Running.		Repairs.		Running.		Repairs.		Running.		Total.				
		Train.	Shunting, Assisting, Light, and Miscellaneous.	Work train.	Total	Coal.	Oil.	Wages and Material.	Stores.	Fuel.	Wages.	Wages and Material.	Stores.	Fuel.	Wages.	Total.			
SOUTH ISLAND MAIN LINE AND BRANCHES—continued.																			
Rm 2	..	1	13,803	620	..	14,423	Cwt. 1,738	Qt. 395	£ 363	£ 26	£ 197	£ 536	£ 1,122	6-04	0-43	3-28	8-92	18-67	190 Rm 2 (steam).
Rm 4	..	1	6,145	1,496	..	7,641	Gals. 566	94	187	6	56	155	404	5-87	0-19	1-76	4-87	12-69	286 Rm 4 (petrol).
Rm 5	..	1	5,825	508	..	6,333	468	70	115	4	47	105	271	4-36	0-15	1-78	3-98	10-27	209 Rm 5 (petrol).
Rm 6	..	1	45,381	879	..	46,260	Units 140,475	369	711	15	1,084	396	2,206	3-69	0-08	5-62	2-05	11-44	303 Rm 6 (elec. battery).
Totals (including rail-motors, &c.)		259	4,049,450	1,738,824	72,371	5,860,645	..	216,130	167,233	10,394	289,552	218,757	685,936	6-85	0-43	11-85	8-96	28-09	59,018
Betterments and depreciation	..	..	..	..	..	..	..	..	..	..	..	..	49,913	..	..	..	..	2-04	..
Water charges	..	..	..	..	..	..	..	..	..	..	..	..	8,821	..	..	..	..	0-36	..
Conversions and alterations	..	..	..	..	..	..	..	..	..	..	..	..	16,536	..	..	..	..	0-68	..
General charges	..	..	..	..	..	..	..	..	..	..	..	..	100,095	..	..	..	..	4-10	..
Totals	..	..	4,049,450	1,738,824	72,371	5,860,645	..	..	..	..	..	..	861,301	..	..	..	..	35-27	..
	..	..	..	36,655*	48,163†	84,818	..	..	..	..	..	..	13,724†	..	..	..	..	..	..
	..	..	4,049,450	1,702,169	24,208	5,775,827	..	..	..	..	..	..	847,577	..	..	..	..	..	..
WESTPORT SECTION.																			
NOTE.—One D, one J, one K, one N, one P, one R, two T, Ave V written off. Two WAB new. One W transferred from North 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 and Signals "Working-expenses" classifications. ‡ Credits for same.																			
F	..	4	1,991	21,868	2,587	26,446	Cwt. 7,791	Qt. 1,038	£ 1,328	£ 58	£ 529	£ 1,612	£ 3,527	12-05	0-53	4-80	14-63	32-01	425 F.
FA	..	2	1,884	27,748	580	30,212	10,552	1,211	777	69	716	1,774	3,336	6-17	0-55	5-69	14-09	26-50	395 FA.
WB	..	6	90,265	33,067	1,119	124,451	73,241	5,145	2,645	280	4,973	4,912	12,810	5-10	0-54	9-59	9-47	24-70	1,497 WB.
Totals	..	12	94,140	82,683	4,286	181,109	91,584	7,394	4,750	407	6,218	8,298	19,673	6-29	0-54	8-24	11-00	26-07	2,317
Betterments and depreciation	..	..	..	..	..	..	..	..	..	..	..	..	1,425	..	..	..	..	1-89	..
Water charges	..	..	..	..	..	..	..	..	..	..	..	..	304	..	..	..	..	0-40	..
General charges	..	..	..	..	..	..	..	..	..	..	..	..	3,955	..	..	..	..	5-24	..
Totals	..	..	94,140	81,253	75	175,468	..	..	..	..	..	..	25,357	..	..	..	..	33-60	..
	..	..	..	1,430*	4,211†	5,641	..	..	..	..	..	..	713†	..	..	..	..	..	..
	..	..	94,140	81,253	75	175,468	..	..	..	..	..	..	24,644	..	..	..	..	..	..
NOTE.—One F written off during the year.																			
* 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.																			

* 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.

NOTE.—One F written off during the year. † Mileage run by engines performing shunting services for workshops. ‡ Credits for same.

STATEMENT NO. 31—continued.
SUMMARY.

Section.	Number of Engines.	Engine-mileage.				Quantity of Stores.		Cost.				Section.			
		Detail.		Total.	Less Recoverable Mileage.	Net Total Mileage.	Running.		Repairs.	Running.					
		Train.	Shunting, Assisting, Light, and Miscellaneous.				Work-train.	Coal.		Oil.	Stores.		Fuel.	Wages.	
Kaihu	2	17,738	5,686	80	23,504	80	23,424	Cwt.	Qt.	£	£	£	£	£	Kaihu.
Gisborne	6	82,211	16,155	1,004	99,370	1,004	98,366	37,617	3,358	4,307	184	599	809	1,810	Gisborne.
N.I.M.L. and branches	398	6,479,921	2,638,704	209,054	9,327,679	183,980	9,143,699	4,861,945	338,330	261,276	20,839	474,819	335,994	1,092,928	N.I.M.L. and branches.
S.I.M.L. and branches	259	4,049,450	1,738,824	72,371	5,860,645	84,818	5,775,827	2,952,191	216,130	167,233	10,394	289,553*	218,757	685,936*	S.I.M.L. and branches.
Westport	12	94,140	82,683	4,236	181,109	5,641	175,468	91,584	7,394	4,750	407	6,218	8,298	19,673	Westport.
Nelson	7	63,292	18,638	66	81,996	66	81,930	30,614	2,923	2,656	147	3,799	2,672	9,274	Nelson.
Pictou	6	51,842	32,495	60	84,397	60	84,337	33,944	3,094	2,946	174	4,162	3,334	10,616	Pictou.
Totals	690	10,838,594	4,533,185	286,921	15,658,700	275,649	15,383,051	8,012,546	571,887	443,525	32,190	785,727	573,069	1,834,511	

Section.	Cost per Engine-mile in Pence.				Conversion and Alteration 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 Conversions and Alterations 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.	
	Repairs.	Running.															
		Wages and Materials.	Stores.	Fuel.													Total.
Kaihu	3-65	0-46	6-12	8-25	18-48	£	117	£	10	2-48	£	22-25	£	7	315	Kaihu.	
Gisborne	10-40	0-44	15-89	7-74	34-47	£	641	£	150	2-40	£	38-78	£	128	920	Gisborne.	
N.I.M.L. and branches	6-72	0-54	12-21	8-65	28-12	£	55,975	£	14,249	3-60	£	34-14	£	26,930	88,219	N.I.M.L. and branches.	
S.I.M.L. and branches	6-85	0-43	11-85	8-96	28-09	£	49,913	£	8,281	0-68	£	35-27	£	13,724	59,018	S.I.M.L. and branches.	
Westport	6-29	0-54	8-24	11-00	26-07	£	1,425	£	304	5-24	£	33-60	£	713	2,317	Westport.	
Nelson	7-77	0-43	11-12	7-82	27-14	£	435	£	132	3-40	£	32-20	£	8	1,174	Nelson.	
Pictou	8-38	0-49	11-84	9-48	30-19	£	468	£	74	3-60	£	35-33	£	5	1,220	Pictou.	
Totals	6-80	0-49	12-05	8-78	28-12	£	108,974	£	23,740	0-62	£	34-57	£	41,515	153,183		

* Includes cost of 1,034 gallons benzine and 1,519,501 units electric current.

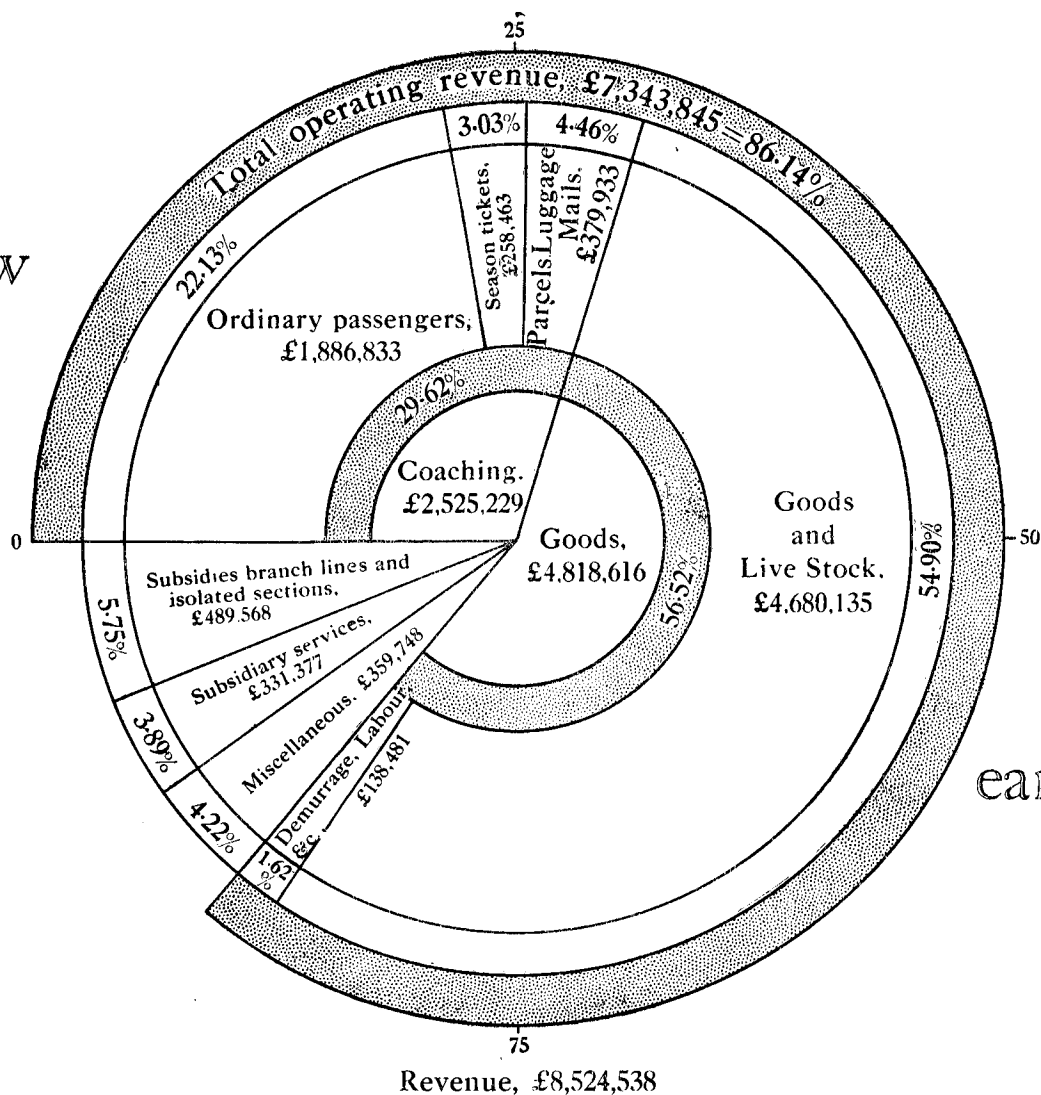
Revenue and Expenditure, Year ended 31st March, 1928.

How

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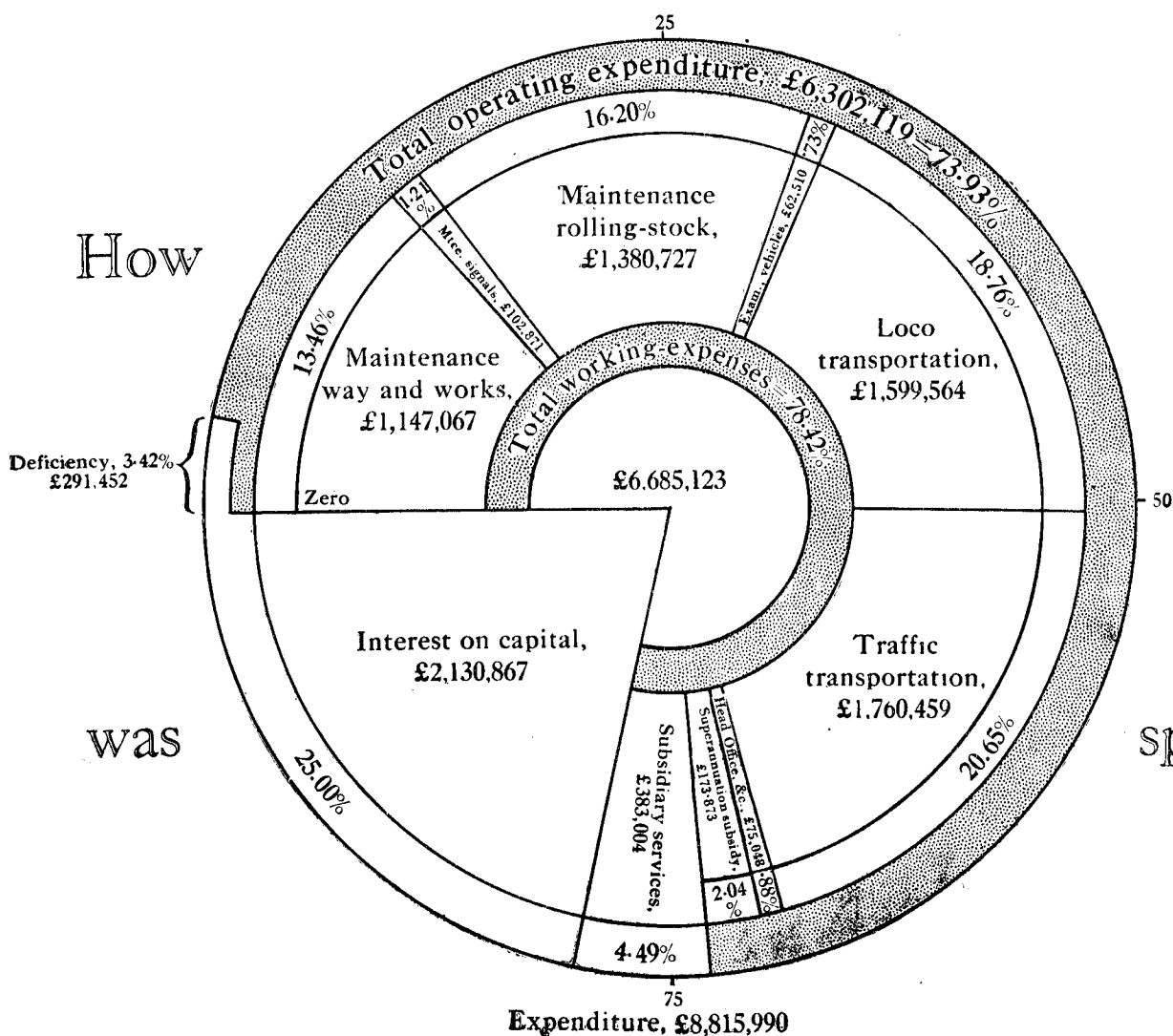


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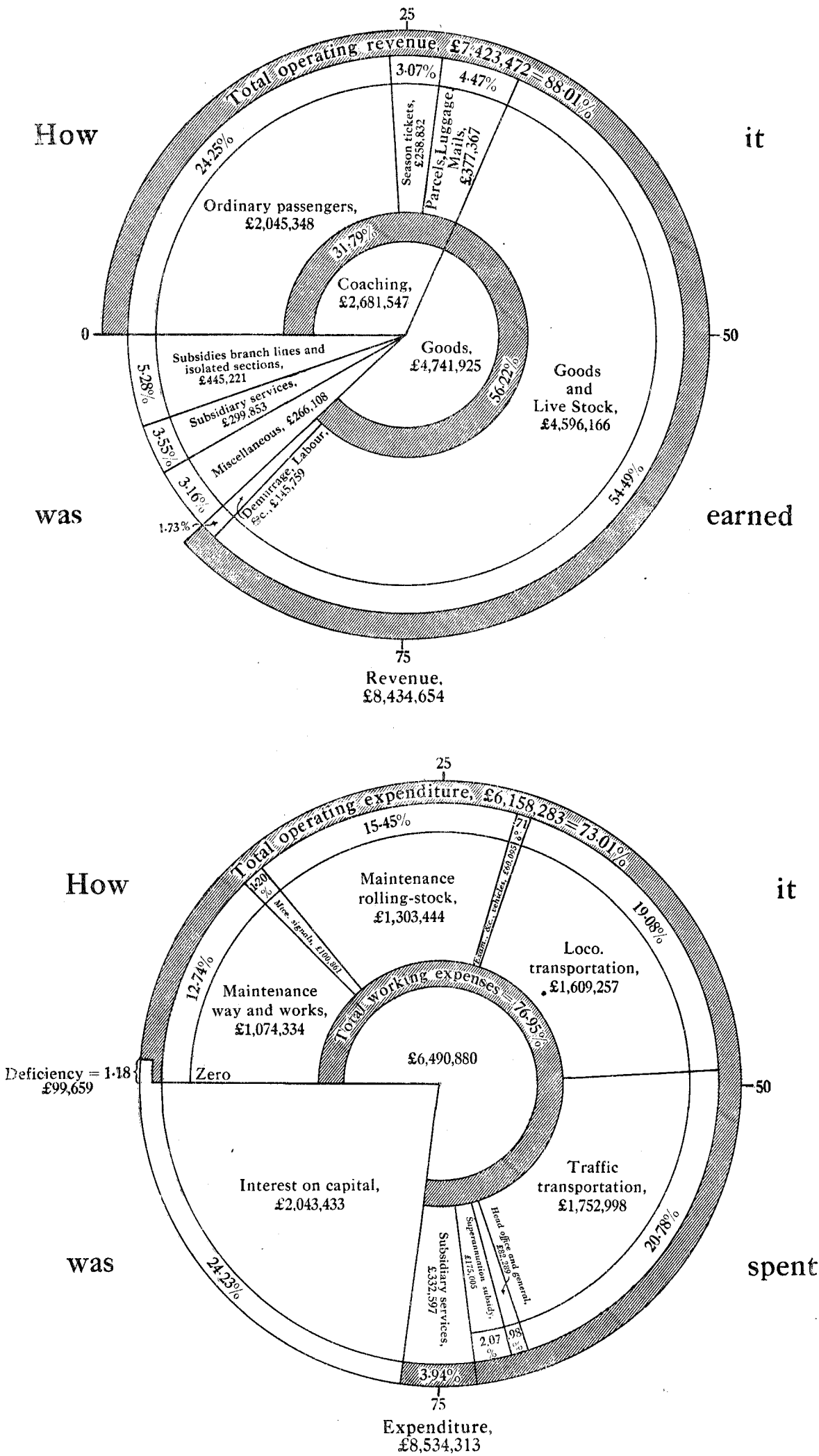
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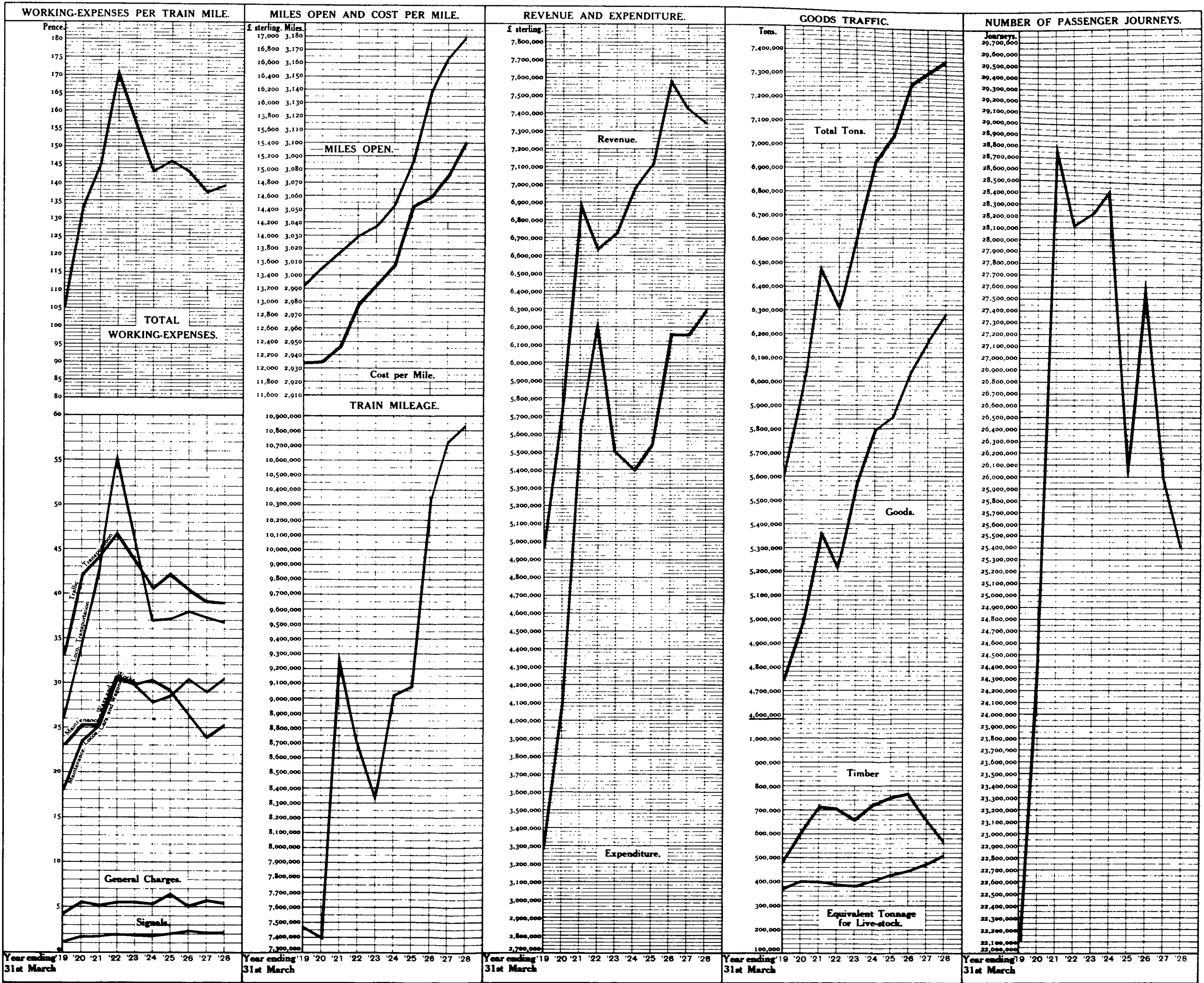
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Revenue and Expenditure, Year ended 31st March, 1927.



NEW ZEALAND GOVERNMENT RAILWAYS.

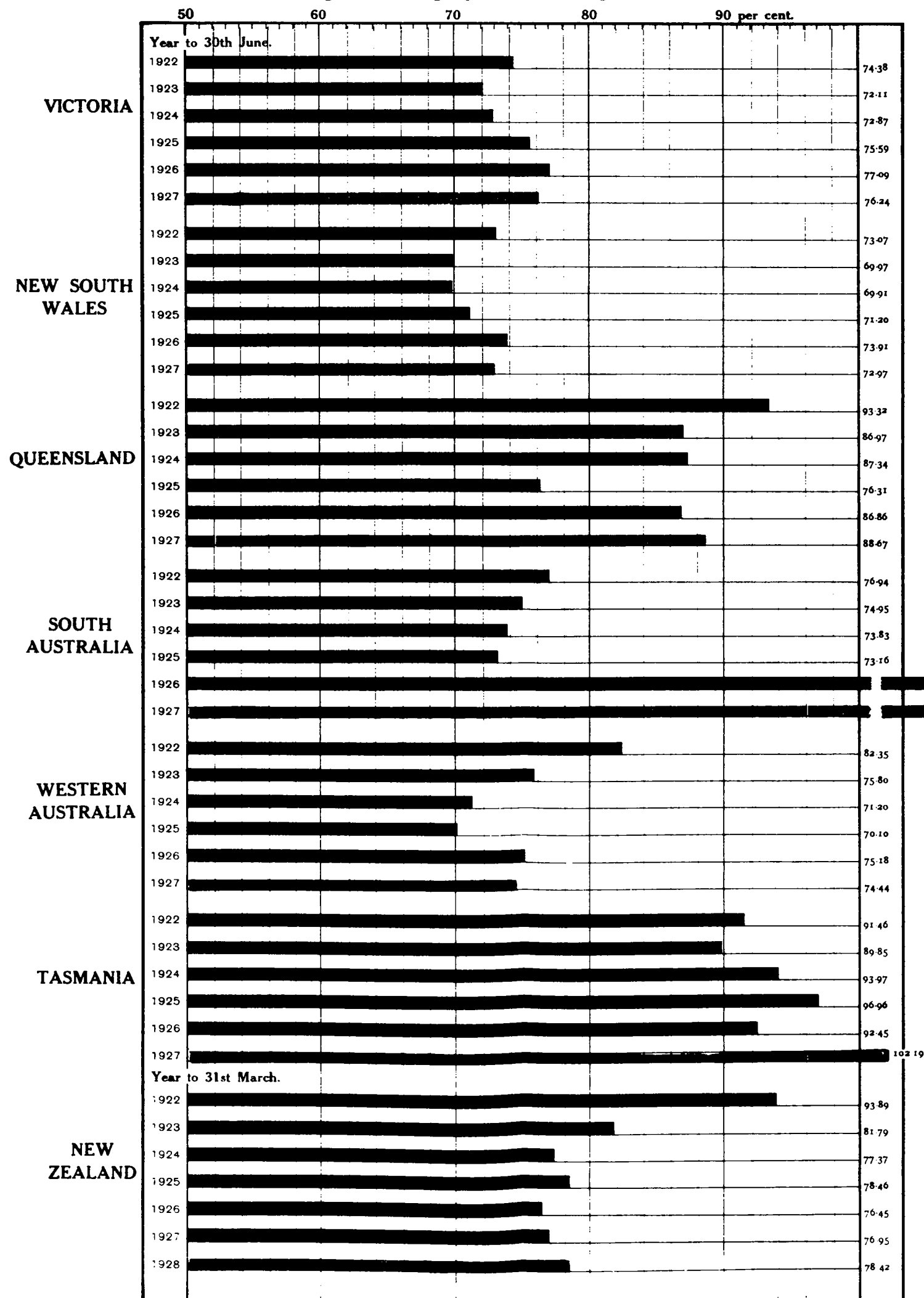


DATA

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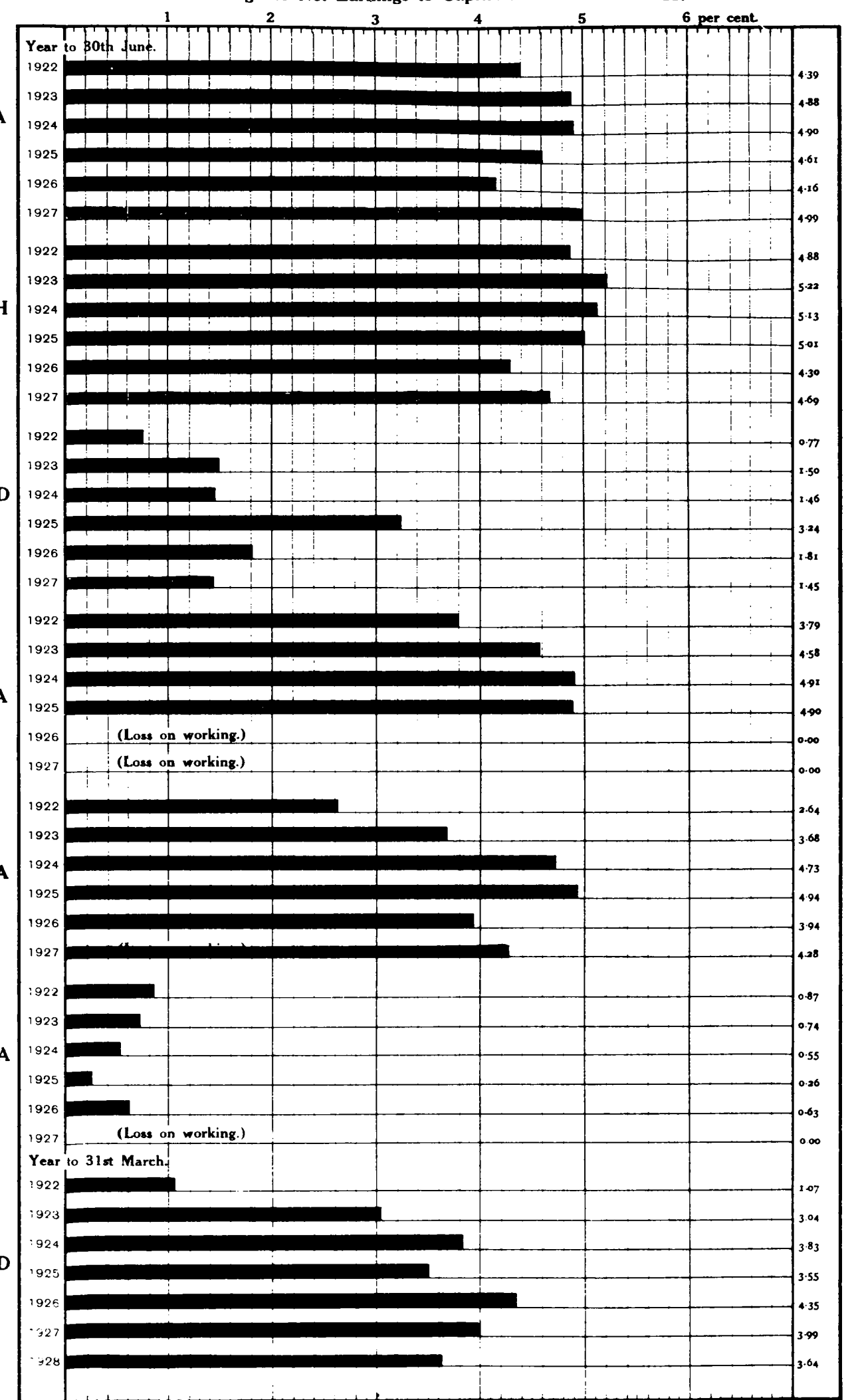
GOVERNMENT RAILWAYS OF AUSTRALIA AND NEW ZEALAND. COMPARATIVE STATEMENT.

Percentage of Working-expenses to Earnings from 1922 to 1928.



GOVERNMENT RAILWAYS OF AUSTRALIA AND NEW ZEALAND. COMPARATIVE STATEMENT.

Percentage of Net Earnings to Capital from 1922 to 1928.

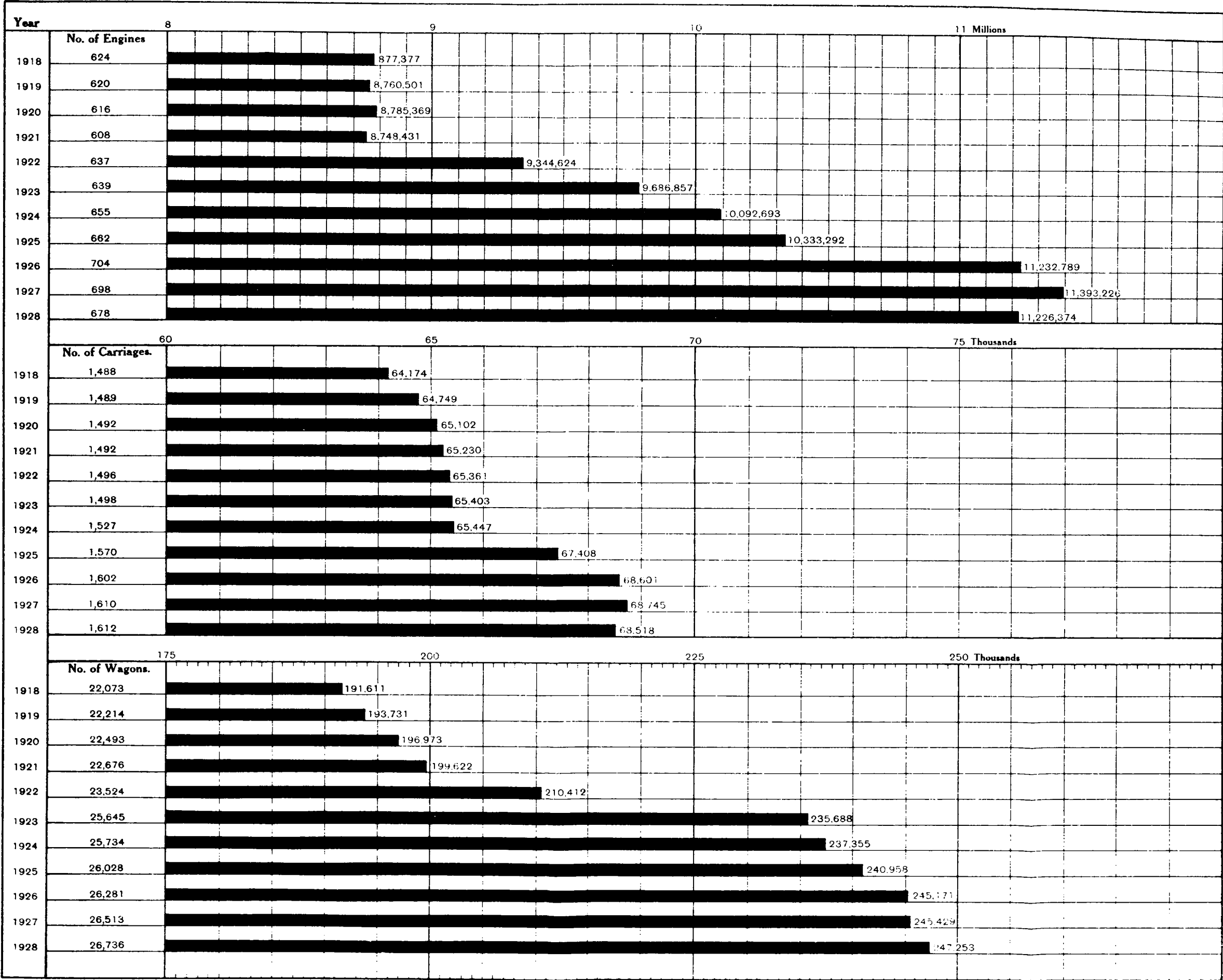


NEW ZEALAND GOVERNMENT RAILWAYS.
Number of Engines and Tractive Power. Number of Carriages and Seating-accommodation.
Number of Wagons and Carrying-capacity in use from 1918 to 1928.

ENGINES.
Tractive Power, Lb.

CARRIAGES.
Seating-accommodation.

WAGONS.
Carrying-capacity in Tons.



Percentage of Increase
1918-1928

Engines
8.65 per cent.
Tractive Power
27.90 per cent.

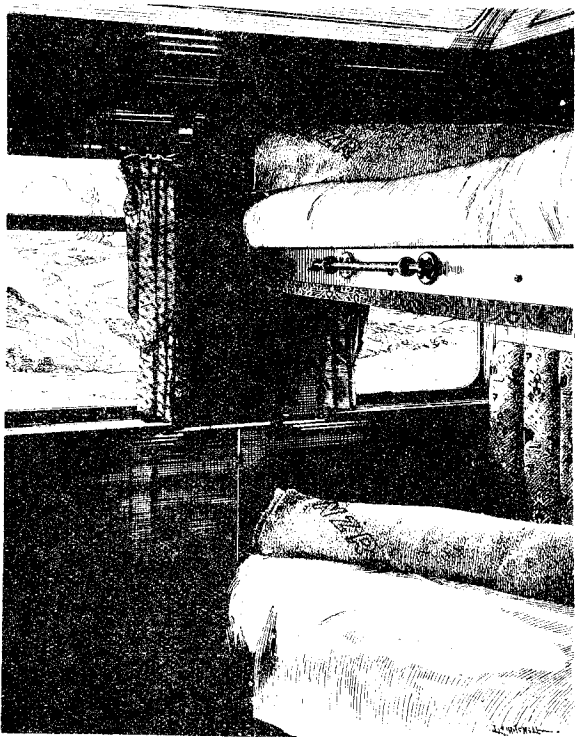
Percentage of Increase
1918-1928

Carriages
8.33 per cent.
Seating-accommodation
6.77 per cent.

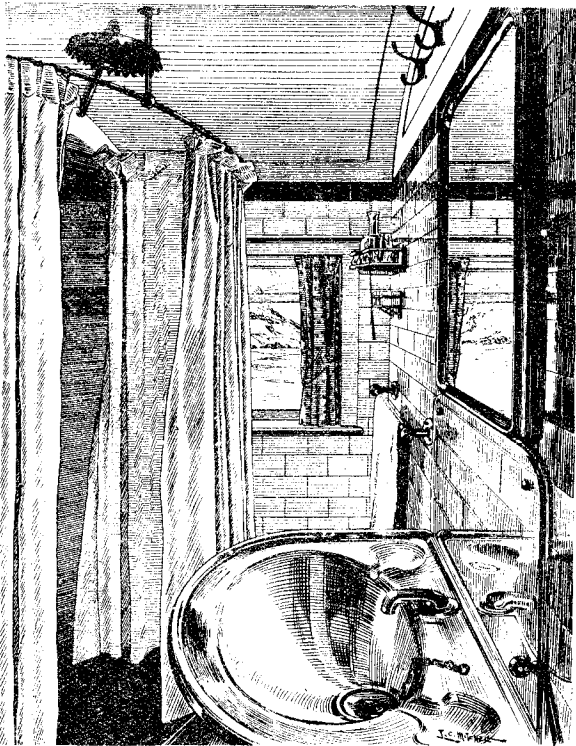
Percentage of Increase
1918-1928

Wagons
21.13 per cent.
Carrying-capacity
29.04 per cent.

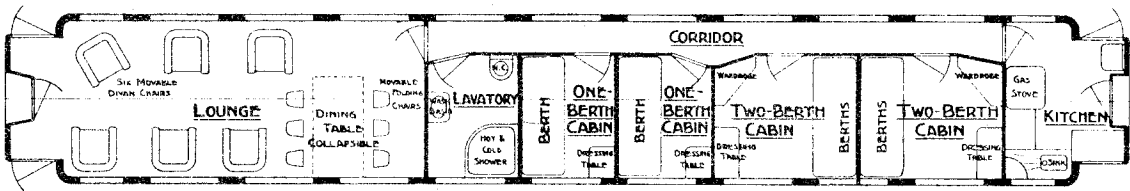
TOURISTS' CRUISING CARS.



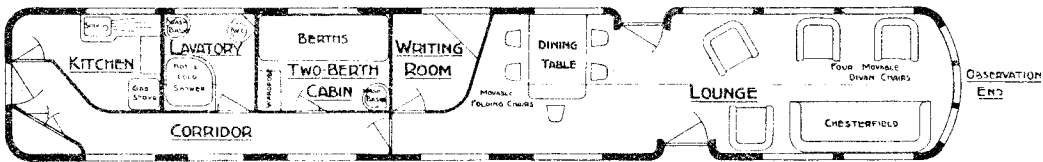
Cosy Bedroom.



Hot and Cold Water in the Bathroom.



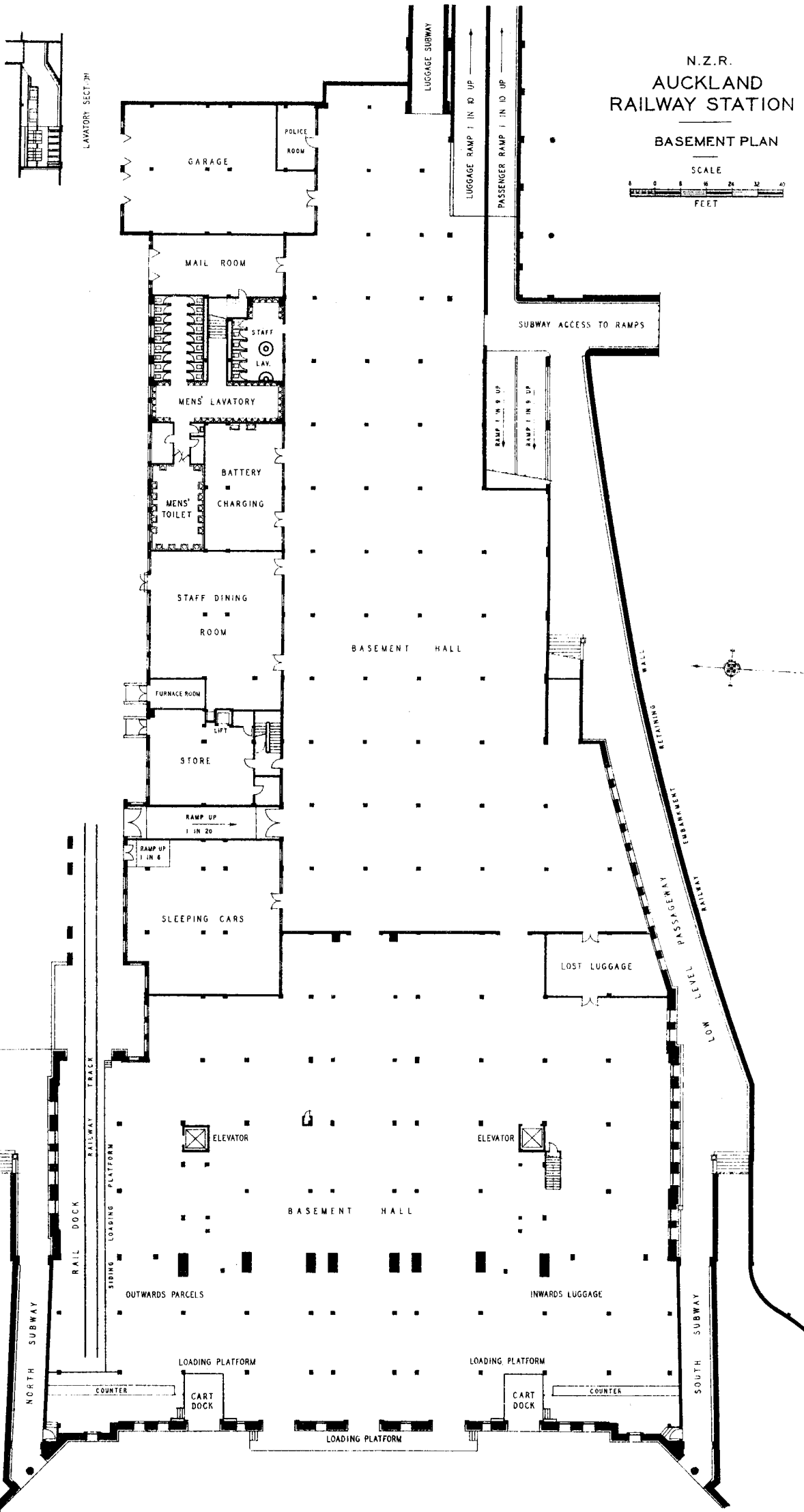
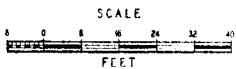
56 Ft. TOURISTS' CAR
NORTH ISLAND
AA1619

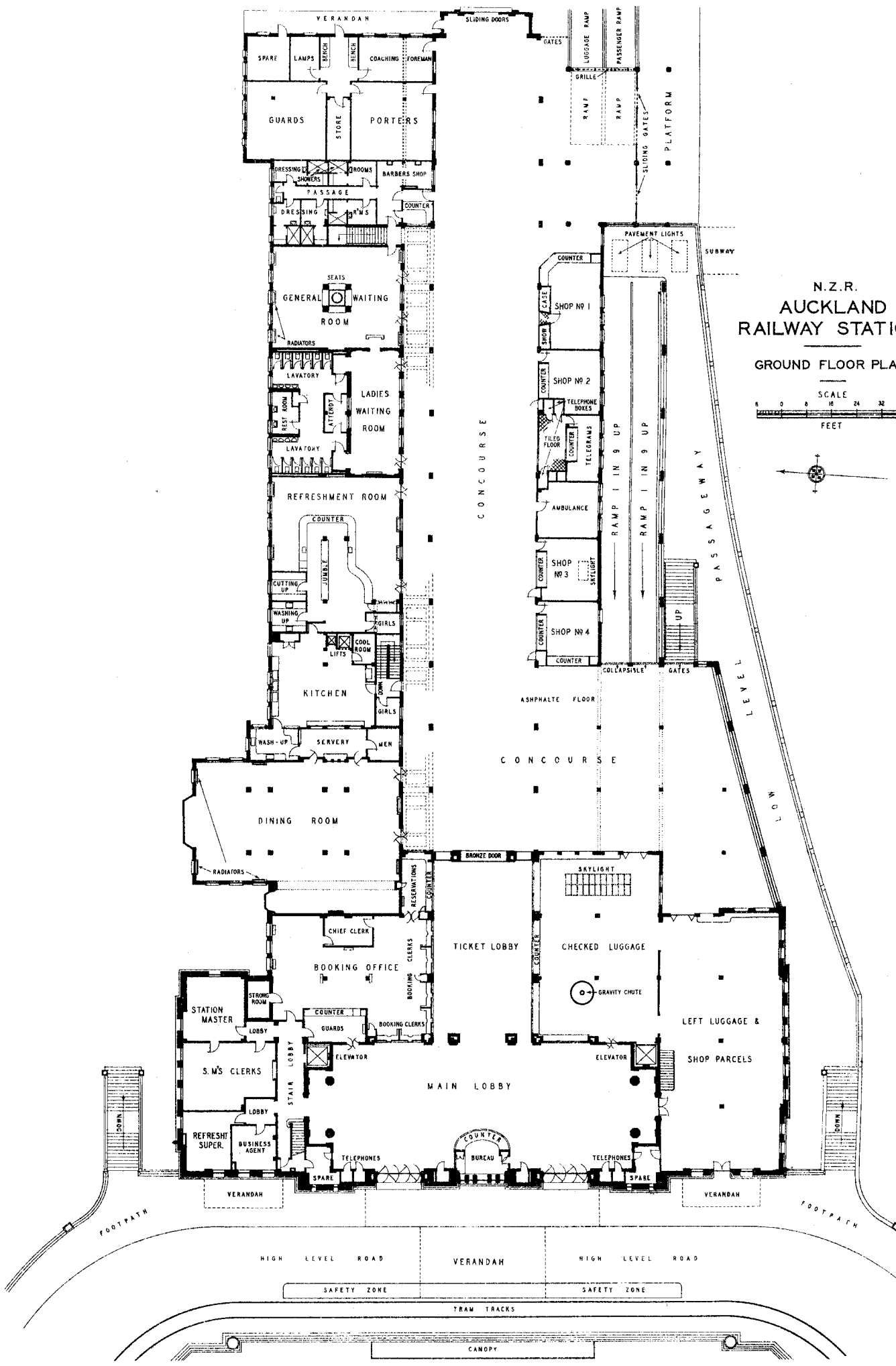


47 1/2 Ft. TOURISTS' CAR
SOUTH ISLAND
A 1617

Plans of the Luxurious Cruiser Cars.

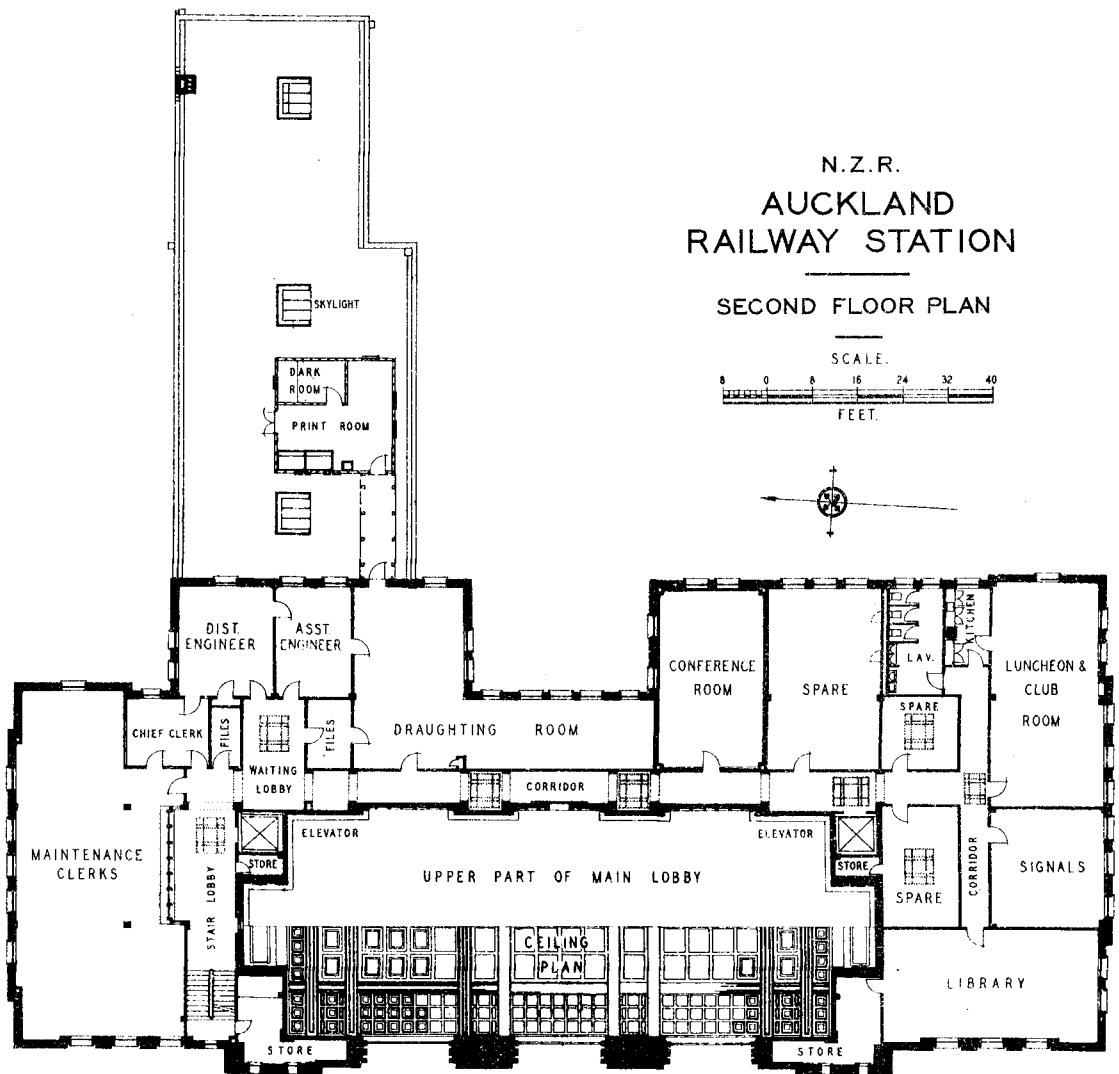
N.Z.R.
AUCKLAND
RAILWAY STATION
BASEMENT PLAN





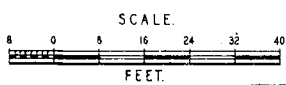
N.Z.R.
AUCKLAND
RAILWAY STATION

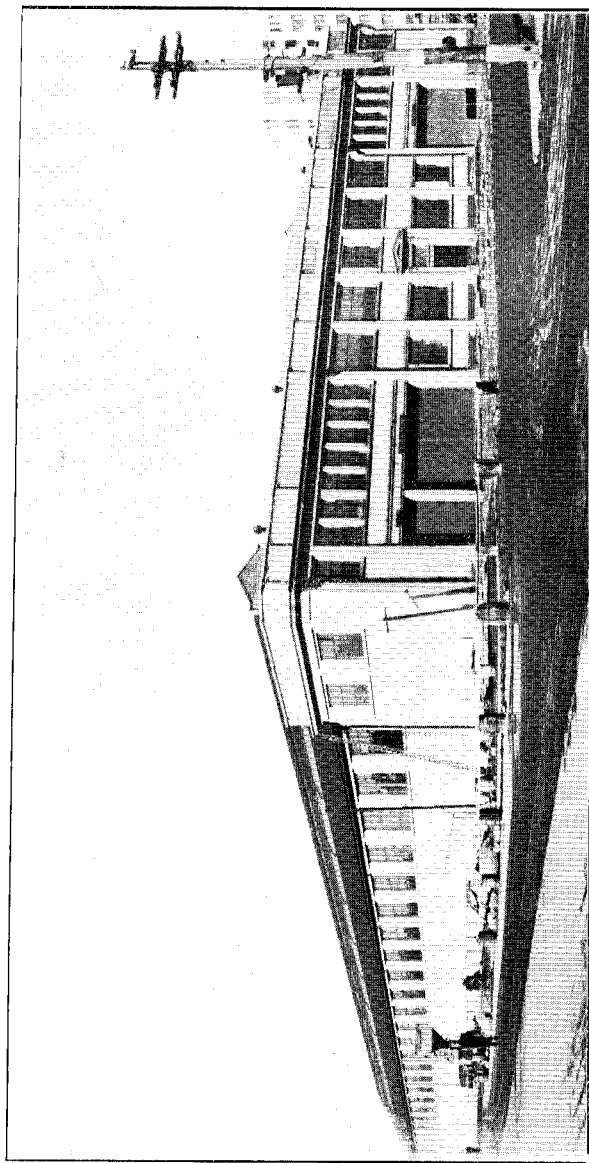
SECOND FLOOR PLAN



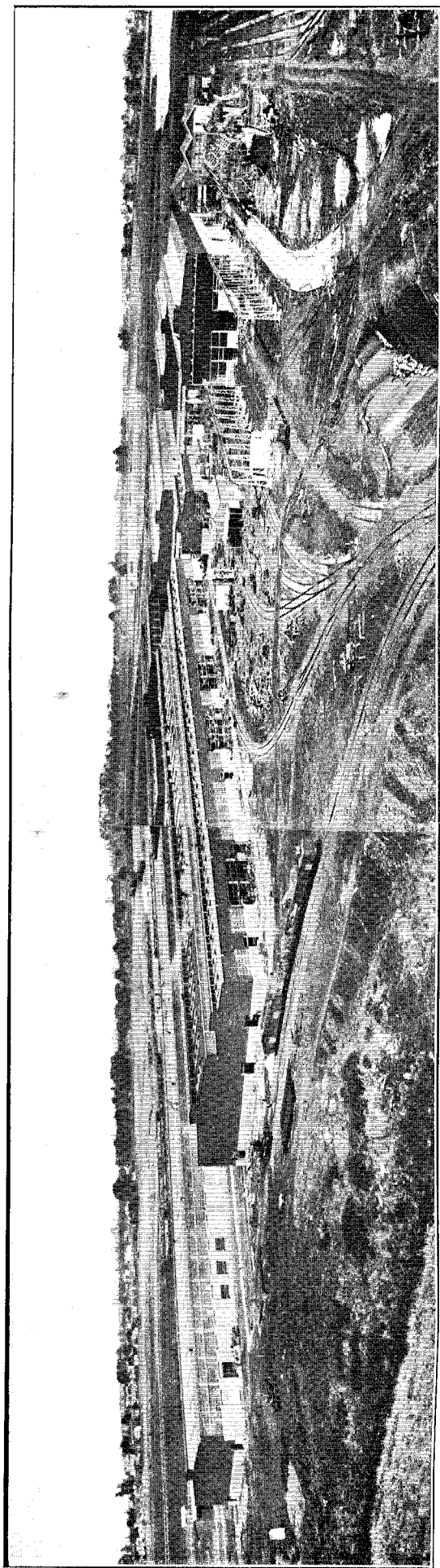
N.Z.R.
AUCKLAND
RAILWAY STATION.

FIRST FLOOR PLAN.

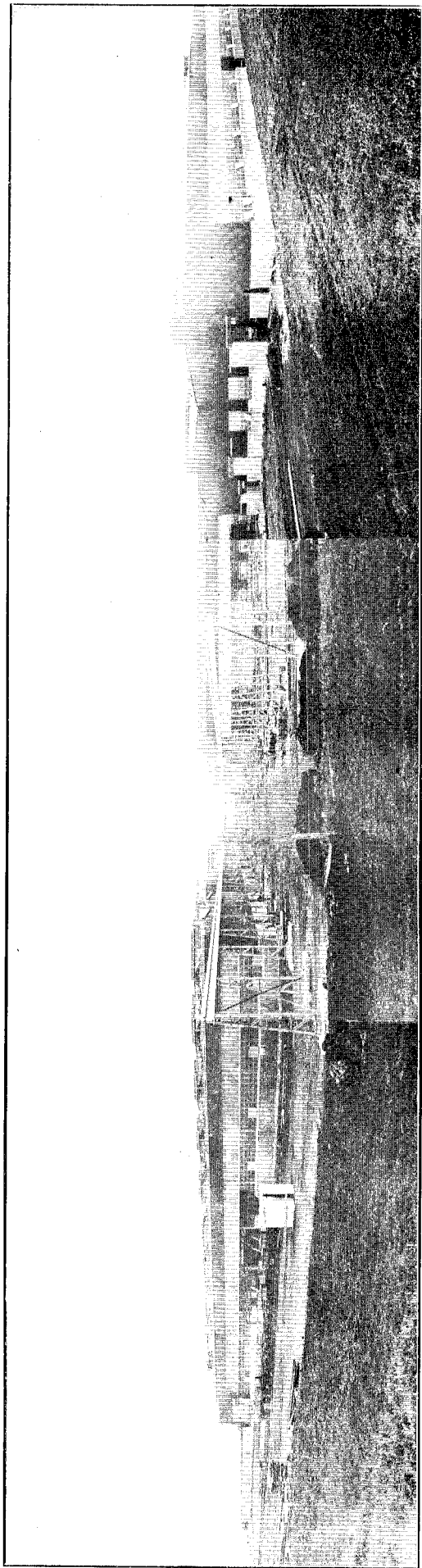




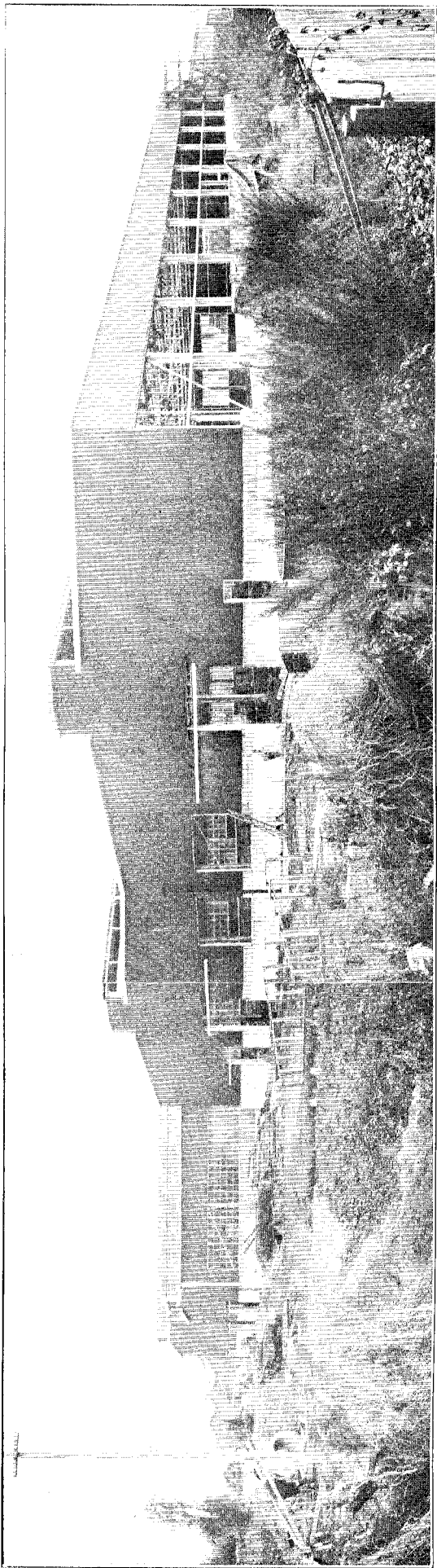
NEW OUTWARDS-GOODS SHED AND OFFICES, AUCKLAND.



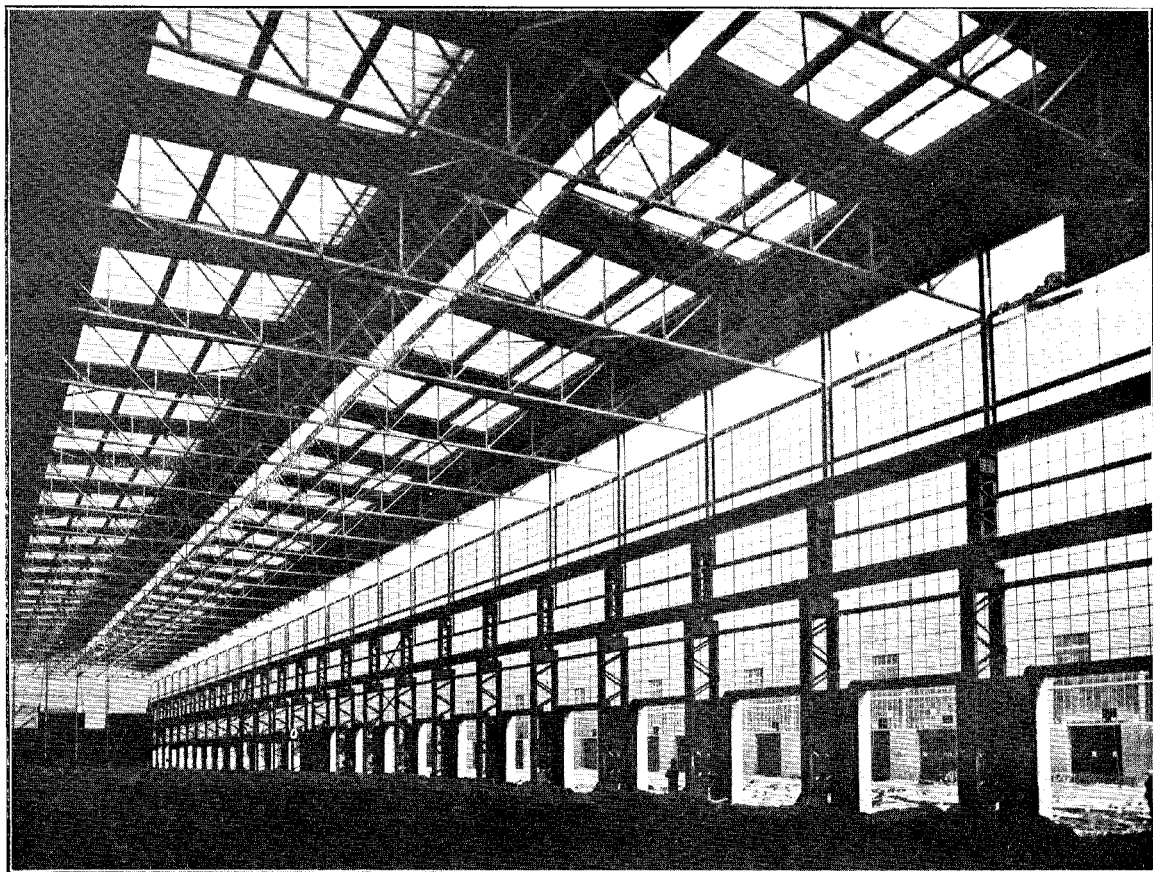
NEW CAR AND WAGON WORKSHOPS, OTAHUHI, NEAR AUCKLAND.



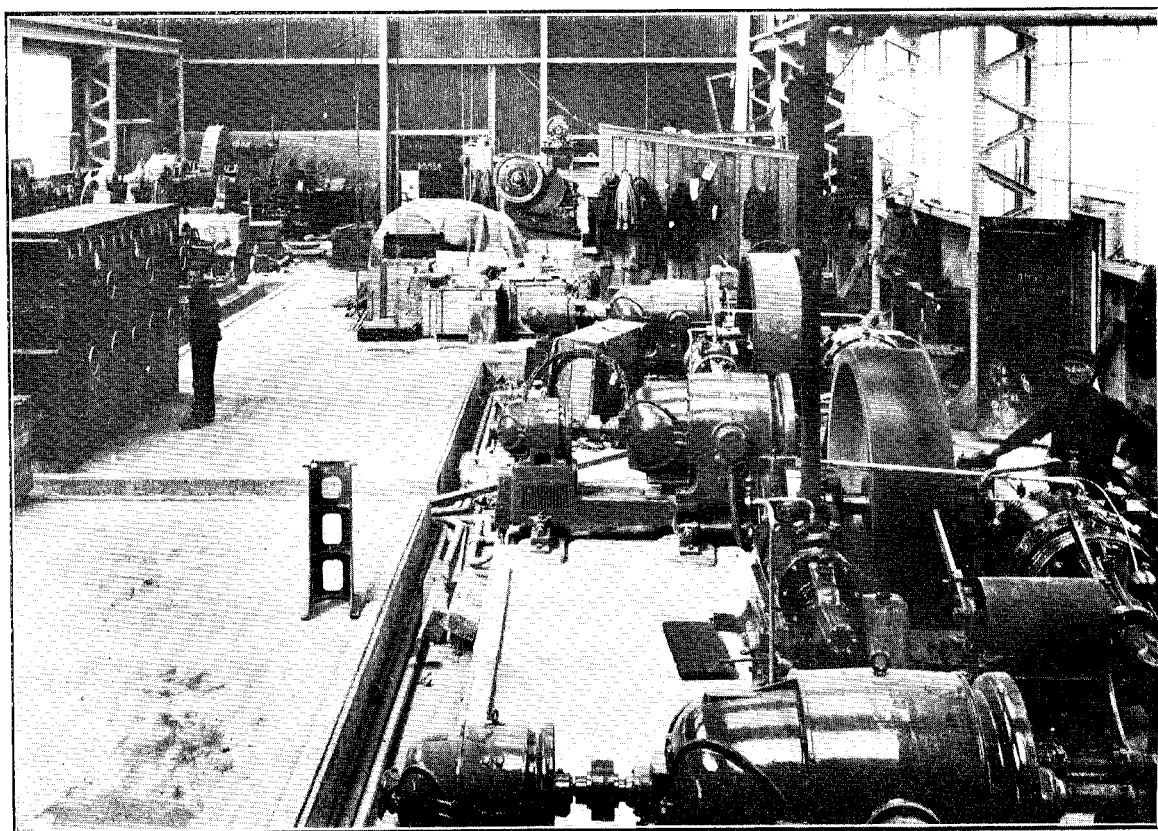
SOUTH END OF MIDWAY, OTAHUHU CAR AND WAGON WORKSHOPS.



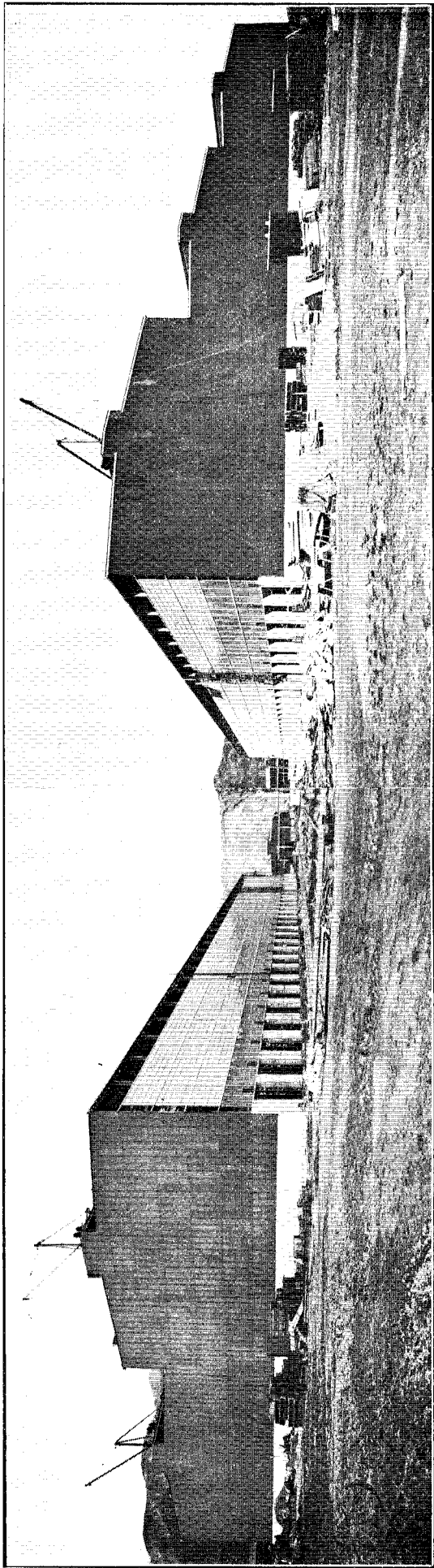
LOCOMOTIVE AND BOILER SHOPS, LOOKING WEST, NEW HUTT LOCOMOTIVE WORKSHOPS, WELLINGTON.



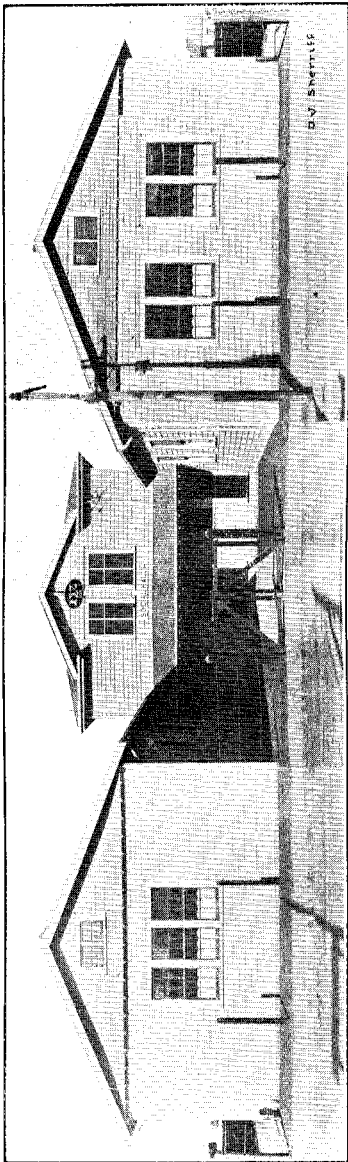
INTERIOR OF LOCOMOTIVE-BOILER SHOP, NEW HUTT LOCOMOTIVE WORKSHOPS, WELLINGTON.



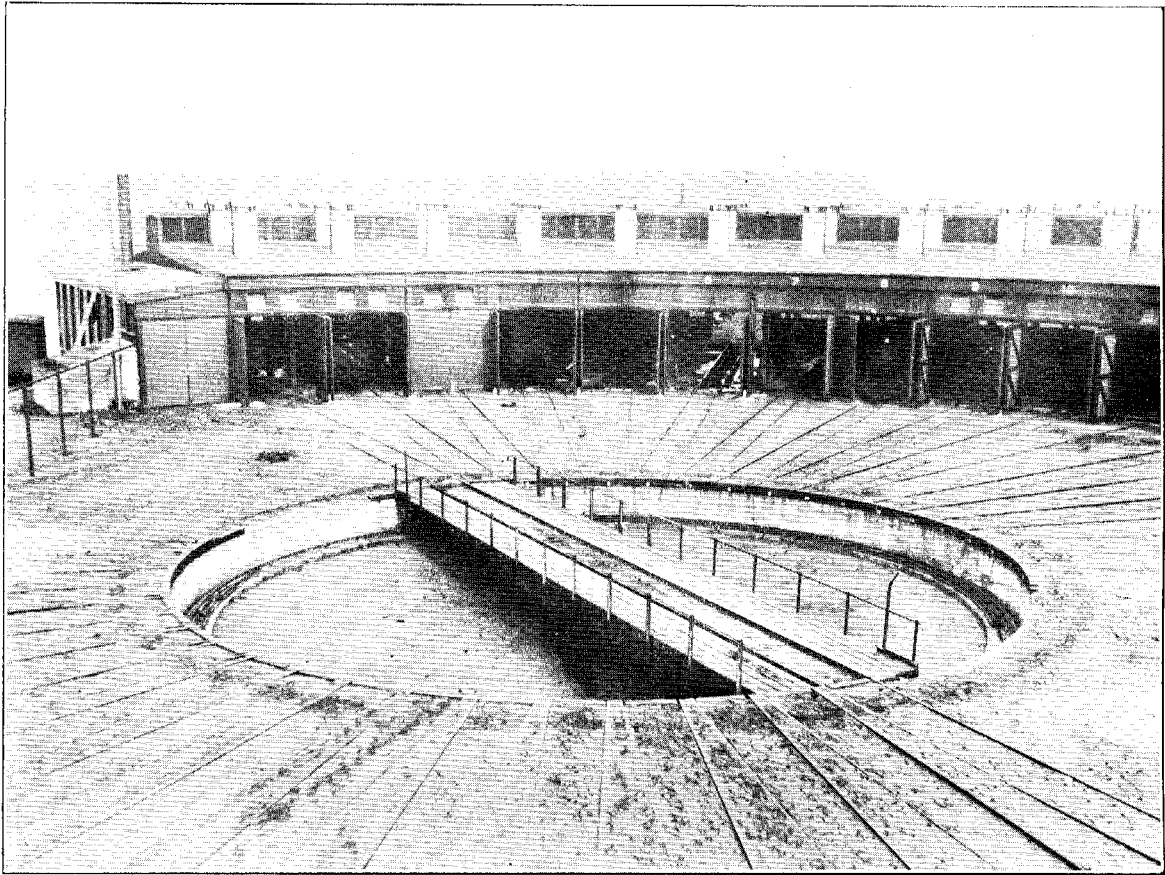
INTERIOR OF POWER-HOUSE, HUTT LOCOMOTIVE SHOPS.



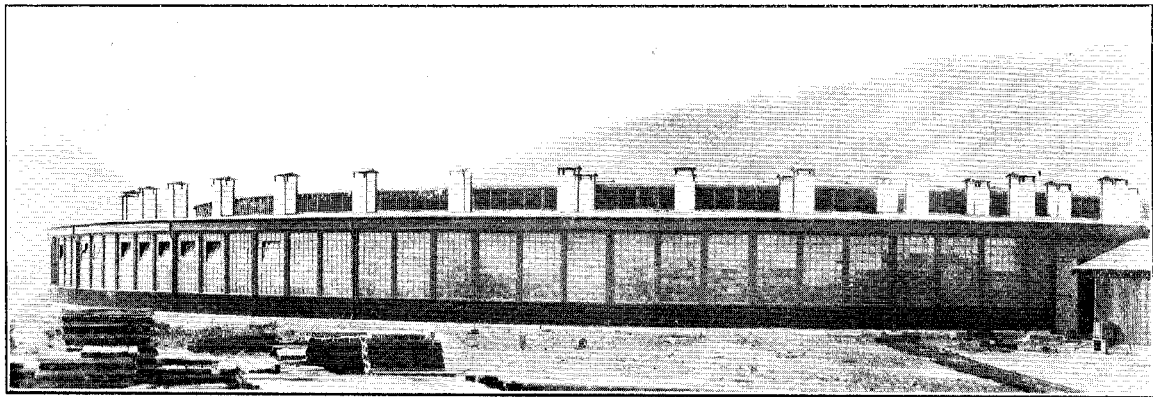
ADDINGTON RECONSTRUCTED CAR AND WAGON WORKSHOPS: WOOD-MILL AND PART OF NEW CAR-SHOP, CHRISTCHURCH.



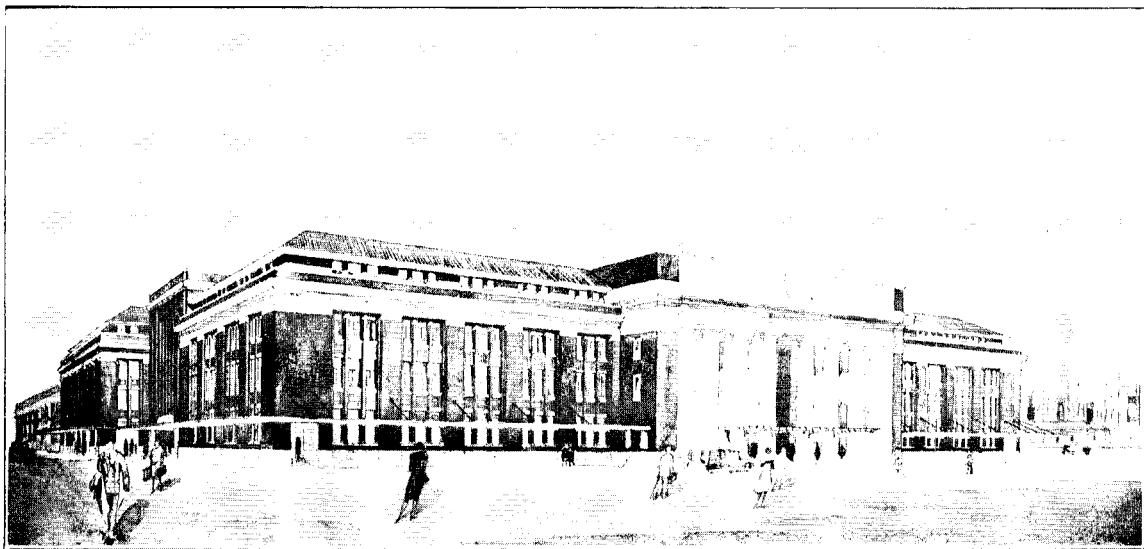
NEW RAILWAY SOCIAL HALL, DINING-ROOMS, LIBRARY, AND APPRENTICES' INSTITUTION, HILLSIDE
RECONSTRUCTED WORKSHOPS, DUNEDIN.



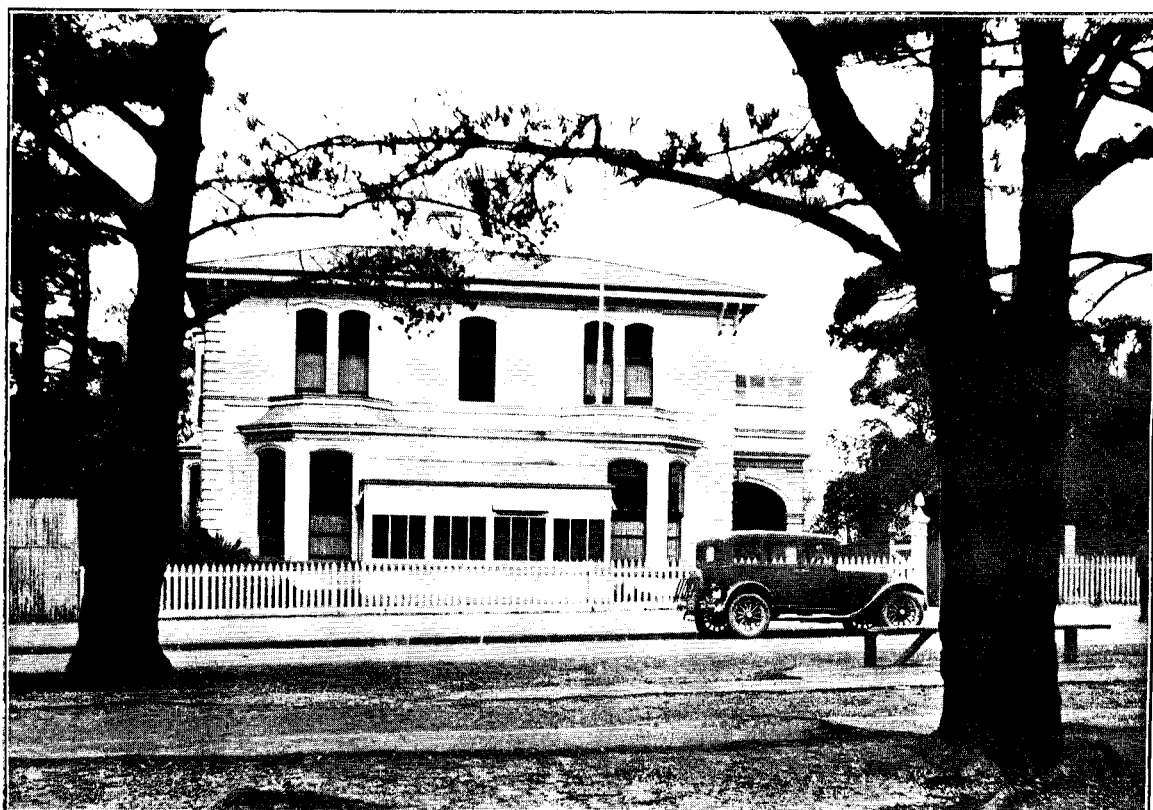
NEW LOCOMOTIVE ROUNDHOUSE, ELMER LANE, GREYMOUTH.



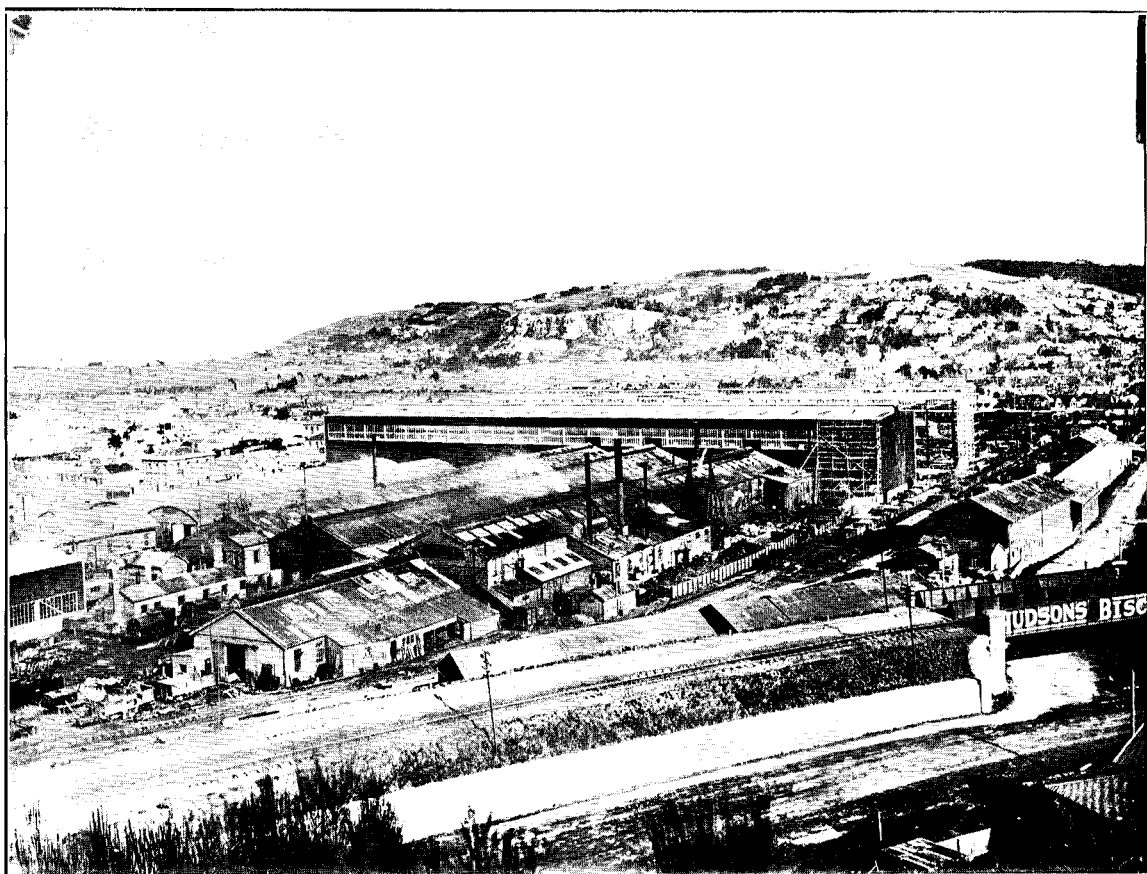
NEW LOCOMOTIVE ROUNDHOUSE (BACK VIEW), ELMER LANE, GREYMOUTH.



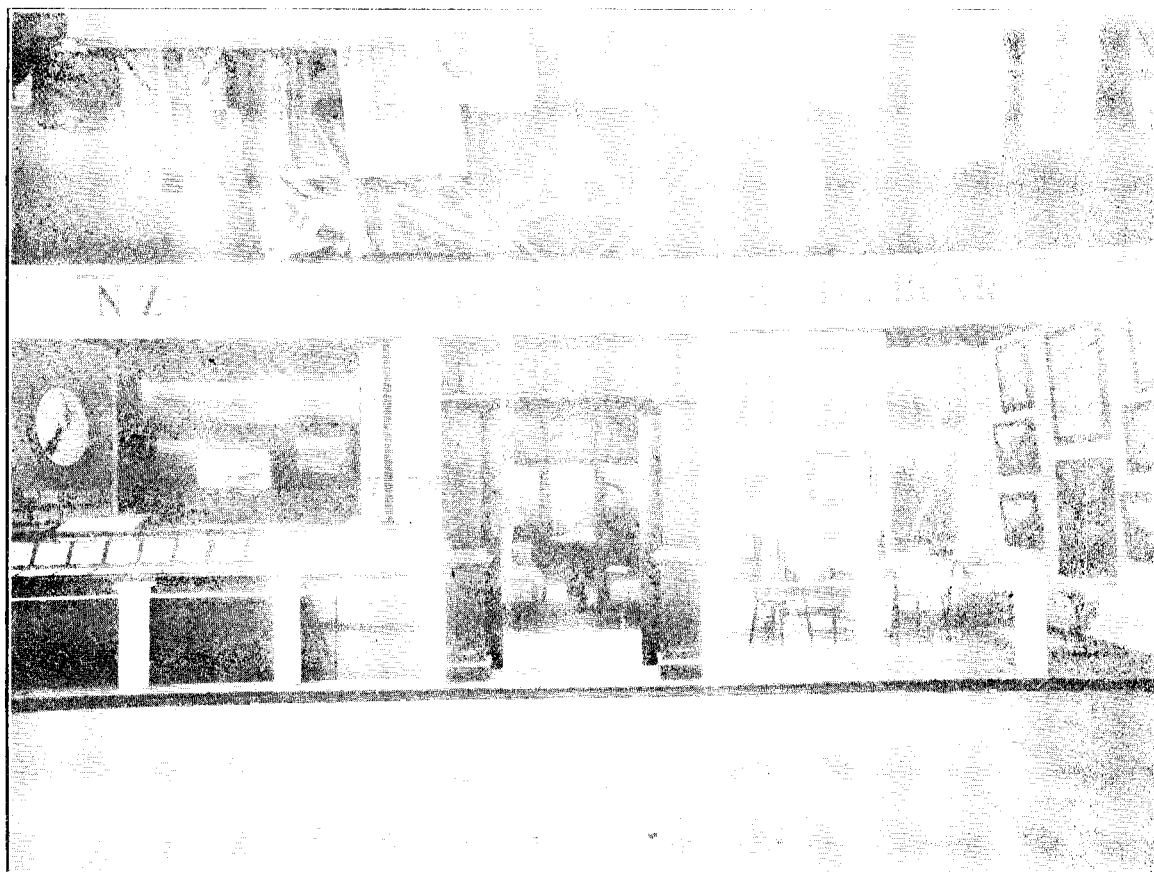
WELLINGTON PROPOSED NEW PASSENGER-STATION.



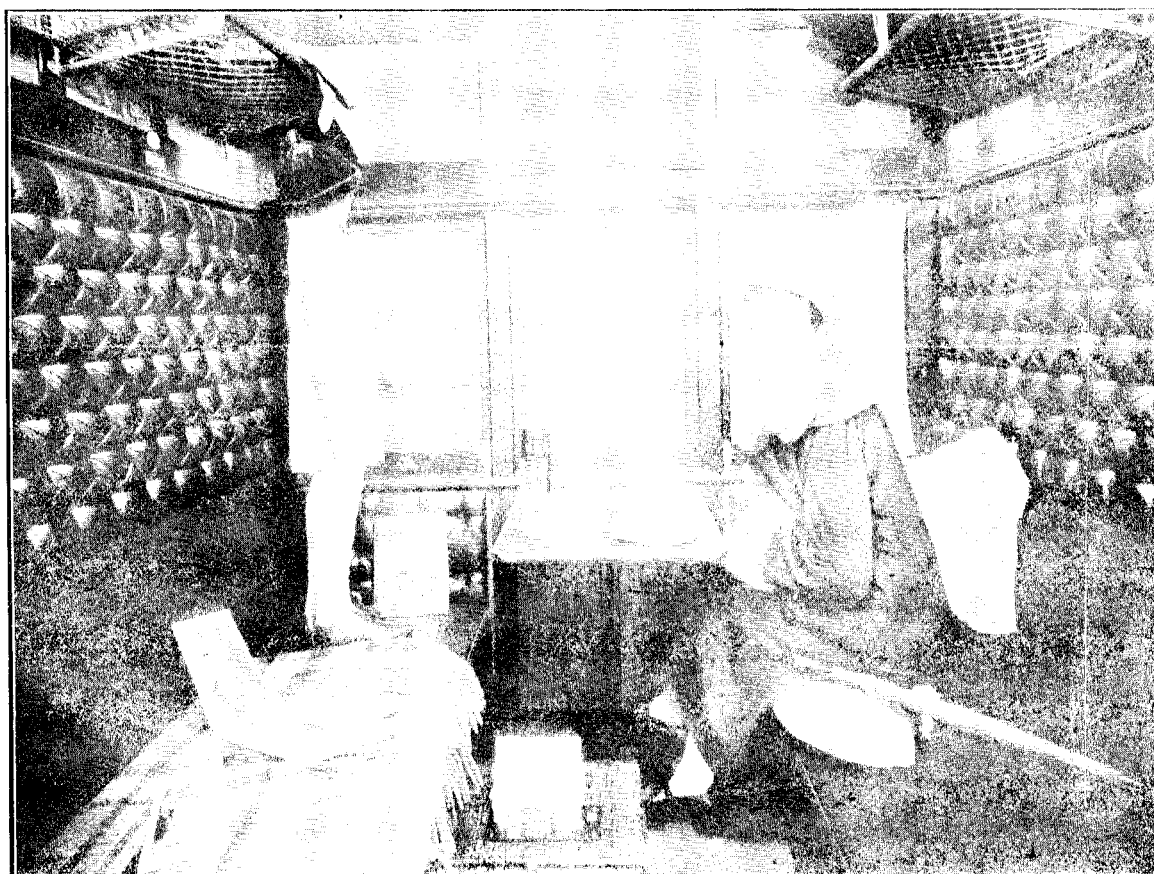
TRAINING SCHOOL CADETS' HOSTEL, FITZHERBERT TERRACE, WELLINGTON.



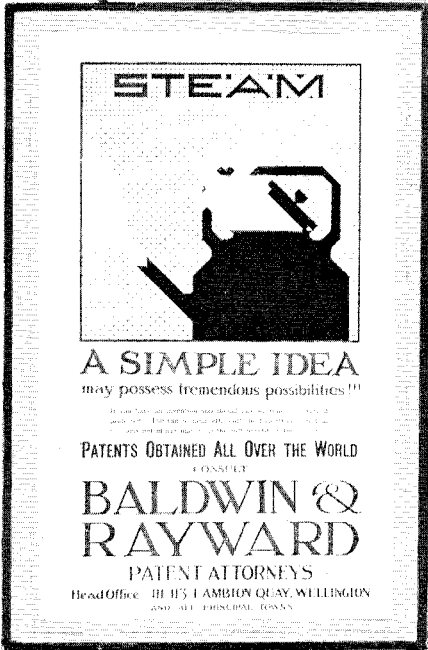
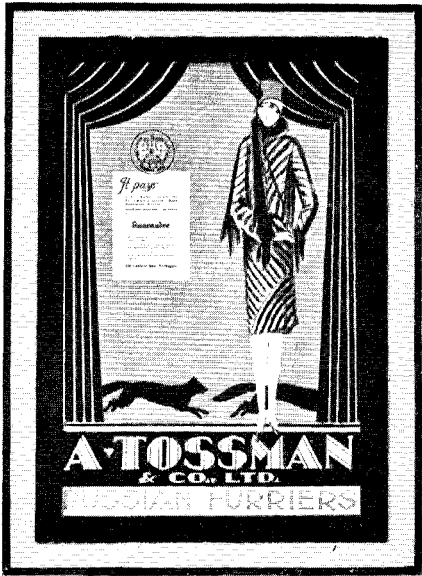
HILLSIDE LOCOMOTIVE WORKSHOPS RECONSTRUCTION. DUNEDIN.



THE COMBINED EXHIBIT BY RAILWAYS, PUBLICITY, TOURIST AND INDUSTRIES AND COMMERCE DEPARTMENT SHOWN THE ADVANTAGES OF RAILWAYS IN THE DOMINION AND INTERNATIONAL SHOWS IN THE DOMINION



RAILWAYS PUBLICITY BRANCH EXHIBIT AT PRINCIPAL SHOWS, INDICATING SOME ADVANTAGES OF RAIL OVER ROAD TRANSPORT

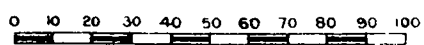


MAP OF
NEW ZEALAND,
SHOWING
RAILWAY AND STEAMER ROUTES, AND
ROAD CONNECTIONS.

STATISTICS.

Government Railways open for traffic on 31st March, 1928	..	3,180 miles.
Capital cost of Government Railways open on 31st March, 1928	..	£51,187,376
Revenue from Government Railways, year ending 31st March, 1928	..	£8,524,538
Expenditure on " "	..	£6,685,123
Gauge " "	..	3' 6"
Passengers carried on " "	year ending 31st March, 1928	9,299,157
Number of season tickets issued, " "	..	632,763
Live-stock, tonnage carried, " "	..	511,897
Goods, tonnage carried, " "	..	6,854,865
Number of miles travelled by trains, " "	..	10,838,594
Number of locomotives, " "	..	678
Number of passenger-carriages, " "	..	1,612
Number of wagons and brake-vans, " "	..	27,228
Area of Dominion, square miles, " "	..	103,861
Population, estimated, at 31st March, 1928 (including Maoris)	..	1,453,517
Chief Cities:—		
Auckland	..	208,810
Wellington	..	130,120
Christchurch	..	123,370
Dunedin	..	84,080

Scale of English miles.



REFERENCE.

- Government railways shown thus: ————
Road connections " " ————
Steamer routes " " ————

DISTANCES BY RAILWAY.

	Miles.
Auckland to Opuia	184
" Whangarei	131
" Rotorua	171
" Thames	148
" Tauranga	179
" Taneatua	240
" 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
Pictou to Blenheim	18
" Whararui	56
Nelson to Kaitiaki	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	389
Timaru to Oamaru	53
Oamaru to Dunedin	78
Dunedin to Cromwell	155
" Roxburgh	96
" 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

