

The revenue from manure traffic shows an increase of £40,368, due to very heavy importations of raw materials as well as a general increase in sales of artificial manures.

Motor-cars on wheels show an increase of £10,061 for the North Island and £317 for the South Island.

The traffic in miscellaneous goods which comprise all commodities not already mentioned, amounted to 1,097,091 tons, as compared with 1,017,988 tons for the previous year, an increase of 79,103 tons. The revenue increased in the North Island by £28,253 and in the South Island by £43,386, a total of £71,639.

GOODS STATISTICS.

The principal statistical figures dealing with the operation of goods traffic are shown below :—

	1935.	1934.	Variation.	Per Cent.
Goods-train mileage	5,972,692	5,612,915	+ 359,777	6·41
Goods earnings	£4,138,434	£3,911,245	+£227,189	5·81
Revenue goods tonnage	6,023,960	5,642,199	+ 381,761	6·77
Average haul (miles)	70	68	+ 2	2·94
Average revenue per ton-mile	2·42d.	2·50d.	— 0·08d.	3·20
Average revenue per ton	14s. 1d.	14s. 2d.	— 1d.	0·59

Train-miles, earnings, and tonnage increased in practically the same ratio. The slightly smaller increase in earnings was due to a fall of 1d. in the average receipt per ton.

	1935.	1934.	Variation.	Per Cent.
Total gross ton-miles revenue freight	1,405,743,924	1,292,840,024	+112,903,900	8·73
Goods-vehicle miles (loaded) ..	115,084,491	106,328,407	+ 8,756,084	8·23
Goods-vehicle miles (empty) ..	55,065,882	51,147,662	+ 3,918,220	7·66
Total goods-vehicle miles ..	170,150,373	157,476,069	+ 12,674,304	8·05

The increases are in keeping with the general increase in goods traffic for the year. The ratio of empty to loaded vehicle-miles shows an improvement on the previous year.

Averages : Revenue, Freight Traffic.

Per Mile of Line :—	1935.	1934.	Variation.	Per Cent.
Goods revenue	£1,267	£1,203	+ £64	5·32
Total tonnage	1,844	1,736	+ 108	6·22
Net ton-miles	128,453	117,970	+10,483	8·89
Gross ton-miles	430,286	397,675	+32,611	8·20
Per Train :—				
Gross load (tons)	235·36	230·33	+ 5·03	2·18
Net load (tons)	70·26	68·33	+ 1·93	2·82
Number of vehicles (loaded) ..	19·27	18·94	+ 0·33	1·74
Number of vehicles (empty) ..	9·22	9·29	+ 0·07	0·75
Per 1,000 Gross Ton-miles :—				
Revenue	£2,944	£3,025	— £·081	2·68
Net ton-miles	298	297	+ 1	0·35
Per Train-mile :—				
Revenue	166·29d.	167·24d.	—0·95d.	0·57

Gross and net ton-miles both show substantial increases. The decrease shown in revenue per 1,000 gross ton-miles is due to the slight fall in the receipt per ton and per ton-mile.

Wagon User :—	1935.	1934.	Variation.	Per Cent.
Revenue per ordinary goods vehicle	£145	£136	+ £9	6·62
Revenue per live-stock vehicle ..	£148	£145	+ £3	2·07
Average wagon-load (tons) ..	3·65	3·61	+ 0·04	1·11
Average miles per wagon per day	20·54	19·06	+ 1·48	7·76
Average net ton-miles per wagon per annum (ordinary goods) ..	15,377	13,818	+1,559	11·28
Average net ton-miles per wagon per annum (live-stock) ..	10,970	11,017	— 47	0·43

BRANCH LINES.—The operating-revenue from branch lines totalled £322,531, an increase of £22,510 (7·50 per cent.) compared with the previous year. The passenger revenue increased by £1,438 (3·20 per cent.), and the goods revenue by £20,761 (9·28 per cent.).

The operating expenditure was £416,838, an increase of £46,940 (12·69 per cent.) compared with the previous year.

The operating loss was £94,307 and interest charges amounted to £388,505, making a total loss of £482,812, as against a total loss for the previous year of £458,450, an increase of £24,362 (5·31 per cent.).