

Proceeding to an examination of the statistical figures, the following may be interesting and helpful:—

FREIGHT TRAFFIC AVERAGES.

<i>Per Mile of Line:—</i>	1928-29.		1927-28.		Variation.	
	No.		No.		No.	Per Cent.
Freight tonnage	2,343		2,315		+ 28	+1·21
Freight net ton-miles	149,893		147,236		+ 2,657	+1·80
Freight gross ton-miles	481,593		467,168		+14,425	+3·09

These figures are a reflection of the increase in the goods tonnage carried.

<i>Per Freight Train-mile:—</i>	1928-29.		1927-28.		Variation.	
	No.		No.		No.	Per Cent.
Train-load, gross	232		228		+ 4	+1·75
Train-load, net	87		87		..	..
Number of vehicles, loaded	18·81		18·65		+0·16	+0·86
Number of vehicles, empty	9·12		8·91		+0·21	+2·36

These figures indicate that we have been able to get better loading for our trains but that more empty haulage was necessary, a condition which usually accompanies abnormal peak demands, such as were experienced during the year.

<i>Per 1,000 Gross Ton-miles:—</i>	1928-29.		1927-28.		Variation.	
	£		£		£	Per Cent.
Freight revenue	3·09		3·15		—0·06	—1·90
Net ton-miles	No. 376		No. 380		No. 4	—1·05

The decreased revenue per 1,000 gross ton-miles is due to the greater proportion of empty haulage.

<i>Wagon user:—</i>	1928-29.		1927-28.		Variation.	
	£		£		£	Per Cent.
Revenue per ordinary goods vehicle	183		176		+ 7	+3·98
Revenue per live-stock vehicle	173		169		+ 4	+2·37
Average wagon-load	Tons. 4·64		Tons. 4·65		Tons. —0·01	—0·22

The decreased wagon-load is due to the net ton-mileage of traffic with a relatively low wagon-load such as live-stock and merchandise, increasing in a greater ratio than heavy traffic such as minerals and timber.

	1928-29.		1927-28.		Variation.	
	No.		No.		No.	Per Cent.
Average miles per wagon per day	22·48		21·38		+1·10	+5·14
Average net ton-miles per wagon per annum (ordinary goods)	23,429		22,484		+ 945	+4·20
Average net ton-miles per wagon per annum (live-stock)	11,827		11,343		+ 484	+4·27

These figures show that the turnover of the trucks has been much better. Each truck travelled farther, and carried more goods.

COACHING TRAFFIC VARIATIONS.

							Per Cent.
Coaching revenue decreased	..	..	..	..	..	..	0·88
Coaching train-miles increased	..	..	..	..	..	..	4·07
Coaching train-hours	..	..	..	..	..	..	3·13
Coaching vehicle-miles	..	..	..	..	..	..	2·47
<i>Coaching Revenue:—</i>							
Per train-mile decreased	..	..	..	..	..	..	4·78
Per train-hour	..	..	..	..	..	..	3·90
Per vehicle-mile	..	..	..	..	..	..	2·64

FREIGHT TRAFFIC VARIATIONS.

Freight revenue increased	..	..	..	..	..	..	4·22
Freight train-miles	..	..	..	..	..	..	3·78
Freight train-hours	..	..	..	..	..	..	0·93
Freight gross ton-miles	..	..	..	..	..	..	5·55
Freight net ton-miles	..	..	..	..	..	..	4·51
Freight vehicle-miles	..	..	..	..	..	..	5·17
Net ton-miles as a percentage of gross decreased	..	..	..	..	..	..	0·97
Empty-vehicle miles as a percentage of total vehicle-miles increased	..	..	..	..	..	..	1·02

Freight Revenue:—

Per train-mile increased	..	..	..	..	..	..	0·41
Per train-hour	..	..	..	..	..	..	3·26
Per thousand gross ton-miles decreased	..	..	..	..	..	..	1·26
Per thousand net ton-miles	..	..	..	..	..	..	0·28
Per vehicle-mile	..	..	..	..	..	..	0·78