

1936.
NEW ZEALAND.

RAILWAYS STATEMENT

(BY THE MINISTER OF RAILWAYS, HON. D. G. SULLIVAN).

MR. SPEAKER,—

In submitting my first annual Railways Statement I desire to state that the financial results for the year ended the 31st March, 1936, give a clear indication of the improvement in the prosperity of the Dominion.

The gross revenue exceeded the gross expenditure by £1,051,477, after taking into account the additional cost involved (£161,555) in meeting the 7½-per-cent. increase in salaries and wages from the 1st August, 1935, and in providing a steadily improving standard of service to the people.

Following upon the restricted trading and commercial activities from which New Zealand is emerging, and in view of the adverse reactions upon railway traffic from this cause, the country has every reason to feel gratified that financial results of so satisfactory a nature have been obtained from our principal Department of State.

While the substantial financial improvement shown by the Department undoubtedly has an important significance, it cannot be regarded as the only yard-stick by which the efficiency of the Department, from the national aspect, should be measured. There are, indeed, many other considerations that should be taken into account in judging the value of the service rendered to the community by a State-owned railway when compared with the community service rendered by a privately-owned railway. I am convinced that so long as the policy of administering the railways conforms to the principle of "the best possible service at the lowest possible cost" it will be along the right lines and in the best interests of the people. The development of the railways of New Zealand has always been related to the social needs of the country, and this aspect of their operation must continue to play an increasingly important part in future. The trends of the times generally are towards the control of industry as an integral part of national planning, and a State-owned enterprise such as the railways, with ramifications affecting closely the social and industrial life of the people in every direction, must therefore be used to a far greater extent than previously as a general public utility if it is to function efficiently and successfully in this capacity.

As an example of the far-reaching influence of railway transport, it may be mentioned that the railway tariff affects even the prices the public pay for the food they eat, the clothes they wear, and the fuel that warms them. On this point I may say that the railway tariff is to be critically reviewed in terms of the Government's general policy, with a view to simplifying the classification and rates in line with present-day requirements.

I hold the view that social service and commercial efficiency are not in any way incompatible so far as the successful operation of the national transport system is concerned. In the first place the more the railways are used the lower is the unit cost of the services that they render, and, approached from this angle, there are many new possibilities of traffic developments both in passengers and goods from which a good commercial return may be obtained. In the second place, provided sound administration and modern accountancy practices are applied, the railways can be maintained at a high pitch of efficiency and at the same time render a maximum of social service to the State.

I anticipate that in the not-distant future the travel facilities of the railways will be expanded in a way that will enable the great mass of the people to enjoy them, and that a much increased goods tonnage in the products of primary and secondary industries will be secured by a liberal tariff and generally improved transport facilities.

CHANGE OF CONTROL.

In order to carry out the Government's policy regarding railway administration and development it became necessary, soon after my acceptance of the portfolio of Railways, for certain portions of the Government Railways Act and its amendments to be repealed. The Government Railways Amendment Act, 1936, was accordingly passed. This Act abolished the Government Railways Board and placed responsibility for the administration of the Railways with the Government through the Minister of Railways and the General Manager as from the 1st April, 1936.

THE MAMAKU SAWMILL.

Early in the present year the question of reopening the Railway Department's sawmill at Mamaku, a mill which had been closed two years previously by the Railways Board, came up for consideration, and, after a very careful investigation of the whole matter and in accordance with the recommendation of the General Manager, the mill was reopened on 15th June. The reopening of this sawmill has given employment to a total of fifty-five employees, who, with their wives and families, are now settled in the vicinity. The mill is giving a very satisfactory output of timber from the Department's own land, one of the best rimu-forest areas in the Dominion. It is estimated that the output from the mill will reach 4,000,000 ft. per annum, all of which is needed in meeting the Department's own timber requirements. The price at which the timber is being produced compares very favourably with that ruling in the privately-owned mills of the Dominion.

STAFF ORGANIZATIONS.

Representatives of the various staff organizations of the Department took an early opportunity of meeting me after I assumed office, and gave assurances of their good will towards the Government and of co-operation in the initiation of any efforts to aid in the advancement of the Service. I need hardly say that I appreciate the friendly attitude of these organizations. It will be helpful in enabling the Government to carry out its policy so far as the operations and activities of the railways are concerned. Instead of looking upon the railways as a system of transport which has outlived its usefulness, I hold strongly to the view that there is great scope for their further development. In the railways there are still vast untapped resources of service to the people. It will be my aim to help in liberating these resources, and in this work the attitude adopted by the members of the Service is very important.

CONCESSIONS TO WORKERS.

The inauguration of the forty-hour week brings into prominence the apparent anomaly of differential rates in suburban areas as between those whose work commences at 8 a.m. or earlier and those workers whose employment commences later than 8 a.m.

With a universal forty-hour week the objective of the Government, I can see no reason for differentiating in the fares charged as between, say, the 8 a.m. and the 9 a.m. worker. Actually, the effect of the Government's legislation in this matter may be expected to make the hours of office workers and others synchronize to a greater extent than has been the case in the past. I am consequently investigating a scheme that will give all workers travelling regularly to employment the benefit of the lowest fares applicable to the suburban area concerned.

RAILWAYS CONSTRUCTION POLICY.

The Government's policy in regard to the completion of new lines (upon which work was stopped by the previous Government, following recommendations of the late Railways Board) is one which will make the railway system, within a brief period, much more homogeneous than it is at present. The Westport-Inangahua and the Dargaville-Tangowahine lines are cases in point where rail-heads were left "in the air" within a few miles of their objectives. Other lines, such as the Napier-Gisborne and the Parnassus-Picton, will open up rich productive areas for development, and will give access to markets never previously available to producers. The working railways must therefore prepare for the changes which the completion of these lines will bring about.

BRIGHTER RAILWAY PROSPECTS.

The railways are in a better condition to give service and their prospects are brighter than has been the case for many years. The increase in revenue of over £240,000 since the end of the financial year to which this report refers is satisfactory evidence of the increased business now coming to the Department.

The Government desires to have the railways fulfil their proper function as the principal transport agency of the people, and, after accepting the portfolio of Railways, I took the earliest available opportunity to see for myself the lines under my control and to gain an understanding of the many ramifications of this great State business.

Already, by making use of the rail-car "Maahunui," just recently built in the Hutt Valley Workshops, I have been able to travel over the whole of the railways of the North Island (with the exception of three small branches) in less than a fortnight and to examine the route of certain unfinished lines. I hope to make a similar comprehensive tour of the South Island lines at an early date.

The tour put me in touch with the principal problems facing the railway system at the present time, as well as with the many local requirements, and I had valuable opportunities to meet the users of the railways in their own territory and to see the staff at work, as well as to gain first-hand knowledge of the public outlook upon transport generally and upon the service they receive and desire from the national transport system.

RAIL-CARS TO ELIMINATE MIXED TRAINS.

The disadvantage of "mixed" trains from the viewpoint of the travelling public has always been realized, but nothing very effective has yet been done to improve the position. I am, however, satisfied that their elimination is a matter of urgent necessity before the system can be modernized, and as soon as the necessary arrangements can be made "mixed" trains will cease to be a feature of railway transport in New Zealand.

Orders have already been placed with the Railway Workshops in the Hutt Valley for supplies of rail-cars which will be put into operation as soon as possible in suitable localities, and when this is done appropriate passenger time-tables will be inaugurated providing for frequent passenger services.

The separation of goods traffic from passenger traffic will be of benefit to both; prolonged stops at stations, inevitable under the fluctuations of goods traffic requirements, will be avoided, and goods trains will be operated more expeditiously and with greater economy.

This reform will assist in a very real way to make the railways serve the transport requirements of the people, particularly in country districts, to a much greater

extent and in a much more efficient way than has ever previously been feasible ; and I look for a very marked increase in our passenger traffic as a result of these changes, which should be well under way before the next Annual Statement is presented.

TRANSPORT CO-ORDINATION.

In the southern portion of the South Island, as well as in certain other areas, I have been able to bring about a comprehensive co-ordination of road and rail and lake services under single ownership through the Government's decision to purchase the services and licenses of a number of passenger-carrying road operators in that area. This has given the Railways Department complete control of all passenger business along principal routes south of Timaru, and also between Christchurch and Akaroa ; the co-ordination, through eliminating some expensive duplication of services, is enabling considerable saving to be made in costs, while at the same time maintaining the quality of service rendered. Indeed, it has been possible to improve considerably upon the service previously given, as a better class of vehicle has been introduced to replace some of the more obsolete types in use. At the same time, maintenance costs have been reduced through the use of the Department's efficient road-vehicle repair depot at Dunedin for all major maintenance and repair work, while the train services have also been arranged on a co-ordinated instead of a competitive basis, so that the most suitable means of conveyance is provided in each case to meet the particular requirements of the localities served.

The public have been satisfied with the results of these efforts in co-ordination. A pleasing feature of the negotiations has been the absence of any friction, and the General Manager and his officers deserve the highest commendation for the efficient and mutually satisfactory manner in which all matters in connection with the purchase of the services referred to have been carried out.

The same applies to the Wellington suburban road services between Wellington-Ngaio-Khandallah-Johnsonville, which have also been acquired by the Department to complete its co-ordination under single ownership of all suburban transport along railway routes in the Wellington suburban area.

MAJOR WORKS.

Many works of major importance are now under way. The Wellington new station is the centre of principal activity, with its related yard reorganization, office centralization, electrification of the Johnsonville and Paekakariki lines, and its new power-unit housing facilities. When completed next year these new works will give to the capital city a comprehensive range of terminal facilities of exceptional convenience which, on account of their central position and ease of access to port and city, will do much to improve the transport not only of the people of the Wellington District but also visitors from other parts of the Dominion.

FINANCE.

Railway capital costs and charges in a comparatively new country cannot be correctly assessed on normal accountancy procedure, and a prominent citizen, discussing transport with me a short time ago, said :—

“ No undertaking that has operated or is operating in the Dominion has rendered a greater contribution to the development of New Zealand than its railways, and the capital cost can only be correctly compared with interest charges and net return when the invisible and non-calculable benefits are as far as possible taken into account.”

With an invested capital of £54,253,059 normal interest charges have an appreciable effect on the net return, but it should be affirmed that the payment of £1,051,477 to the Consolidated Fund is a substantial contribution to the country's finances. It is very desirable to remove the impression that the railways are a financial burden on the community. They are, in fact, one of the country's principal assets ; they perform, at low cost to the users, a most important part of the transport work of the Dominion ; they pay for all the services required in the

maintenance of their tracks; they purchase nearly £2,000,000 worth of stores annually (the greater part from New Zealand suppliers); and, in addition to this, they returned, for the year just ended, an operating-profit amounting to 2 per cent. on the total capital invested in them.

A REVIEW OF TRAFFIC.

Passenger journeys by train totalled over 20,000,000 for the year, an actual increase of 704,057 on the previous year's figures, and there were also satisfactory increases in the numbers carried by the Department's various road services.

The tonnage carried, 6,188,805 tons, was the highest since 1931.

When plans which the Government has in hand for increasing employment and developing primary and secondary industries take effect, I anticipate a further very considerable increase in the traffic recorded above.

There are also many commercial developments to be brought about by the railways themselves, through the facilities they will make available to the people. These developments are designed to enable New-Zealanders to travel more for sight-seeing, health, and pleasure purposes. A greatly increased passenger traffic on the railways may be anticipated; and the Government will also see that the Railways Department is given a fair field in the endeavours of the Management to win increased traffic of other kinds.

THE GOVERNMENT RAILWAYS WORKSHOPS.

In the Railways Workshops of the Dominion the Government has an asset of very great value. These workshops are modern in every respect, and the best workshop practice is applied to their operations. Their capacity is such that, besides all the principal manufacturing work required by the Department, they are able to undertake any kind of wood-, iron-, and steel-manufacturing work for other Government Departments as required. The Government has approved of the principle of Government Departments making as much use of each other's special facilities as can be done to advantage, and this policy will ensure much additional work for these large national workshops.

The high standard of efficiency in a Department such as the Railways is proof (if such were needed) that the element of private profit is not necessary to the attainment of the best in workmanship and service; indeed private businesses might learn much regarding the principles and practice of economical operation, coupled with skill and efficiency, and capacity for handling emergencies of all kinds, from a study of the Railways Department's workshops activities.

CONCLUSION.

In conclusion, I wish to express my sincere thanks to the General Manager, Mr. G. H. Mackley, and his staff for the very great help they have given me in effecting the change-over from Board to Ministerial control, and in the subsequent efforts to bring about the general reorganization of the Department. To the staff as a whole I would convey my appreciation of the good work done in all branches of the service.

RESULTS OF WORKING.

The following is a statement of the results of working for the past five years:—

PARTICULARS.	Year ended 31st March,				
	1936.	1935.	1934.	1933.	1932.
Total miles open for traffic	3,320	3,320	3,320	3,315	3,315
Average miles open for year	3,320	3,320	3,304	3,315	3,315
Capital cost of opened and unopened lines	£59,611,834	£59,477,143	£59,337,917	£59,228,894	£59,055,701
Capital cost of open lines	£54,253,059	£54,089,190	£53,909,347	£51,480,949	£51,424,883
Capital cost per mile of open lines ..	£16,341	£16,292	£16,238	£15,530	£15,513
Gross earnings	£7,004,316	£6,627,928	£6,332,711	£6,034,403	£6,508,948
Working-expenses	£5,952,839	£5,540,437	£5,247,153	£5,183,859	£5,670,955
NET EARNINGS	£1,051,477	£1,087,491	£1,085,558	£850,544	£837,993
Interest charges	£2,300,051	£2,330,886	£2,282,365	£2,230,655	£2,221,465
PERCENTAGE OF TOTAL WORKING-EXPENSES TO GROSS EARNINGS	84·99	83·59	82·86	85·91	87·13
PERCENTAGE OF NET EARNINGS TO CAPITAL INVESTED	1·94	2·01	2·05	1·65	1·64
Railway operating earnings	£6,243,519	£5,908,064	£5,628,835	£5,339,075	£5,788,965
Railway operating expenses	£5,523,193	£5,138,588	£4,877,146	£4,833,754	£5,301,653
NET RAILWAY OPERATING EARNINGS	£720,326	£769,476	£751,689	£505,321	£487,312
PERCENTAGE OF RAILWAY OPERATING EXPENSES TO EARNINGS ..	88·46	86·98	86·65	90·54	91·58
Operating earnings per average mile open	£1,881	£1,780	£1,704	£1,610	£1,746
Operating expenses per average mile open	£1,664	£1,548	£1,476	£1,458	£1,599
NET OPERATING EARNINGS PER AVERAGE MILE OPEN	£217	£232	£228	£152	£147
Operating earnings per train-mile ..	d. 135·60	d. 133·44	d. 132·92	d. 130·37	d. 136·63
Operating expenses per train-mile ..	119·96	116·06	115·17	118·03	125·13
NET OPERATING EARNINGS PER TRAIN-MILE	15·64	17·38	17·75	12·34	11·50
Passengers, ordinary	7,963,824	7,809,035	7,511,346	6,870,570	6,503,566
Season tickets	482,146	457,546	442,742	437,775	459,063
Total passenger journeys	20,358,524	19,654,467	19,047,186	18,366,654	19,151,480
Goods tonnage	5,618,477	5,444,977	5,093,396	4,945,592	5,272,253
Live-stock tonnage	570,328	578,983	548,803	545,094	552,558
Train-mileage	11,050,376	10,626,400	10,163,474	9,828,853	10,168,720
Engine-mileage	14,923,175	14,277,710	13,591,390	13,265,878	13,845,966

For the current year it is anticipated that the revenue will reach £7,695,700, and the expenditure £6,520,001.

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

The Hon. the Minister of Railways.

New Zealand Government Railways,
Head Office, Wellington, 22nd August, 1936.

SIR,—

I have the honour to report on the working of the railways for the financial year 1935-36.

The accounts for the year again show an increase in gross revenue in comparison with the previous year. The total revenue actually exceeded the estimate made in the report for the previous year by £258,032.

The revenue for the year was £7,004,316, as compared with £6,627,928 in the previous year, an increase of £376,388 (5·68 per cent.).

The net revenue was £1,051,477, as compared with £1,087,491 for the previous year, a decrease of £36,014. During the year an increase of 7½ per cent. in salaries and wages was granted to the staff, and this involved an additional expenditure of £161,555. When allowance is made for this expenditure it will be seen that the results of the year's operations are very satisfactory.

Further comments on the finances of the Department will be made later in this report under appropriate headings.

FINANCIAL.

On the 31st March, 1936, the capital invested in the lines open for traffic, including the steamers and plant on Lake Wakatipu and other subsidiary services, was £54,253,059, as compared with £54,089,190 on the 31st March, 1935, an increase of £163,869.

The principal additions to capital during the year were on account of the following major works: Wellington new station and yard, £226,523; Wellington-Tawa Flat deviation, £39,994; Wellington-Paekakariki Electrification, £34,409. On the other hand, land transferred to the Post and Telegraph Department resulted in a credit to Railway Capital Account of £134,485.

The financial results of the operations for the year ended 31st March, 1936, were as follow:—

	Year ended 31st March, 1936. £	Year ended 31st March, 1935. £	Variation. £
Gross revenue	7,004,316	6,627,928	+376,388
Gross expenditure	5,952,839	5,540,437	+412,402
Net revenue	1,051,477	1,087,491	— 36,014
Interest charges	2,300,051	2,330,886	— 30,835
Excess of interest charges (at 4½ per cent.) over net revenue	1,248,574	1,243,395	+ 5,179

The gross earnings for the year were £7,004,316, an increase of £376,388 (5·68 per cent.) compared with the previous year.

The gross expenditure totalled £5,952,839, an increase of £412,402 (7·44 per cent.).

Interest charges totalled £2,300,051, a decrease of £30,835 compared with the previous year. Up to the 31st March, 1935, capital moneys provided out of the Railways Improvement Authorization Account were kept separate from the remainder of the capital. A variable rate of interest was charged on the former, whereas the rate on the latter has for some time past remained unaltered at 4½ per cent. As from 1st April, 1935, the R.I.A. capital (approximately one-fifth of the total) was merged into the General Capital Fund, and as the rate on the former was £4 13s. 3d. per cent. in 1935 the consequent reduction to £4 5s. per cent. resulted in a slight fall in the total interest charge.

RENEWALS, DEPRECIATION, AND EQUALIZATION RESERVE ACCOUNTS.

During the year the sum of £204,730 was charged against revenue for renewals, and the amount expended from this account for track renewals was £188,396. The credit balance at 31st March, 1936, was £748,010.

The sum of £589,288 was charged against revenue on account of depreciation.

The position with regard to the Equalization Accounts is as under :—

Account.	Credit Balance brought forward from 1935.	Contributions, 1935-36.	Expenditure, 1935-36.	Credit Balance at 31st March, 1936.
	£	£	£	£
Slips, Floods, and Accidents	96,172	19,782	13,201	102,753
Workers' Compensation	36,869	38,144	29,797	45,216
Insurance	82,888	15,028	4,718	93,198
	215,929	72,954	47,716	241,167

REVENUE DETAILS.

The operating revenue under the main headings, and the percentage of the total under each heading, compared with the previous two years, are as follow :—

—	1936.	Per Cent. of Operating Revenue.	1935.	Per Cent. of Operating Revenue.	1934.	Per Cent. of Operating Revenue.
	£		£		£	
Passengers, ordinary ..	1,286,059	20·60	1,193,372	20·20	1,164,731	20·69
Season tickets ..	180,558	2·89	175,316	2·97	171,603	3·05
Parcels, luggage, and mails	299,964	4·80	292,096	4·94	281,889	5·00
Goods ..	4,359,750	69·83	4,138,434	70·05	3,911,245	69·49
Labour, demurrage, &c. ..	117,188	1·88	108,846	1·84	99,367	1·77
	6,243,519	100·00	5,908,064	100·00	5,628,835	100·00

The revenue under all heads showed a satisfactory increase over the previous year, the increases being—Passenger, 7·15 per cent. ; parcels, 2·69 per cent. ; goods, 5·35 per cent.

The operating earnings per average mile open and per train-mile were as follow :—

	Per Average Mile open.	Per Train-mile.
1936	1,881	135·60
1935	1,780	133·44
1934	1,704	132·92

The railway operating receipts for the last three years (exclusive of subsidiary services) from the North and South Island Main Lines and Branches are as follow :—

—	North Island Main Line and Branches.			South Island Main Line and Branches.		
	1936.	1935.	1934.	1936.	1935.	1934.
	£	£	£	£	£	£
Passengers, ordinary ..	827,138	762,974	741,020	448,601	419,648	412,078
Season tickets ..	121,985	117,316	115,454	55,243	54,731	53,009
Parcels, luggage, and mails	201,190	194,761	187,010	93,893	92,584	89,711
Goods ..	2,476,862	2,299,881	2,188,126	1,775,795	1,733,950	1,625,376
Labour, demurrage, &c. ..	62,053	57,754	54,302	48,993	46,410	40,651
	3,689,228	3,432,686	3,285,912	2,422,525	2,347,323	2,220,825

The operating earnings for the last three years for the North and South Island Main Lines and Branches per average mile open and per train-mile are as follow :—

Year.	North Island Main Line and Branches.		South Island Main Line and Branches.	
	Per Average Mile open.	Per Train-mile.	Per Average Mile open.	Per Train-mile.
	£	d.	£	d.
1936	2,483	130·25	1,520	143·57
1935	2,310	126·87	1,473	143·27
1934	2,235	126·61	1,393	142·49

EXPENDITURE DETAILS.

	1935-36.	1934-35.	1933-34.
	£	£	£
Expenditure on train operation	5,523,193	5,138,588	4,877,146
Subsidiary services	429,646	401,849	370,007
	<u>£5,952,839</u>	<u>£5,540,437</u>	<u>£5,247,153</u>

Operating Expenditure.

—	1935-36.	Per Cent. of Operating Revenue.	1934-35.	Per Cent. of Operating Revenue.	1933-34.	Per Cent. of Operating Revenue.
	£		£		£	
Maintenance—Way and works	1,070,085	17·14	1,047,825	17·74	993,207	17·65
Maintenance—Signals ..	147,442	2·36	137,477	2·33	110,298	1·96
Maintenance—Rolling-stock ..	1,406,685	22·53	1,236,324	20·92	1,220,102	21·67
Examination, lubrication, and lighting of vehicles	57,599	0·92	54,098	0·92	52,376	0·93
Transportation—Locomotive..	1,144,037	18·32	1,073,062	18·16	1,012,451	17·99
Transportation—Traffic ..	1,465,052	23·46	1,360,928	23·03	1,253,833	22·27
General charges	63,664	1·02	57,014	0·97	58,944	1·05
Superannuation subsidy ..	168,629	2·71	171,860	2·91	175,935	3·13
	<u>5,523,193</u>	<u>88·46</u>	<u>5,138,588</u>	<u>86·98</u>	<u>4,877,146</u>	<u>86·65</u>

Maintenance of Way and Works.

This item of expenditure shows an increase of £22,260 (2·12 per cent.). The expenditure under the various heads kept to normal level during the year, but the 7½-per-cent. restoration of salaries and wages involved an additional expenditure of £31,329.

Taking 1926 as the standard, and fixing the index figure for that year at 100 for the expenditure on maintenance of way and works and the average mileage of line maintained, the undermentioned summary shows the position over the past five years :—

	1926.	1932.	1933.	1934.	1935.	1936.
Total expenditure	100	84	81	87	92	94
Average mileage of line	100	103	103	104	104	104

Maintenance of Signals and Electrical Appliances.

The expenditure amounted to £147,442, an increase of £9,965 (7·25 per cent.).

The principal increase is in signals and interlocking, £9,997. There were also small increases under certain other heads, while others showed decreases.

The 7½-per-cent. increase in salaries and wages amounted to £3,791.

Maintenance of Rolling-stock.

Expenditure under this head totalled £1,406,685, an increase of £170,361 (13·78 per cent.). The 7½-per-cent. increase in salaries and wages accounted for £29,900 of this additional expenditure.

The following is a review of the expenditure under the various heads shown :—

Locomotive Repairs.—Expenditure under this head was £585,491, an increase of £83,385 (16·61 per cent.). This increase is made up as follows : Workshops repairs (£63,944) ; depot repairs, including work done in work-shops for depots (£2,598) ; conversions and alterations (£14,976) ; repairs due to accidents (£1,207), and depreciation (£660).

During the year 394 locomotives passed through the workshops for repairs as against 417 for the previous year. Of these, 204 received heavy repairs, as against the previous year's total of 194.

Maintenance of Carriages, Vans, and Wagons.—The total cost of painting and repairing carriages and vans was £274,760, an increase of £30,307 (12·4 per cent.) on last year. Carriages for heavy repairs totalled 1,254, as against 1,382 last year, while 328 carriages received light repairs, as against 320 for the previous year. Three hundred and seventy-five vans received heavy repairs, as against 359 last year. The principal increases in expenditure were : Carriage repairs (£20,896), conversions and alterations (£2,629), and depreciation (£3,773).

The expenditure on the maintenance of wagons totalled £530,210, showing an increase over the previous year of £58,033 (12·29 per cent.). The number of wagons repaired in the workshops was 15,448 for heavy repairs and 5,195 for light repairs, as against 15,741 and 5,236 respectively for the previous year. The total of 20,643 wagons passed through the workshops this year, compared with 20,977 for the previous year.

The principal increases in expenditure were—Wagon repairs (£38,736), conversions and alterations (£13,386), and tarpaulins (£3,286).

Examination, Lubrication, and Lighting of Rolling-stock.

The expenditure on examination and lubrication of rolling-stock was £29,160, an increase of £2,232 (8·29 per cent.) compared with the previous year. The increase was due to the 7½-per-cent. increase in wages and additional train services.

The expenditure on the lighting of coaching vehicles was £28,439, an increase of £1,269 (4·67 per cent.), the main causes being the fitting of electric-lighting systems to a greater number of cars and to the running of additional train services.

Locomotive Transportation.

The expenditure under this head was £1,144,037, an increase of £70,975 (6·61 per cent.) over the previous year. The increase was due to the 7½-per-cent. increase in wages (£27,746) and to the running of additional train services.

The quantity of coal used was 420,251 tons, an increase of 22,941 tons. This was due to an increase of 645,465 engine-miles (4·51 per cent.) and to the increased use of soft coal. The ratio of hard to soft coal used during the year was 41 to 59, compared with 42 to 58 in the previous year and 49 to 51 in the year 1933–34.

The average consumption of coal and cost of same per engine-mile, per engine-hour, and per 1,000 gross ton-miles is shown in the following table :—

	Consumption.		Cost.	
	1936.	1935.	1936.	1935.
	lb.	lb.	d.	d.
Per engine-mile	64·07	63·31	7·77	7·77
Per engine-hour	673·78	669·76	81·72	82·16
Per thousand gross ton-miles	405·90	407·58	49·23	50·00

The following table furnishes statistics of locomotive operation for the last five years :—

	1936.	1935.	1934.	1933.	1932.
	d.	d.	d.	d.	d.
Cost per engine-mile	18·40	18·04	17·88	19·25	20·73
Cost per train-mile	24·51	23·91	23·68	25·66	27·92
Cost per engine-hour	193·42	190·78	189·87	201·61	213·29
Cost per 1,000 gross ton-miles	117·09	116·59	118·66	133·81	144·16
Engine-miles per engine-hour	10·51	10·58	10·62	10·49	10·29
Gross ton-miles per engine-hour	1,652	1,636	1,600	1,507	1,480

The cost per engine-mile increased over the previous year by 0·36d. (2 per cent.), due to the 7½-per-cent. increase in wages. An improvement is again shown in the quantity of work performed per engine-hour, the increase compared with the previous year being 0·97 per cent., while compared with 1932 it is 11·62 per cent.

Traffic Transportation.

The expenditure under this head was £1,465,052, an increase of £104,124 (7·65 per cent.).

The 7½-per-cent. increase in salaries and wages amounted to £59,507, while staff promotions, the payment of scale increments, and the employment of additional staff accounted for a further sum of £44,958.

Taking the year 1926 as the standard, and fixing the index figure for that year at 100, the following shows the position in respect of traffic-transportation expenditure over a period of five years.

	1926.	1932.	1933.	1934.	1935.	1936.
Total expenditure ..	100	82	72	72	78	84

General Charges.

The expenditure under this head totalled £232,293, as compared with £228,874, an increase of £3,419 (1·49 per cent.). The 7½-per-cent. increase in salaries and wages accounts for this additional expenditure.

SUBSIDIARY SERVICES.

Subsidiary Service Revenue.—The revenue from subsidiary services amounted to £760,798, as compared with £719,864 for the previous year, and an analysis of the figures is as follows :—

	1935–36.	1934–35.	1933–34.
	£	£	£
Lake Wakatipu steamers	10,598	10,647	9,617
Refreshment service	89,132	79,817	73,657
Bookstall service	45,798	36,846	20,786
Advertising service	31,774	30,030	32,707
Departmental dwellings	129,255	105,338	137,238
Leases of bookstalls, &c.	17,909	17,346	15,749
Road motor services	103,280	90,278	79,184
Miscellaneous	333,052	349,562	334,938
	<u>£760,798</u>	<u>£719,864</u>	<u>£703,876</u>

Subsidiary Service Expenditure.—The particulars of the expenditure in connection with subsidiary services are as follow :—

	1935-36.	1934-35.	1933-34.
	£	£	£
Lake Wakatipu steamers	9,399	10,269	9,610
Refreshment service	84,976	77,685	72,872
Bookstall service	43,042	34,564	19,102
Advertising service	29,391	27,942	30,159
Departmental dwellings	156,692	155,302	150,781
Leases of bookstalls, &c.	11,464	11,481	10,667
Road motor services	94,682	84,606	76,816
	<u>£429,646</u>	<u>£401,849</u>	<u>£370,007</u>

The variations shown above are analysed under their separate heads later in this report.

PASSENGER TRAFFIC.

An analysis of the passenger traffic is as follows :—

—	1936.	1935.	Variation.	
Passenger journeys—	Number.	Number.	Number.	Per Cent.
Ordinary	7,963,824	7,809,035	+154,789	1·98
Season	12,394,700	11,845,432	+549,268	4·64
Total	20,358,524	19,654,467	+704,057	3·58
Revenue—	£	£	£	
Ordinary	1,286,059	1,193,372	+ 92,687	7·77
Season	180,558	175,316	+ 5,242	2·99
Total	1,466,617	1,368,688	+ 97,929	7·15
Passenger train-miles	4,747,525	4,653,708	+ 93,817	2·02
Revenue—				
Per mile of line	£449	£419	+£30	7·15

Compared with the year 1934-35, the variations in passenger traffic, other than season tickets, are as follow :—

Description.	Journeys.		Variation.	
	1936.	1935.		
	Number.	Number.	Number.	Per Cent.
Standard fare	3,285,197	3,280,370	+ 4,827	0·15
Suburban	2,298,021	2,221,420	+ 76,601	3·45
Day and special excursion and other reduced fares	2,380,606	2,307,245	+ 73,361	3·18
	7,963,824	7,809,035	+154,789	1·98
Description.	Revenue.		Variation.	
	1936.	1935.		
	£	£	£	Per Cent.
Standard fare	1,001,588	929,848	+ 71,740	7·72
Suburban	75,118	73,945	+ 1,173	1·59
Day and special excursion and other reduced fares	209,353	189,579	+ 19,774	10·43
	1,286,059	1,193,372	+ 92,687	7·77

The variations in ordinary passenger traffic were distributed between first class and second class as follow :—

			First Class.		Second Class.		Total.	
			Number.	Per Cent.	Number.	Per Cent.	Number.	Per Cent.
Journeys	..	..	—31,328	6.91	+186,117	2.53	+154,789	1.98
Revenue	..	..	£ + 3,858	1.59	£ + 88,829	9.34	£ + 92,687	7.77

It is pleasing to note that the year's operations in passenger traffic resulted in an increase under all heads, the total increase for the year being 704,057 passenger journeys and £97,929 revenue.

The improvement in passenger traffic can be ascribed in a large measure to the attractive fares now in force for ordinary travel and to the higher standard of service which is given in such matters as improved passenger-accommodation and faster train services. No opportunity has been lost not only to meet the anticipated public demand for passenger transport in connection with special events, but also to provide services and fares calculated to create a public demand. Special attention has been devoted to the organization of day and week-end excursions from the more populous areas to popular resorts and from city to city, and it is pleasing to record that these "outings" are being regarded with increased favour by rail-users. In this connection it is of interest to know that the revenue from this special excursion traffic during 1935-36 is over four times that received during 1925-26.

Standard-fare revenue showed a small but well maintained improvement throughout the year. The average standard fare for the whole year was 73.17d., showing an increase of 4.86d., or 7.14 per cent. over 1934-35. This indicates that the Department is still losing short-distance passengers, but is gaining passengers in the longer-distance field.

Suburban traffic kept up during the year, the returns showing a slight improvement over those for the previous year.

Reference has already been made to the popularity of the day and week-end excursions arranged by the Department. Revenue from this source along with that from other reduced fares showed an increase of £19,774, or 10.43 per cent. The actual revenue from day and special excursions exceeded that of last year by £10,264, or 22.21 per cent.

The revenue from season tickets this year was £180,558, compared with £175,316 for the previous year, an increase of £5,242. The principal increases were workers' weekly tickets, £2,827; apprentice tickets, £1,211; and weekly twelve-trip tickets, £1,058. The increase in revenue in respect of workers' weekly, weekly twelve-trip, and apprentice tickets is no doubt a reflection of the improvement in economic conditions consequent upon the easing of the unemployment position.

PARCELS, LUGGAGE, AND MAILS.

The revenue from this source amounted to £299,964, an increase of £7,868 (2.69 per cent.). An analysis of the revenue is as follows :—

					1936.	1935.	Variation.	
					£	£	£	Per Cent.
Parcels	..	..	..	..	167,194	166,500	+ 694	0.42
Excess luggage	..	..	..	..	7,369	7,610	— 241	3.17
Left luggage, luggage-checks, bicycles, dogs, newspapers, &c.	..	..	..	..	43,369	38,554	+ 4,815	12.49
Mails	..	..	..	..	82,032	79,432	+ 2,600	3.27
Total	..	..	..	..	£299,964	£292,096	+£7,868	2.69

The fluctuations in parcels traffic during the year have been very slight. Revenue was adversely affected by a falling off in milk and cream traffic on account of a comparatively late season, and by competition from road services.

The major portion of the increase of £4,815 shown in the miscellaneous-luggage group was received from newspaper traffic, which increased to the extent of 16.69 per cent. during the year.

The following table shows the variations under the heading of "Mails":—

					1936.	1935.	Variation.	
					£	£	£	Per Cent.
Mails in guards' vans at half parcels rates					48,382	45,355	+2,973	6.55
Railway travelling post-office service	..	..	..	..	27,596	27,596	..	..
Mails carried in wagons	..	..	..	..	6,108	6,481	— 373	5.76
Total	..	..	..	..	82,032	79,432	+2,600	3.27

The travelling post-office service is paid for on a mileage basis.

GOODS AND LIVE-STOCK.

The revenue and tonnage of goods and live-stock for 1936 compare with the previous year as follows:—

	1936.	1935.	Increase.	Per Cent.
Revenue ..	£4,359,750	£4,138,434	£221,316	5·35
Tonnage ..	6,188,805	6,023,960	164,845	2·74

A comparison of tonnage and revenue from 1930 to 1936 is afforded in the following table:—

Year.	Tons.	Revenue.	Variation as compared with Previous Year in each Case.			
			Tons.	Per Cent.	Revenue.	Per Cent.
		£			£	
1930	7,788,973	4,904,324	+ 175,324	2·31	+ 58,199	1·20
1931	6,957,709	4,487,357	— 831,264	10·67	—416,967	8·50
1932	5,824,811	4,019,600	—1,132,898	16·28	—467,757	10·42
1933	5,490,686	3,745,777	— 334,125	5·74	—273,823	6·81
1934	5,642,199	3,911,245	+ 151,513	2·76	+165,468	4·42
1935	6,023,960	4,138,434	+ 381,761	6·77	+227,189	5·81
1936	6,188,805	4,359,750	+ 164,845	2·74	+221,316	5·35

A comparison with 1935 of the tonnage of commodities under six main headings is as follows:—

—	1936. Tons.	1935. Tons.	Variation.	
			Tons.	Per Cent.
Agricultural products	477,928	615,779	—137,851	22·39
Animals and their products	1,249,003	1,227,490	+ 21,513	1·75
Products of mines	1,894,891	1,842,462	+ 52,429	2·85
Products of forests	493,342	449,766	+ 43,576	9·69
Benzine, cement, and manures	844,494	791,372	+ 53,122	6·71
Miscellaneous	1,229,147	1,097,091	+132,056	12·04
Totals	6,188,805	6,023,960	+164,845	2·74

A further comparison on the same basis of the composition of the revenue from goods traffic, as shown immediately above, for the last five years is as under:—

—	1936.	1935.	1934.	1933.	1932.
	Per Cent.	Per Cent.	Per Cent.	Per Cent.	Per Cent.
Agricultural products	6·95	8·78	8·64	9·17	8·79
Animals and their products	27·36	27·98	30·50	29·73	26·99
Products of mines	20·23	20·16	20·51	20·49	23·14
Products of forests	9·62	8·69	7·52	6·67	6·55
Benzine, cement, and manures	13·46	13·12	12·61	13·42	14·21
Miscellaneous	22·38	21·27	20·22	20·52	20·32
Totals	100·00	100·00	100·00	100·00	100·00

Traffic in agricultural products decreased by 137,851 tons. The main decrease occurred in the South Island, where the grain traffic decreased to the extent of 116,705 tons (42·79 per cent.) and £46,347 (37·86 per cent.) in revenue. Owing to the exceptionally hot weather last year, the season was very early and the yield particularly light. The current season was later than that of last year, and it was also adversely affected by heavy floods in the Canterbury District.

The revenue from fruit traffic also showed the substantial decrease of £18,342 (25 per cent.), this being brought about by seasonal fluctuations particularly in the North Island, where both the 1935 and the current seasons' crops were relatively poor as a result of the extraordinary weather conditions that prevailed.

Animals and their products showed a slight increase in tonnage. The number of cattle forwarded increased from 336,840 to 407,148, an increase of 20·87 per cent. This traffic has increased in each of the last three years, but the rate of increase this year exceeds that of the previous years. The substantially increased demand for cattle following the inception of the chilled-beef trade on a comparatively large scale has been responsible to a considerable degree for the very satisfactory increase in this traffic. The removal of the export restriction on veal was responsible for a big increase in the number of calves carried, the total number carried this year being 717,192, compared with 484,175 the previous year, an increase of 48·13 per cent.

Sheep decreased from 10,295,953 to 9,131,321 (11·31 per cent.), this being accounted for by a later stock season this year. Pig traffic showed a substantial increase for the year's operations, 670,035 being carried this year, compared with 613,112 last year, an increase of 9·28 per cent. The export of frozen pork showed an increase of 26·05 per cent. over last year.

Butter traffic was adversely affected in 1934-35 on account of the dry season causing a fall in production. This year's production shows an increase of 9·37 per cent. over 1934-35, and the quantity forwarded by rail increased by 15,175 tons (11·76 per cent.).

Cheese traffic showed a decline of 7,302 tons (9·31 per cent.), and £12,069 in revenue (15·44 per cent.), the fall being due to an 8·68-per-cent. decline in production. The last three years has seen a steady fall in cheese traffic, on account of some dairy factories changing over from the manufacture of cheese to the manufacture of butter and casein.

A very substantial improvement was manifest in wool traffic this year. Owing to the low prices offered last year a considerable quantity of wool was withheld from sale. The increase this year was 35,363 tons (27·91 per cent.), and £35,106 (29·33 per cent.) in revenue.

A later season this year was responsible for a decrease of 11,534 tons (4·95 per cent.), and £7,197 (3·84 per cent.) in revenue in frozen-meat traffic.

In products of mines the principal variation was an increase of 46,949 tons of coal (3·24 per cent.), the increase in revenue being £40,271 (5·59 per cent.). The increase is attributed to a further demand for coal in connection with dairy-factory and factory production generally. The receipt per ton-mile this year was 1·44d., the same as last year, but with an average haul of 85 miles as against 83 miles; the return per ton was 10s. 2d., an increase of 2d. on last year. New Zealand hard coal comprised 43·7 per cent. of the traffic and New Zealand soft coal 53·7 per cent.

The following table illustrates the decline in coal traffic in recent years. The average for the three years 1928-30 is represented by 100, and index numbers have been calculated accordingly.

Description.	Tonnage.					Revenue.				
	Average for Three Years, 1928-30.	1933.	1934.	1935.	1936.	Average for, Three Years, 1928-30.	1933.	1934.	1935.	1936.
Hard	100	61	56	57	57	100	77	71	70	73
Soft	100	68	75	76	80	100	77	84	85	91
Imported ..	100	61	68	65	70	100	57	60	55	60
Total	100	64	65	66	68	100	76	79	80	84

While receipts from soft coal have shown improvement during the last three years, hard coal, although showing an improvement in revenue on the very low level established during the years 1934 and 1935, is still well below the 1933 figure.

The products of forests increased by 43,576 tons. The timber carried was 420,799 tons, compared with 368,417 tons carried last year, an increase of 52,382 tons (14·22 per cent.). The total revenue derived from this traffic during the year was £391,613, compared with £331,193 in 1935, an increase of £60,420, or 18·24 per cent. The increase was general in both the North and South Islands, and can be ascribed to the impetus given to the building trade by Government subsidies and to the gradual improvement in trade conditions now manifest. The timber traffic carried on the system has actually increased by 66 per cent. since 1933. Only a very small portion of the increase of 14·22 per cent. from the current year's operations can be apportioned to timber for export, as the Dominion increase in the timber exported is represented by the small figure of 1·82 per cent.

The quantities of native and imported timber carried during the year were as follow :—

—			1936.	1935.	Variation.	
			Tons.	Tons.	Tons.	Per Cent.
New Zealand..	..	..	407,323	355,400	+51,923	14·61
Imported ..	..	..	13,476	13,017	+ 459	3·53

In the "benzine, cement, and manures" group the quantity of benzine carried in tank wagons showed the substantial increase in revenue of £20,049 (11·32 per cent.). This increase is no doubt due to the continued growth of motor traffic.

With regard to cement, the recovery of the building trade was reflected in the quantity of cement carried. This was particularly noticeable in the North Island, where the traffic increased by 5,601 tons (30·54 per cent.) and £10,911 in revenue (57·41 per cent.). In the case of the South Island the traffic was normal, any advantage gained by increased building activity having been offset by the loss of traffic consequent upon the completion of the Waitaki hydro-electric works.

The revenue from manure traffic shows an increase of £13,105, this being due to heavier importations of raw materials as well as increased sales of the manufactured product. Seventy-five per cent. of the traffic was handled in the North Island. The average receipt per ton-mile for the whole system was 1·83d., and the average haul 63 miles.

Motor-cars on wheels show an increase of £9,178 (44·77 per cent.), of which £8,266 was earned in the North Island.

The traffic in miscellaneous goods, which comprises commodities not dealt with above, amounted to 1,229,147 tons, as compared with 1,097,091 tons for the previous year, an increase of 132,056 tons. The revenue increased in the North Island by £44,876 and in the South Island by £37,368.

GOODS STATISTICS.

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

	1936.	1935	Variation.	Per Cent.
Goods-train mileage	6,302,851	5,972,692	+330,159	5·53
Goods earnings	£4,359,750	£4,138,434	+£221,316	5·35
Revenue goods tonnage	6,188,805	6,023,960	+164,845	2·74
Average haul (miles)	72	70	+2	2·86
Average revenue per ton-mile	2·39d.	2·42d.	—0·03d.	1·24
Average revenue per ton	14s. 4d.	14s. 1d.	+3d.	1·78

Train-miles and earnings increased in practically the same ratio. The slight fall in the average revenue per ton-mile is the natural result of the lengthened haul.

	1936.	1935.	Variation.	Per Cent.
Total gross ton-miles revenue freight ..	1,499,094,741	1,405,743,924	+93,350,817	6·64
Goods-vehicle miles (loaded) ..	122,293,680	115,084,491	+7,209,189	6·26
Goods-vehicle miles (empty) ..	58,215,380	55,065,882	+3,149,498	5·72
Total goods-vehicle miles ..	180,509,060	170,150,373	+10,358,687	6·09

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.

<i>Per Mile of Line :—</i>	1936.	1935.	Variation.	Per Cent.
Goods revenue	£1,334	£1,267	+£67	5·35
Total tonnage	1,894	1,844	+50	2·74
Net ton-miles	135,797	128,453	+7,344	5·72
Gross ton-miles	458,860	430,286	+28,574	6·64
<i>Per Train :—</i>				
Gross load (tons)	237·84	235·36	+2·48	1·05
Net load (tons)	70·38	70·26	+0·12	0·17
Number of vehicles (loaded)	19·40	19·27	+0·13	0·67
Number of vehicles (empty)	9·24	9·22	+0·02	0·22
<i>Per 1,000 Gross Ton-miles :—</i>				
Revenue	£2,908	£2,944	—£36	1·22
Net ton-miles	296	298	—2	0·67
<i>Per Train-mile :—</i>				
Revenue	166·01d.	166·29d.	—0·28d.	0·17
<i>Wagon User :—</i>				
Revenue per ordinary goods vehicle ..	£157	£145	+£12	8·28
Revenue per live-stock vehicle ..	£156	£148	+£8	5·41
Average wagon-load (tons)	3·63	3·65	—0·02	0·55
Average miles per wagon per day ..	22·24	20·54	+1·70	8·28
Average net ton-miles per wagon per annum (ordinary goods)	16,492	15,377	+1,115	7·25
Average net ton-miles per wagon per annum (live-stock)	12,092	10,970	+1,122	10·23

The decrease shown in revenue per 1,000 gross ton-miles is due to the fall in the receipt per ton-mile, coupled with the fall in the average wagon load.

ADVERTISING SERVICE.

	1936.	1935.	Variation.	Per Cent.
Revenue	£ 31,774	£ 30,030	+1,744	5·81
Expenditure	29,391	27,942	+1,449	5·19
Net revenue	£2,383	£2,088	£295	14·13

An analysis of the revenue is as under :—	1936. £	1935. £	Variation. £
Outdoor advertising	24,971	25,253	— 282
Publications	4,326	2,915	+ 1,411
Miscellaneous	2,276	1,720	+ 556
Advertising in buses	201	142	+ 59
	<u>£31,774</u>	<u>£30,030</u>	<u>+£1,744</u>

New business written up during the last five years is as under :—

	1936.	1935.	1934.	1933.	1932.
	£	£	£	£	£
Outdoor advertising ..	37,515	30,539	17,235	24,069	26,415
Publications ..	4,827	3,144	2,915	1,295	1,859
Miscellaneous..	..	..	613	621	767
Buses ..	973	47	13	127	749
	<u>£43,315</u>	<u>£33,730</u>	<u>£20,776</u>	<u>£26,112</u>	<u>£29,790</u>

The continued decline in the revenue during the depression years has been due to a very heavy falling-off in the amount of new business written up. This decline has now been arrested, and with the general healthier tone in outside business circles, revenue should in the future show a steady increase.

The total return to the Department in respect of operations of the Advertising Branch during the past five years was as follows :—

	1936.	1935.	1934.	1933.	1932.
	£	£	£	£	£
Rent, land, and buildings	800	797	800	1,000	1,000
Rent, advertising-sites	8,325	7,259	7,890	7,593	8,741
Commission ..	728	737	786	780	960
Interest ..	890	1,017	1,261	1,413	1,697
Railage ..	373	357	390	265	293
Profit ..	2,383	2,088	2,548	3,676	2,898
	<u>£13,499</u>	<u>£12,255</u>	<u>£13,675</u>	<u>£14,727</u>	<u>£15,589</u>

REFRESHMENT SERVICE.

—	1936.	1935.	Variation.	Per Cent.
	£	£	£	
Revenue	89,132	79,817	+ 9,315	11·67
Expenditure	84,976	77,685	+ 7,291	9·39
Net revenue	£4,156	£2,132	+£2,024	94·93

An analysis of the Refreshment Branch receipts is as follows :—

—	1936.	1935.	Variation.	
	£	£	£	Per Cent
Dining-rooms	10,315	9,720	+ 595	6·12
Counter-rooms	76,071	67,446	+ 8,625	12·79
Miscellaneous	2,746	2,651	+ 95	3·58
Totals	£89,132	£79,817	+£9,315	11·67

The number of meals served in the dining-rooms totalled 88,256, an increase of 10,494 (13·50 per cent.) over the previous year.

From and including 5th January, 1936, the charge for meals in the dining-rooms was reduced from 2s. 6d. to 2s. per meal.

The expenditure for the year increased by £7,291 (9·39 per cent.), the main increases being salaries and wages, £1,700; and stores and provisions, £4,444. The increase in salaries and wages was due to the 7½-per-cent. restoration and increased turnover, while the increase in stores and provisions was due to the increased business at the various rooms.

The total return to the Department in respect of the operations of the Refreshment Branch for the past five years is as under :—

—	1936.	1935.	1934.	1933.	1932.
	£	£	£	£	£
Rent	9,230	9,230	9,230	9,100	9,100
Commission	742	667	620	584	715
Rail fares	1,066	1,066	1,066	1,066	1,066
Rail freights	1,790	1,825	1,818	1,851	2,349
Interest	1,108	1,102	1,124	1,129	1,291
Net profit	4,156	2,132	786	2,928	1,681
	£18,092	£16,022	£14,644	£16,658	£16,202

BOOKSTALL SERVICE.

—	1936.	1935.	Variation.	Per Cent.
	£	£	£	
Revenue	45,798	36,846	+8,952	24·30
Expenditure	43,042	34,564	+8,478	24·53
Net revenue	£2,756	£2,282	+ £474	20·77

The total return to the Department in respect of the operation of bookstalls over the last three years is as follows :—

—	1936.	1935.	1934.
	£	£	£
Net profit	2,756	2,282	1,684
Rent	4,580	3,685	2,079
Railages	167	157	40
Commission	320	257	145
	£7,823	£6,381	£3,948

The Department controls, through the Refreshment Branch, eighteen railway bookstalls. The increased revenue and expenditure for 1935–36 is accounted for in part by the fact that ten of the bookstalls were taken over in June, 1934, and consequently for the year ended 31st March, 1935, the eighteen bookstalls were not operated for the full twelve months. The increase in passenger traffic that has taken place during the year also resulted in increased patronage of the bookstalls.

The following figures showing the return to the Department from the operation of some of the bookstalls under private control, contrasted with Departmental control, show that the action of the Department in taking over and controlling the bookstalls as an integral part of railway operation has been fully justified by results :—

Location of Bookstall.	Return per annum under private control.	Return per Annum under Departmental Control.	Increase.
	£	£	£
Auckland	1,353	1,453	100
Frankton Junction	325	499	174
Palmerston North	172	562	390
Thorndon	577	1,244	667
Christchurch	595	1,462	867
Greymouth	130	308	178
Ashburton	234	528	294
Dunedin	580	1,028	448
Invercargill	104	520	416

ROAD MOTOR SERVICES.

The year's operations resulted in a profit of £8,598, as compared with £5,672 for the previous year, an improvement of £2,926.

A comparison of the revenue and expenditure is afforded below:—

	1936. £	1935. £	Variation. £	Per Cent.
Revenue	103,280	90,278	+13,002	14·40
Expenditure	94,682	84,606	+10,076	11·91
Net revenue	<u>£8,598</u>	<u>£5,672</u>	<u>+£2,926</u>	<u>51·59</u>

In the expenditure provision has been made for interest on capital, depreciation on vehicles and plant, and the establishment of necessary reserve funds.

A comparison of the results obtained on the various services is as follows:—

	Profit, 1936. £	Profit, 1935. £	Variation. £
Napier-Hastings	1,419	1,158	+ 261
Wellington-Hutt Valley	5,983	3,760	+ 2,223
Wellington-Wanganui*	400	90	+ 310
Oamaru-Tokarahi	10	25	— 15
Dunedin-Port Chalmers	692	588	+ 104
Waipahi-Edievale	94	51	+ 43
Total	<u>£8,598</u>	<u>£5,672</u>	<u>+£2,926</u>

* The Wellington-Wanganui service was commenced on 1st September, 1934.

A satisfactory feature of the year's operations is that a profit has again been made on each of the services, the Department's road services in common with other business concerns having benefited by the general improvement in economic conditions. The Department now operates fifty-six omnibuses and ten service cars, the latter being used to maintain the Wellington-Wanganui service. Seven of the omnibuses are de luxe vehicles, the design and upholstery of which have occasioned favourable comment. These vehicles are often used for "contract work," and since their introduction there has been a substantial increase in revenue, particularly in long-distance traffic.

The results of operating the various services are shown below:—

NAPIER-HASTINGS.

	1936. £	1935. £	Variation. £	Per Cent.
Revenue	17,986	16,559	+ 1,427	8·62
Expenditure	16,567	15,401	+ 1,166	7·57
Net revenue	<u>£1,419</u>	<u>£1,158</u>	<u>+ £261</u>	<u>22·54</u>
Passenger journeys	512,292	481,691	+30,601	6·35

All classes of traffic showed steady increases during the year, the revenue from special trips undertaken for tourist, picnic, and sporting parties showing an appreciable increase.

HUTT VALLEY.

	1936. £	1935. £	Variation. £	Per Cent.
Revenue	65,180	59,489	+ 5,691	9·57
Expenditure	59,197	55,729	+ 3,468	6·22
Net revenue	<u>£5,983</u>	<u>£3,760</u>	<u>+ £2,223</u>	<u>59·12</u>
Passenger journeys	2,437,868	2,264,257	+173,611	7·67

The returns from this service for the year's operations are very satisfactory, revenue increasing by 9·57 per cent. and expenditure by 6·22 per cent. All classes of traffic show increases, and the revenue per passenger journey increased from 6·31d. to 6·42d., this being due to a greater proportionate increase in the number of longer-distance trips.

WELLINGTON-WANGANUI.

	1936. £	1935. £	Variation. £	Per Cent.
Revenue	10,448	5,438	+ 5,010	92·13
Expenditure	10,048	5,348	+ 4,700	87·88
Net revenue	<u>£400</u>	<u>£90</u>	<u>+ £310</u>	<u>..</u>
Passenger journeys	10,707	6,229	+ 4,478	71·89

This service, which now consists of ten vehicles, was taken over from the S.O.S. Motors, Ltd., and commenced running as a departmental service on 1st September, 1934. Revenue per passenger journey increased by 24·67d., and expenditure by 19·17d. Ordinary passenger revenue showed a distinct improvement during the year, as also did the revenue from special trips. It is anticipated that the latter class of traffic will show an even better return during the next tourist season.

OAMARU—TOKARAHI.

		1936. £	1935. £	Variation. £	Per Cent.
Revenue	..	1,835	1,823	+ 12	0·66
Expenditure	..	1,825	1,798	+ 27	1·50
Net revenue	..	<u>£10</u>	<u>£25</u>	<u>—£15</u>	<u>60·0</u>
Passenger journeys	..	47,662	42,297	+5,365	12·68

The greater proportionate increase in journeys as compared with revenue is due to a big increase in the number of school-children carried. There was a slight falling-off in ordinary passenger traffic.

DUNEDIN—PORT CHALMERS.

		1936. £	1935. £	Variation. £	Per Cent.
Revenue	..	6,635	5,762	+ 873	15·15
Expenditure	..	5,943	5,174	+ 769	14·86
Net revenue	..	<u>£692</u>	<u>£588</u>	<u>+£104</u>	<u>17·69</u>
Passenger journeys	..	224,869	207,650	+17,219	8·29

Both revenue and expenditure show substantial increases due to an expansion in operation. This service, which numbers five vehicles, maintains the run between Dunedin and Port Chalmers and also the seasonal tourist service between Dunedin and Eglinton Valley. The latter service was taken over from the Dunedin City Corporation, the first trip being run on 9th February, 1935.

WAIPAHI—EDIEVALE.

		1936. £	1935. £	Variation. £	Per Cent.
Revenue	..	1,196	1,207	—11	0·91
Expenditure	..	1,102	1,156	—54	4·67
Net revenue	..	<u>£94</u>	<u>£51</u>	<u>+£43</u>	<u>84·31</u>
Passengers journeys	..	9,071	9,063	+ 8	0·09

Although revenue shows a slight decrease, this has been more than compensated for by the decrease in expenditure.

Through the operation of this service a substantial saving is being effected by the discontinuance of the running of mixed trains, the passenger portion of which the bus service was inaugurated to supplant.

LAKE WAKATIPU STEAMERS.

		1936. £	1935. £	Variation. £	Per Cent.
Revenue	..	10,598	10,647	— 49	0·46
Expenditure	..	9,399	10,269	— 870	8·47
Net revenue	..	<u>£1,199</u>	<u>£378</u>	<u>+ £821</u>	<u>217·20</u>

The revenue showed little variation during the year. Passenger traffic showed an increase of £264, but this was more than offset by a decrease of £319 in goods traffic.

With regard to expenditure, the main decrease occurred under the head of repairs, £1,002. Last year special propellers were fitted to the s.s. "Earnslaw," while boiler alterations were made to the "Ben Lomond." There was no expenditure for similar items in the accounts for this year.

DEPARTMENTAL DWELLINGS.

		1936. £	1935. £	Variation. £	Per Cent.
Revenue	..	129,255	105,338	+23,917	22·71
Expenditure	..	156,692	155,302	+ 1,390	0·90
Loss	..	<u>£27,437</u>	<u>49,964</u>	<u>—£22,527</u>	<u>45·09</u>

During the year ended 31st March, 1935, a total refund of £24,304 was made to the staff consequent upon an agreement reached between the Department and its tenants in the matter of a claim for reductions in rent under the provisions of the National Expenditure Adjustment Act, 1932. In order to establish a true comparison with 1935–36, the amount of £24,304 granted in refunds must be added to the figures for 1934–35, the position then being as follows:—

		1935–36. £	1934–35. £	Variation. £
Revenue	..	129,255	129,642	—387

The slight rise in expenditure was due to an increase in the charge for depreciation.

SICK BENEFIT FUND.

The New Zealand Government Railways Employees' Sick Benefit Fund shows a surplus of £5,440, compared with £2,451 for the previous year, an increase of £2,989.

The receipts totalled £27,439, which includes the departmental subsidy of £8,000, as compared with £26,221 for the previous year, an increase of £1,218 (4·65 per cent.), while the expenditure decreased from £23,770 to £21,999, a decline of £1,771 (7·45 per cent.).

On account of a severe epidemic of influenza throughout the winter and spring of 1934 the payments during the year ended 31st March, 1935, were much heavier than those made during the current year.

The accumulated funds now stand at £34,410, of which £34,090 is represented by investments.

SUGGESTIONS AND INVENTIONS COMMITTEE.

During the year a total of 514 suggestions and inventions were dealt with by the Suggestions and Inventions Committee, compared with 563 for the previous year. Fifty-six suggestions and inventions were recommended for adoption in whole or in part, 152 were referred to heads of branches, were already in operation or related to matters of policy, 258 were not recommended for adoption, while 48 were under trial or investigation at the end of the financial year.

The suggestions recommended for adoption included 9 in connection with rolling-stock, 8 connected with workshop practice, 6 connected with way and works, 7 connected with signal and electrical work, 11 connected with traffic working, and 15 connected with railway working generally.

STORES BRANCH.

An analysis of the amount expended in connection with the purchases of stores during the year is as under :—

	£	s.	d.
To merchants, manufacturers, and others in New Zealand ..	461,288	15	1
Through Trade Commissioner in Australia	116,156	5	9
Through High Commissioner in London	446,055	1	5
Material manufactured in Railway Workshops	214,806	8	9
Coal and coke	471,779	6	11
Manufactured and used material recovered from other branches, &c. ..	86,687	6	3
Timber from railway sawmill and stores used	10,817	3	6
	£1,807,590	7	8

The net increase in this year's expenditure compared with the previous year was £161,082 2s. 5d. The principal increases were—To merchants, manufacturers, and others in New Zealand, £36,478 1s. ; through Trade Commissioner in Australia, £15,269 12s. 8d. ; through High Commissioner in London, £93,011 18s. 9d. ; and material manufactured in railway workshops, £30,032 6s. 8d. There was a decrease of £19,965 11s. 2d. under the head "Timber from railway sawmill and stores used."

The increases enumerated above are chiefly due to the purchase of materials for building programmes and extra stocks of native and hardwood timber and imported material.

The total issues of stores to all branches for the year amounted to £1,900,970 2s. 9d., compared with £1,615,488 11s. 4d. for the previous year, an increase of £285,481 11s. 5d.

A summary for six years showing the value of purchases and issues of stores (exclusive of coal), together with the value of stocks on hand (stores and coal), at the close of each year, is as under :—

Year.	Purchases.	Issues.	Stocks on Hand.		
			Stores.	Coal.	Total.
	£	£	£	£	£
1931	1,716,452	1,743,416	647,627	110,602	758,229
1932	852,044	1,018,616	481,056	181,073	662,129
1933	755,100	875,285	360,871	165,576	526,447
1934	1,059,879	969,067	451,683	157,637	609,320
1935	1,269,171	1,136,243	584,611	160,177	744,788
1936	1,436,696	1,400,858	622,899	144,888	767,787

COAL-SUPPLIES.

The average consumption of coal per week during the year ended 31st March, 1936, was 8,515 tons, which was an increase of 483 tons per week compared with the previous year. A comparison of the purchases of New Zealand and imported fuel for eight years ended 31st March, 1936, is as follows :—

Year.	New Zealand. Tons.	Per Cent. of Total.	Imported. Tons.	Per Cent. of Total.	Total. Tons.
1928-29	356,724	84.25	66,675	15.75	423,399
1929-30	355,214	74.59	121,037	25.41	476,251
1930-31	367,686	90.00	40,827	10.00	408,513
1931-32	373,335	89.72	42,756	10.28	416,091
1932-33	388,005	100.00	..	..	388,005
1933-34	381,596	100.00	..	..	381,596
1934-35	422,334	100.00	..	..	422,334
1935-36	437,959	100.00	..	..	437,959

It will be noted that the purchases during the year were all in New Zealand coal. Of these purchases 175,661 tons were hard coal and 262,298 tons soft coal.

TIMBER AREAS.

As mentioned in last year's report, a survey was made of the Department's waste lands with a view to deciding which lands would be most suitable both from a general-utility and æsthetic point of view for afforestation purposes. The area of Crown land at Athenree (near Katikati) also mentioned in the report referred to has since been transferred to the Railway Department. A further area of 230 acres 22 perches of land at Athenree was purchased by the Department for a nominal sum, making a total area of approximately 2,962 acres of land available for afforestation purposes in this locality.

The Athenree area has been surveyed topographically and a small amount of planting of eucalypts has been carried out.

Two nurseries were established during the year, one at Lower Hutt and the other at Athenree, and a very satisfactory type of planting-stock will be available from these nurseries this season.

STAFF.

The total number of staff employed at the 31st March, 1936, including those on works chargeable to capital, was 17,908, as compared with 16,189 for the previous year. The average number actually at work throughout the year was 17,073, as compared with 16,048 the previous year.

Of the average number of staff at work during the year 11,954 were permanent and 5,119 were casual employees. The average number of men engaged on works chargeable to capital was 1,348, as compared with 930 during the previous year.

During the year 121 members of the permanent staff resigned, 81 retired on superannuation, 38 died, and 24 were dismissed or paid off.

Three hundred and eighty three employees were engaged.

Thirty-five members of the Second Division were promoted to the First Division.

During the year a total of £29,797 was paid under the Workers' Compensation Act to members of the Second Division who suffered injury in the course of their employment.

WORKSHOPS.

Five class K locomotives were completed in the workshops during the year, making a total of twenty-three locomotives of this class now in service. A further seven of these locomotives were under construction in the workshops at the end of the year. Twenty locomotives were scrapped during the year, making a total of 207 obsolete locomotives scrapped since 1926.

Five new boilers were built for replacement purposes, while five were under construction at the end of the year. Three hundred and ninety-four engines passed through the workshops during the year, and of these 204 received a major overhaul.

During the year one class WAB engine was fitted with new trailing bogies, while 130 engines were fitted with the new type of "Waikato" spark-arrester. Seventeen engines were fitted with electric headlights.

As at 31st March, 1936, there were 578 locomotives in service—562 steam, 11½ electric, and 5 electric-battery shunting engines.

The tractive effort of the locomotives in service during the year compared with the two previous years is as follows :—

	1936.	1935.	1934.
Number of locomotives in service	578	593	605
Total tractive power, in pounds	10,594,084	10,685,229	10,823,029
Average tractive power per locomotive, in pounds	18,234	18,172	17,889

CARRIAGES.

The number of carriages built during the year was 19, while the number in service at 31st March, 1936, was 1,485. There were 37 carriages under construction in the workshops at 31st March, 1936. Nine of the new carriages were fitted with roller-bearing bogies, making a total of 78 carriages in service fitted with these bearings.

Ninety-four carriages had their lavatories improved (water-sealed hoppers being fitted), thirteen had new lavatories added, sixty-one were fitted with steam-heating equipment, while thirty-five had centre partitions and doors added. The centre partitions and doors were removed from four carriages.

One hundred and thirty-five carriages had the seating rearranged, chair seats being installed in all cases. These changes eliminated longitudinal seats in fifty-one carriages.

The number of carriages that passed through the workshops was 1,582, 1,254 of these receiving heavy repairs.

RAIL-CARS.

There were two rail-cars in service as at 31st March, 1936, on which date ten other rail-cars were under construction. It is proposed in the first place to use these units between Wellington and Palmerston North, via the Wairarapa route. There will be six purely passenger vehicles each with seating-capacity for forty-nine passengers and space for approximately 1 ton of small parcels and luggage. They will be fitted with 130-horse-power petrol-engines and torque converters, and will be capable of adequate speed on flat country and of negotiating the stiff grade of 1 in 15 on the Rimutaka Incline, when fully loaded, at a speed of from fifteen to seventeen miles per hour. The total loaded weight of each car will be approximately 16 tons. A dual-purpose passenger-goods Diesel unit will also be provided for the transport of school-children and milk and cream traffic.

A night service between Wellington and New Plymouth, leaving the respective terminal points daily from Sunday to Friday of each week, will also be provided.

The results attained by these experimental services will largely determine the Department's policy in the extension of such services. It is confidently anticipated that they will prove attractive and efficient units for the comfortable and expeditious transport of passengers, while at the same time effecting considerable economies by replacing certain types of steam services.

BRAKE-VANS.

There were 482 brake-vans in service at 31st March, 1936, on which date nine others were under construction.

WAGONS.

During the year 201 wagons were constructed in the workshops. The number of wagons in service at the end of the financial year was 26,832.

TRANSPORTATION.

The train-mileage for the year (exclusive of shunting and departmental mileage) was 11,050,376, compared with 10,626,400 for the previous year, an increase of 423,976 train-miles. The passenger-miles run were 4,747,525, compared with 4,653,708, an increase of 93,817; the goods-miles were 6,302,851, compared with 5,972,692 for the previous year, an increase of 330,159.

Particulars of the revenue train-mileage run in the various sections are as under :—

Section.	1935-36.	1934-35.	Variation.
Kaihu	13,446	13,488	— 42
Gisborne	42,614	43,288	— 674
North Island Main Line and Branches	6,797,905	6,493,591	+304,314
South Island Main Line and Branches	4,049,706	3,932,213	+117,493
Westport	63,305	61,879	+ 1,426
Nelson	40,394	39,512	+ 882
Picton	43,006	42,429	+ 577
	11,050,376	10,626,400	+423,976

TRAIN SERVICES.

During the year a review of the goods and mixed train services throughout the North Island was undertaken with a view to providing more expeditious transport for goods generally, more particularly long-distance traffic. On the 9th February, 1936, a reorganized goods service was brought into operation in the Frankton Junction—Palmerston North, Stratford—Okahukura, and Marton—New Plymouth areas. In framing the schedules for the altered timing of the trains the best possible use was made of the "K" class engines, runs being arranged over longer distances, thereby reducing the frequency of engine changes *en route*.

The through goods services previously in operation have been retained, and the other trains in the Main Trunk area, which were more or less local trains, have been rescheduled to provide through connections and eliminate delays to goods at sub-terminal stations. The new services provide that continuity of movement necessary to facilitate the transport of goods traffic and also the prompt turnover of the wagon stock. As a result a substantial saving of time in the transport of goods has been effected between stations on the Main Trunk line and also to and from stations on the connecting lines.

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

AVERAGE LATE ARRIVAL OF TRAINS, YEAR ENDED 31ST MARCH, 1936.

Year ended	Period ended													Average for Year, in Minutes.
	April.	May.	June.	July.	August.	Sept.	Oct.	Nov.	Dec.	Jan.	Feb.	Feb.	March.	
<i>Express and Mail Trains.</i>														
1936 ..	7.32	6.39	4.47	2.91	2.15	3.85	2.32	2.61	2.20	7.99	6.84	16.90	8.00	5.68
1935 ..	4.87	5.31	3.96	3.84	2.11	3.20	1.56	1.13	1.59	9.56	5.22	7.02	5.88	4.25
<i>Long-distance Mixed Trains.</i>														
1936 ..	8.43	7.08	6.33	3.74	3.29	5.69	4.35	4.35	6.56	6.38	5.33	12.76	12.66	6.68
1935 ..	7.32	5.62	4.64	5.09	3.38	4.33	2.48	3.39	4.15	8.13	5.42	7.62	7.33	5.30
<i>Suburban Trains.</i>														
1936 ..	0.82	0.88	0.74	0.38	0.34	0.47	0.46	0.31	0.35	0.63	0.54	0.85	1.06	0.65
1935 ..	0.67	0.74	0.68	0.50	0.30	0.39	0.21	0.35	0.28	0.94	0.42	0.61	0.50	0.51

These figures include delays arising from all causes, including slips, floods, washouts, engine and other mechanical failures, and traffic delays at stations.

The average late-running of trains for the year is slightly higher than last year. Slips, floods, washouts, and other line interruptions were responsible for the increase in the average delays. These interruptions were of unusual magnitude, and were the result of the unusually severe weather conditions which were experienced during the months of May, June, and July, 1935, and February and March, 1936.

A résumé of the more important alterations to the train services is as follows :—

From the 5th May, 1935, the Monday mixed train leaving Greymouth at 7.40 a.m. and arriving Christchurch at 4.50 p.m. was accelerated to arrive Christchurch at 4.10 p.m. As from the 3rd May, 1936, the Monday mixed trains between Christchurch and Greymouth and *vice versa* were cancelled and replaced by the mail trains. The mail trains now run between Christchurch and Greymouth four days per week—viz., Mondays, Tuesdays, Thursdays, and Saturdays.

The suburban services in the Dunedin—Port Chalmers and Dunedin—Mosgiel areas were reviewed, and, as from 6th May, 1935, a number of the trains were accelerated.

From the 17th August, 1935, the 11.10 a.m. goods train with car attached from Ashburton to Christchurch was replaced on Saturdays by a fast mixed train timed to leave Ashburton at 12.15 p.m. and arrive Christchurch at 2.40 p.m.—four minutes earlier than previously.

Operating from Sunday, 1st December, 1935, an additional Sunday train was provided in the evening between Auckland and Otahuhu, and the 7.30 p.m. Auckland—Papakura train was rescheduled to leave Auckland at 9.0 p.m. This alteration provided an improved service for residents in the Auckland—Papakura area.

As from the 13th December, 1935, the Friday morning train from Towai to Whangarei was extended to run from Moerewa, thus providing settlers in the area between Towai and Moerewa with a train service which allows them more time to transact business at Whangarei on market days.

As from 21st January, 1936, additional trains were provided between Ross and Hokitika on Tuesdays. The train leaving Ross at 1.55 p.m. provides an improved service for stock consigned to Addington for the Wednesday's sale, and the return train leaving Hokitika at 6.35 p.m. provides a connection with the mail train from Christchurch on Tuesdays in addition to the Thursday and Saturday connection.

To enable the carriages which are attached to the night goods trains between Christchurch and Greymouth to be steam-heated, arrangements have been made to run the cars next the engine. The provision of steam-heating on these trains is much appreciated by passengers.

As a result of increased traffic, it has been necessary to review the train service on the Otago Central Branch during the year, and a new time-table has been arranged to operate on and after the 3rd May, 1936.

The mixed train which left Dunedin at 7.52 a.m. on Tuesdays, Thursdays, and Saturdays and arrived Cromwell at 5.40 p.m., also the 7.30 a.m. Monday, Wednesday, and Friday mixed train from Cromwell to Dunedin, have been cancelled. The 7.52 a.m. Monday, Wednesday, Friday Dunedin—Cromwell and the 9 a.m. Tuesday, Thursday, Saturday Cromwell—Dunedin fast mixed trains have been converted to passenger trains to run daily.

A night goods train has been provided to leave Dunedin at 9 p.m. Sundays to Fridays inclusive, Cromwell arrive 8.30 a.m. A goods train in the opposite direction has also been provided, this train to leave Cromwell at 3 a.m. daily and arrive at Dunedin 3.30 p.m.

The Monday, Wednesday, Friday passenger trains between Gore and Kingston have been run daily since the 18th December, 1935. These trains now connect at Kingston with the road motor service to and from Queenstown.

The policy of giving the best possible despatch to goods by trains running during the night in order, as far as possible, to give delivery at the time of commencement of business the following morning has been continued throughout the year. The costs for night working are more expensive, but the Department, realizing the desirability of giving the best possible despatch and delivery, incurs

these costs in the normal course of its undertaking. The following are examples only, and will serve to illustrate the service performed by the Department in respect of goods received at goods-sheds up to the closing time (5.0 p.m.) or later :—

Destination Station.	Mileage.	Time of Arrival at Destination.
Auckland to—		
Hikurangi	141	9.35 a.m.
Whangarei	130	8.0 a.m.
Hamilton	86	6.30 a.m.
Waihi	142	7.9 a.m.
Tauranga	179	10.0 a.m.
Thames	146	8.28 a.m.
Te Kuiti	126	5.15 a.m.
Taumarunui	174	6.52 a.m.
Ohakune Junction	224	11.22 a.m.
Wellington to—		
Wanganui	150	4.50 a.m.
Hawera	203	8.5 a.m.
New Plymouth	251	12.6 p.m.
Napier	199	7.25 a.m.
Taihape	161	6.25 a.m.
Ohakune Junction	202	9.30 a.m.
Christchurch to—		
Greymouth	145	4.5 a.m.
Hokitika	169	9.11 a.m.
Ashburton	53	4.10 a.m.
Timaru	100	6.40 a.m.
Oamaru	152	5.28 a.m.
Dunedin	230	10.26 a.m.
Dunedin to—		
Palmerston	41	2.45 a.m.
Oamaru	78	5.15 a.m.
Timaru	131	4.50 a.m.
Ashburton	178	7.4 a.m.
Christchurch	230	9.20 a.m.
Ranfurly	85	2.20 a.m.
Cromwell	155	8.30 a.m.
Gore	100	2.23 a.m.
Invercargill	139	5.0 a.m.

The transport outlined above is in respect of goods loaded in trucks only. In addition, there are generally two or three trains daily by which smaller consignments are conveyed so that day transport as well as night transport is provided for. On the busy lines, such as the Auckland – Frankton Junction and Wellington – Palmerston North areas, there are up to seven additional trains by which urgent consignments may be conveyed.

GENERAL.

An exceptionally heavy snowfall occurred on the Midland line between Inchbonnie and Springfield on the night of 20th May, 1935, and continued until about 3 p.m. next day. Points in station-yards were frozen, and breakages in overhead wires cut communications and dislocated the automatic-signalling system. All trains between Greymouth and Christchurch were subjected to considerable delays until the afternoon of 22nd May, when normal running was resumed.

On 9th and 10th June, 1935, a heavy snowfall was experienced in the Canterbury District. All communication was lost south of Sockburn and north of Belfast, and the automatic-signalling system between Rolleston and Arthur's Pass was dislocated until the 14th June. All services suffered delay, and it was necessary to cancel several services to facilitate working. Practically normal running was resumed by the afternoon on 11th June, but the train-control system between Christchurch and Arthur's Pass and between Christchurch and Oamaru was not re-established until the afternoon of 15th June.

On 18th and 19th June, 1935, floods in the Otago District caused interruption of traffic on the Otago Central, Catlins River, Outram, and Roxburgh Branches, and on the south main line. Normal services were resumed on the afternoon on 20th *idem*.

On 22nd and 23rd July, 1935, through traffic from Auckland to north of Kaipara Flats was suspended owing to blockage of line by floods and slips. Transhipment of passengers was conducted on the afternoon of 24th July, and the flood water had subsided sufficiently to allow trains to run through at about noon on 25th July.

An exceptionally severe southerly storm swept the North Island on 1st and 2nd February, 1936, causing extensive damage to the tracks throughout. Two cars and the guard's van of No. 1503 (8.50 a.m. Palmerston North – Wellington passenger) train on 2nd February were blown off the line

near Makeraua, and several passengers suffered minor injuries. Traffic generally on 3rd February suffered delays. It was necessary to work all traffic between Auckland and Taranaki via Marton until 6 p.m. on 11th February, when the Stratford-Okahukura line was reopened. In the North Auckland area restricted train services operated between the 2nd and 14th February, normal running being restored on 15th February.

On 20th, 21st, and 22nd February, 1936, train services in the Canterbury and Otago Provinces were interrupted owing to numerous washouts and slips, the Main North and South lines from Christchurch, also the Cheviot, Oxford, Southbridge, and Methven Branches, and Midland line being affected for a few days.

BRANCH LINES.

The operating-revenue from branch lines totalled £321,690, a decrease of £841 (0·26 per cent.) compared with the previous year. The parcels and miscellaneous heads show small increases, but these increases are more than offset by a decrease of £1,251 in the goods revenue.

The operating expenditure was £434,445, an increase of £17,607 (4·22 per cent.) compared with the previous year. The 7½-per-cent. increase in salaries and wages would of course account for a portion of the increase shown.

The operating loss was £112,755 and interest charges amounted to £387,476, making a total loss of £500,231, as against a total loss for the previous year of £482,812, an increase of £17,419 (3·61 per cent.).

The decrease in revenue for the year's operations was entirely in the South Island, the total decrease there being £8,158, an increase of £7,317 being earned in the North Island.

The increase of £7,317 for the North Island branch lines was principally due to an advance in practically all classes of traffic on the Paeroa-Taneatua Branch. The increase on this section was £6,638, or 90·7 per cent. of the total North Island increase. The Kaikohe Branch showed an increase of £461, or 11·3 per cent., over last year, while the remaining branches showed slight variations only.

The decrease of £8,158 in the South Island branch-line revenue occurred as follows: Thirteen branches showed a total decline of £20,266, while the remaining eleven branches showed a total increase in earnings of £12,108.

The greatest increase in earnings in the South Island was on the Otago Central Branch, where the revenue increased by £10,391 (11·3 per cent.) over that of last year. This increase was confined entirely to goods traffic. The only other South Island branch line to show a fairly substantial revenue increase was the Milton-Roxburgh Branch, where an increase of £724 (5·36 per cent.) over last year was recorded.

The branch lines on which the main revenue decreases took place were—

Branch.	Decrease.	Percentage Decrease.
	£	
Rangiora—Oxford West	1,675	29·62
Kaiapoi—Bennetts	2,573	16·91
Waipara—Parnassus	524	8·08
Lincoln—Little River	4,723	25·58
Hornby—Southbridge	2,486	24·15
Rakaia—Methven	1,764	12·76
Washdyke—Eversley	4,169	31·74
Pukeuri—Kurow	666	13·20
Waiareka—Ngapara	907	6·23
Balclutha—Tahakopa		

On account of excessive rain this year the grain and stock seasons in the South Island were very much delayed, whereas in 1935 the season was early. The accounts for 1936 are therefore at a great disadvantage from a comparative point of view.

ISOLATED SECTIONS.

The results of operations of isolated sections were as follow:—

Kaihu.—Revenue amounted to £3,824, a decrease of £1,553 (28·88 per cent.). The decreased revenue was largely due to a fall in road metal and timber traffic.

Train-miles decreased by 42, or 0·31 per cent., while shunting-miles decreased by 235, the total engine-miles showing a decrease of 277, or 1·68 per cent.

Expenditure amounted to £6,463, an increase of £188 on the previous year.

The total operating loss for the year was £2,639, compared with £898 for the previous year.

Gisborne.—Revenue amounted to £19,171, a decrease of £123 (0·64 per cent.). Expenditure amounted to £23,438, an increase of £3,292 (16·34 per cent.), such increase being due to additional work being carried out on the permanent-way and to the transfer of a locomotive to the section. Two engines located on the section were also subjected to heavy repairs.

The operating loss on the section was £4,267, as compared with £852 for the previous year. The loss for the year 1932–33 was £4,519.

Nelson.—Revenue amounted to £11,930, an increase of £453. Expenditure was £17,804, an increase of £794. The operating loss was £5,874, compared with £5,533 for the previous year, an increase of £341.

Traffic on this section showed little variation. There was a falling-off in the passenger revenue, but this was more than offset by an increase in the goods revenue.

The increase in expenditure was principally due to increased track maintenance.

Picton.—Revenue amounted to £28,762, an increase of £2,676 (10·26 per cent.). Expenditure was £29,547, an increase of £3,262. The total operating loss for the year was £785, compared with £199 for last year.

The revenue on this section increased under all heads except passenger, which decreased by £165. The largest increase was made in goods traffic, and amounted to £2,470.

The main reasons for the increase in expenditure were—Maintenance of track and work on bridges, heavy repairs to locomotives, and heavier traffic and transportation charges due to increased traffic.

Westport.—Revenue amounted to £68,079, as against £65,821 for the previous year, an increase of £2,258 (3·43 per cent.). Expenditure increased from £55,808 to £57,749, an increase of £1,941 (3·48 per cent.).

The operating profit on this section was £10,330, an increase of £317 (3·17 per cent.).

Revenue showed increases in all classes, particularly under goods and miscellaneous, which increased by £937 and £1,118 respectively. The tonnage this year is the highest carried since 1932, but is less than half that carried in 1930. The increase in expenditure was due to additional traffic and locomotive transportation costs.

Train-miles increased by 1,263, or 2·02 per cent., shunting-miles by 1,434, or 3·57 per cent., and engine-miles by 2,613, or 2·53 per cent.

The increased transportation expenses are due to the increases in mileage shown above, to increased wharf staff, and to additional wages costs consequent upon the 7½-per-cent. increase in wages and salaries.

RAILWAY PUBLICITY.

The Publicity Branch, which was regarded as an experimental enterprise when it was established in 1927, has definitely proved itself a very helpful unit of the railways organization. Year by year the activities have increased to the advantage of both the Department and the public generally.

The past year has seen a strong maintenance of the campaigns for selling the regular and special services that the railways have at their disposal.

In the "public relations" side of its work the Branch has kept in close personal touch with the press, which has shown a ready willingness to accept a fair presentation of the railways case when statements criticizing the Department have called for replies.

Successful action was taken during the year to extend the range of co-operative publicity with local bodies and private interests, and occasionally with the Tourist Department, on behalf of the "See New Zealand First" movement. In all these cases the planning of the campaigns has been performed by the Publicity Branch, which also undertook the preparation and placing of newspaper advertisements, booklets, posters, and news matter.

While it is, as a general rule, a difficult matter to ascertain the actual results of a publicity campaign, in a number of cases the increase in tourist traffic traceable to these special efforts has been as high as 60 per cent.

The New Zealand Railways Magazine.—The year has seen a further improvement in the *New Zealand Railways Magazine*, which is now well established as a national monthly. The size of the magazine has been increased to sixty-four pages, and it now has a minimum issue of 20,000 copies. The value of the magazine as an advertising medium is being recognized by many business people, the revenue from this source having shown a marked increase during the year. The return from sales to the public also showed a substantial increase, the additional revenue from this source being £368 higher than that of last year.

COMMERCIAL BRANCH.

Dealing with the activities of the Department on the commercial side, experience during the year has shown that there has been no amelioration of the competitive conditions which have steadily developed in intensity during recent years, and the activities of the Commercial Branch have on that account been largely devoted to safeguarding existing business and taking every opportunity to foster the development of new traffic to the railway. It can be stated as beyond doubt that the close personal contact which has been maintained by the personnel of the Branch with the business and farming communities, both individually and through the medium of their respective organizations, has assisted to develop the atmosphere of good will which has become a marked feature of the Department's relationship with the public. On the other hand, however, there is evidence that the existence of an alternative form of land transport, providing as it does within a strictly limited field an alternative service to the railway, has tended to restrict interest and concern in the prosperity of the railways to the limits defined by individual requirements. For instance, the farmer's interest in railway transport lies largely in the direction of the retention of the cheap and regular service which it gives for his fertilizers, lime, implements, fencing materials, &c., but in far too many instances he fails to display the same interest towards the railway in the case of his higher-rated products when he is able to obtain a more favourable freight rate for the time being by other means of transport. Similarly, those engaged in the secondary industries are mainly concerned with the rail transport of raw materials such as coal, iron, cement, &c., all of which are carried at cheap rates, rather than with the conveyance of the manufactured goods which, due to their ability to bear a higher freight rate, fall within the class of business most keenly sought after by the road operators.

A regrettable feature of this tendency to restrict patronage of the railway to the lower-grade commodities is that the fixed overhead costs have to be borne by a restricted and less remunerative volume of traffic, and on that account the railway and the community as a whole have been deprived of the benefits of the increased returns which would accrue from a fuller use of the railway services. In this connection it is necessary to bear in mind that the total volume of the Dominion's land-transportation business, both passenger and goods, in the areas served by the railway, is well within the capacity of the railway to handle with a relatively small increase in expenditure.

Based as it is on a recognition of the principles of community welfare and the requirements of essential industries, the Department's existing goods-rating system facilitates the unrestricted movement of all classes of goods, and its retention is therefore a matter of vital importance in the national interests. It is, however, obvious that to the extent the railway is deprived of the more remunerative traffics so is its capacity to maintain the cheap rates for the lower-grade commodities diminished.

Any departure from the fundamental principles on which the rating-system is based to meet the present trend would therefore require to be in the direction of reducing the margin between the high and the low rates. Action along such lines, however, would produce repercussions difficult to forecast, inasmuch as many of the commodities essential to production would cease to move or would be transported in restricted quantities if the freight rates were increased.

A disquieting result of the unnecessary duplication of transport services is that a rapidly increasing proportion of the income derived from national production is required to meet the growing cost of transportation. Under existing conditions it must be anticipated that the tendency will be for this margin to expand rather than contract, and the provision of a more effective form of control than has hitherto existed which will enable progress to be made towards the rationalization of the transport industry has therefore become more than ever a matter of vital importance. It is only by such means that the operations of the various forms of transport can be delimited in such a way that each can provide the kind and quality of service for which it is best adapted and so bring about a division of function between the different services based on sound economic principles.

THROUGH BOOKING OF GOODS AND PARCELS TRAFFIC.

Two important additions have been made to our system of through booking of parcels and goods for combined journeys by rail and connecting road services, the areas affected being (1) Auckland and adjacent stations to Taupo and intermediate points, and (2) all stations to Gisborne via Taneatua. Under the arrangements which have been finalized consignments are accepted for conveyance between the points mentioned in a similar manner to that for a journey between two rail-connected stations.

THROUGH BOOKING OF PASSENGERS.

A reciprocal arrangement has been entered into with the operators of the Napier-Gisborne air service for the through booking of passengers travelling by the combined rail and air route to and from Gisborne, also for the checking of their surplus luggage by rail and road for the through journey.

TRUCK RATES.

The special provision which has been made during recent years for the conveyance of general merchandise in truck loads at a flat rate per truck has been extended to the Wellington-Hastings-Napier area. This has resulted in a co-ordination of the service of the principal road operator with the railway under conditions mutually agreed to by both parties.

During the first eight months of the arrangement the tonnage of rail-borne traffic substantially increased, with a resultant benefit to all concerned.

The system has also been extended to the areas Christchurch to Culverden, Balmoral and Pahau, and Christchurch to Waikari and Hawarden, with mutually satisfactory results.

HOUSEHOLD REMOVALS.

Evidence that the facility provided by the special service of house to house removals of furniture and household effects is gaining in popularity lies in the fact that the number of transactions dealt with showed an increase of 35 per cent. over the previous year's figures.

TRAVEL "SAVINGS" STAMPS.

With a view to assisting those who desire to set aside small amounts towards the purchase price of rail tickets, provision has been made for travel "savings" stamps to be available for sale at railway booking offices. The stamps, which are printed in denominations of 1s., 2s., 2s. 6d., and 5s. may be purchased at times convenient to the buyers and held in special folders supplied by the Department until such time as they are handed in as part or full payment for the required ticket.

WHARF BOOKING AND LUGGAGE OFFICES.

The establishment of a wharf railway booking and luggage office to cater for the requirements of overseas passengers disembarking at the port of Wellington has been attended by such a complete measure of success as to encourage the provision of similar facilities at the Auckland wharves. The service given is such that intending travellers may finalize all details of their rail journeys and place their luggage in the charge of the Department immediately the necessary Customs formalities have been observed.

WAY AND WORKS BRANCH.

The following are the principal features connected with the operations of the Way and Works Branch during the year :—

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

	M. ch.
Main line and branches, 53 lb., 56 lb., and 70 lb. rails, relaid with new 70 lb. rails ..	32 70
Main line and branches relaid with second-hand 55 lb., 56 lb., and 70 lb. rails ..	5 46
Total	38 36

The main south line is being deviated so as to obviate the use of the Puketeraki Tunnel, and this work is nearing completion.

A start has been made on deviating the main line between Greatford and Kakariki.

Sleepers and Ballast.—During the year 320,136 new sleepers and 179,551 cubic yards of ballast were laid.

Bridges.—A large number of bridges have been either renewed or strengthened. The principal works in hand are the renewal of the Rangitata, Ashburton, Whakatu, and Waitangi Bridges. The foundations of the first two bridges have been completed by the contractors, while the remaining two bridges have their foundations under construction.

Roads and Level Crossings.—A number of level crossings and approach roads to stations were tar-sealed during the year. Several rail-joints on roadways at level crossings were welded.

Fences and Cattle-stops.—In pursuance of the Government's policy that the Department should undertake the maintenance of all boundary fences in order to relieve adjoining owners of expense in this connection, arrangements were made to put fencing-repair work in hand in all districts.

Buildings.—All buildings have been maintained in satisfactory condition. A dwelling at Woodhill, one at Wiri, one at Morrinsville, and one at Oio were destroyed by fire during the year. A two-roomed car-cleaning storeroom at Thorndon was also burnt down. The station building at Lumsden was destroyed by fire, and arrangements were made to transfer the station building from Dunback to Lumsden to replace the building destroyed. The following structures were damaged by fire during the year: Station building at Melling, workshop at Invercargill, engine-sheds at Fairlie and Waipara, drivers' room at Elmer Lane, and dwellings at Okaihau, Patea, Greatford, Paremata, and Edievale.

Wellington New Station and Yard.—The contractors are up to schedule with the contract for the erection of the new station building at Wellington. The construction of platform fronts and the erection of the verandahs over same is well advanced. The new signal cabin has been erected. A building to accommodate shunters and the yard staff was completed during the year. A new locomotive depot, together with offices and conveniences for the locomotive staff, are now in course of erection.

Mileage.—The total mileage of track open for traffic on the 31st March, 1936, was 3,278 miles 45 chains.

Unemployed Relief.—During the year an average of 213 men were employed on new works at Wellington (exclusive of contract for erection of station building) and an average of forty-four men were engaged on the Puketeraki deviation. The wages for these men were subsidized by the Unemployment Board. An average of twenty sedentary relief workers have been employed assisting in offices. An average of 505 relief workers have been employed over a period of seven months on earthworks for grade easements, deviations, carrying out improvements to the track, cutting noxious weeds, repairing fences, &c.

SIGNAL AND ELECTRICAL.

All installations and apparatus have been maintained in good order and condition.

The following is a summary of the principal activities of the Signal and Electrical Branch during the year:—

SIGNALLING.

Wellington New Station and Yard.—The interlocking-machine has been installed in the main signal-box. This machine is of the all-electric type, and the first section of thirty-one levers has been brought into use. The machine has a total of 127 levers, and the entire installation will be completed in 1937.

Automatic Signalling.—Automatic signalling has been completed between Heathcote and Christchurch on the double line a distance of 4 miles 24 chains. Work on the Dunedin-Mosgiel Section is being proceeded with.

Porirua.—A complete relay interlocking-system with motor-operated points was installed at this station during the year. This system was designed by the Department's own staff, and the operating-equipment for it was manufactured in the Railway Workshops.

Huntly and Morrinsville.—Work in connection with the installation of power interlocking at these stations was commenced during the year.

General.—Colour light distant signals were installed at Taumarunui, and alterations were made in connection with the provision of an outer home signal in order to provide improved working of level-crossing signals in the locality.

Alterations and additions to existing signalling and interlocking were carried out at Helensville, Koputaroa, Heathcote, and Christchurch.

Home and distant signals and Woods locks have been installed at Te Hana, Morton Mains, and Crichton, and dismantled at Porirua.

Tablet locks interlocking siding-points with the tablet system have been installed at eight service sidings and stations, and similar equipment was removed from eight service sidings and stations during the year.

Frame levers with facing point locks were installed at thirty stations.

The total number of signalling-installations is as follows:—

Miles of single-line automatic signalling	..	..	..	..	190 m. 41 ch.
Miles of double-line automatic signalling	..	..	..	..	68 m. 65 ch.
Automatic crossing-loops	..	..	..	..	33
Automatic switch-locked sidings	..	..	..	..	35
Power interlockings	..	..	..	..	29
Mechanical interlockings	..	..	..	..	96
Interlocked tramway crossings	..	..	..	..	7
Mechanical fixed-signal and Woods locked stations	..	..	..	..	306
Tablet locked sidings	..	..	..	..	270

Block-working.—During the year Te Hana was opened as a tablet station, and Crichton and Durham Road as "switch-out" tablet stations. Maxwell, Topuni, Linton, and Koputaroa Stations were converted to "switch-out" working. The Maxwell installation is a special arrangement, the block being extended over three ordinary sections. The lock-and-block working between Christchurch and Heathcote has been superseded by automatic signalling.

Durham Road has been closed as a tablet station. The present position with regard to block-working is as follows :—

Total mileage equipped with tablet instruments..	..	..	..	1,577
Number of tablet instruments in use ..	..	..	..	869
Number of tablet stations ..	..	..	..	357
Number of tablet exchangers ..	..	..	..	314
Mileage of double line worked by lock and block ..	..	..	..	10
Number of stations ..	..	..	..	8
Number of instruments ..	..	..	..	14

TELEGRAPH AND TELEPHONE FACILITIES.

During the past year 32 miles of pole-line were rebuilt, 64 miles of copper conductor replaced iron conductors on these sections, and 109 miles of copper wire were erected in new circuits.

The Putaruru-Rotorua Section of line was rebuilt.

The work of extending and improving telephone communication between all stations has been continued, and, although there are still sections of main line and many branches with either old wire or no communication-lines at all, the extent of the communication network is now such that direct control of all phases of railway work can be given from the main centres.

Plans and specifications have been prepared for increased facilities at Auckland, and work at the Wellington new station is well advanced, a large proportion of the telephone-cable reticulation being already in use.

A new carrier telephone system was installed between Wanganui and Ohakune Junction, and all circuits between Wanganui and Frankton Junction reorganized to give the district offices at Wanganui increased lines of communication over the main trunk area.

The statistics of communication facilities are as follows :—

Morse instruments ..	..	..	..	..	177
Telephones ..	..	..	..	..	3,055
Miles of wire ..	..	..	..	..	17,320
Miles of poles ..	..	..	..	..	3,086
Railway exchanges—					
Automatic ..	..	..	..	..	5
Manual ..	..	..	..	..	13
Public exchange connections ..	..	..	..	..	587

LEVEL-CROSSING ALARMS.

Flashing-light signals have been installed at Portage Road, New Lynn.

The total number of level crossings now fitted with automatic devices is 124. In addition, there is also a number of crossings protected by manually controlled bells.

MAJOR WORKS IN WELLINGTON AND VICINITY.

Wellington-Paekakariki.—During the year the erection of the 33,000-volt transmission-line to Paekakariki for the purpose of supplying electrical energy to the traction substations was completed. The length of 33,000-volt armoured cable to complete this line through some of the tunnels south of Paekakariki has now been jointed and connected to the transmission-line.

With the exception of the yard in Wellington, the erection of supports for the catenary and contact wire system has been practically completed.

A number of substation buildings has been completed, together with the outdoor steel-work for the support of the electrical equipment. All the electrification work, exclusive of that at Wellington, will be completed shortly.

Wellington-Johnsonville Electrification.—A start has been made with this electrification, and surveys have been made for pole and substation positions. All the electrical equipment required has been ordered.

Wellington New Yard and Station Building.—The main substation to feed the station building and yard with electrical energy has been built, and all switchgear, transformers, standby plant, &c., have been erected. Switchgear and transformers for the various locations, both in the station and yard, have been installed. The interconnecting network and ring mains in the yard have been partly installed, and a supply of energy will be available during 1936.

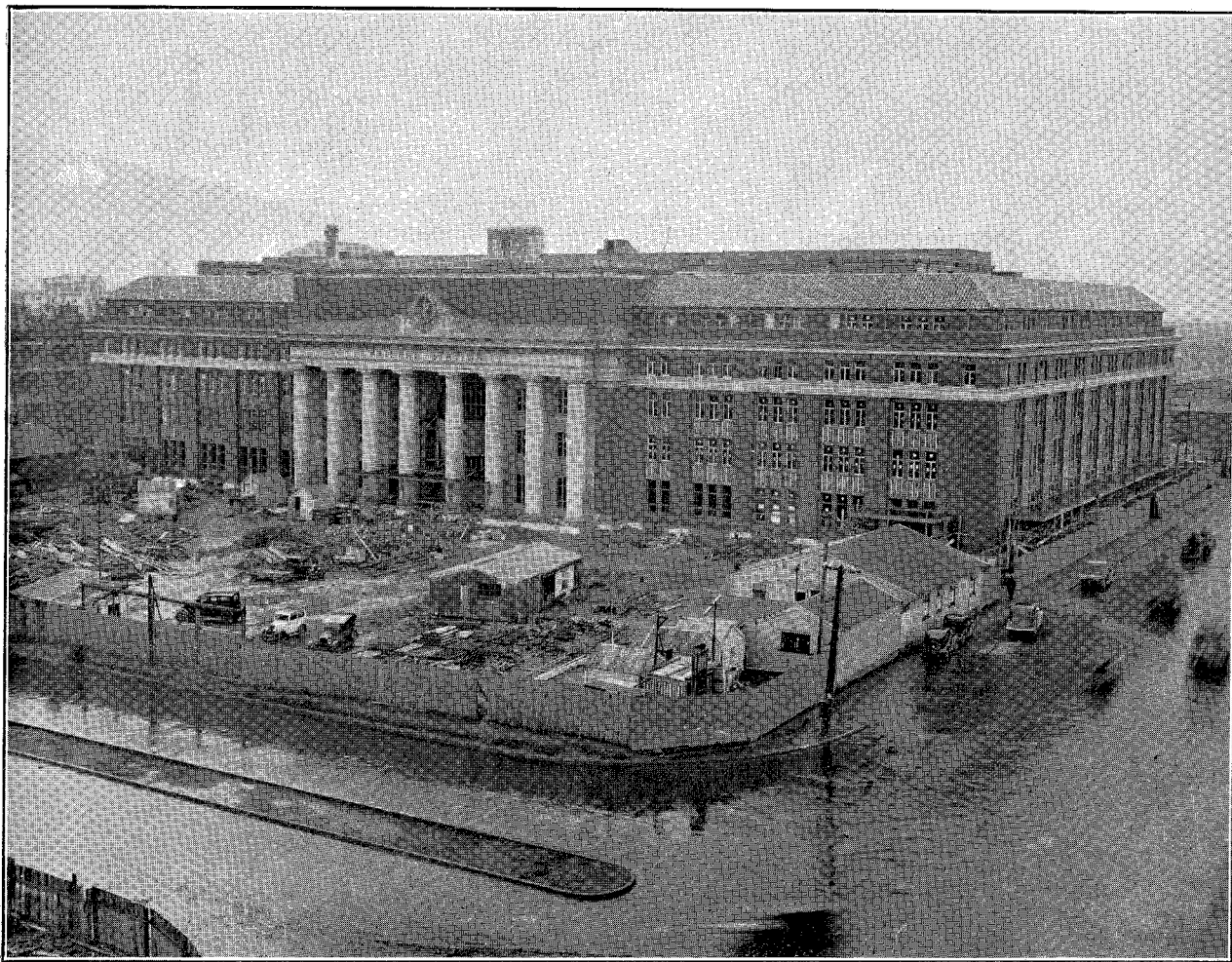
ELECTRICAL RETICULATION.

During the year electric-lighting was installed in the station buildings and yards at Wiri, Mahia, Okahukura, National Park, and Waikari. Two hundred and thirty-nine dwellings were also reticulated for electric-lighting. Various electrical installations were carried out at the workshops. At the close of the year a total of 2,494 dwellings and 348 railway-stations were electrically lighted, while thirteen station-yards were equipped with flood-lighting.

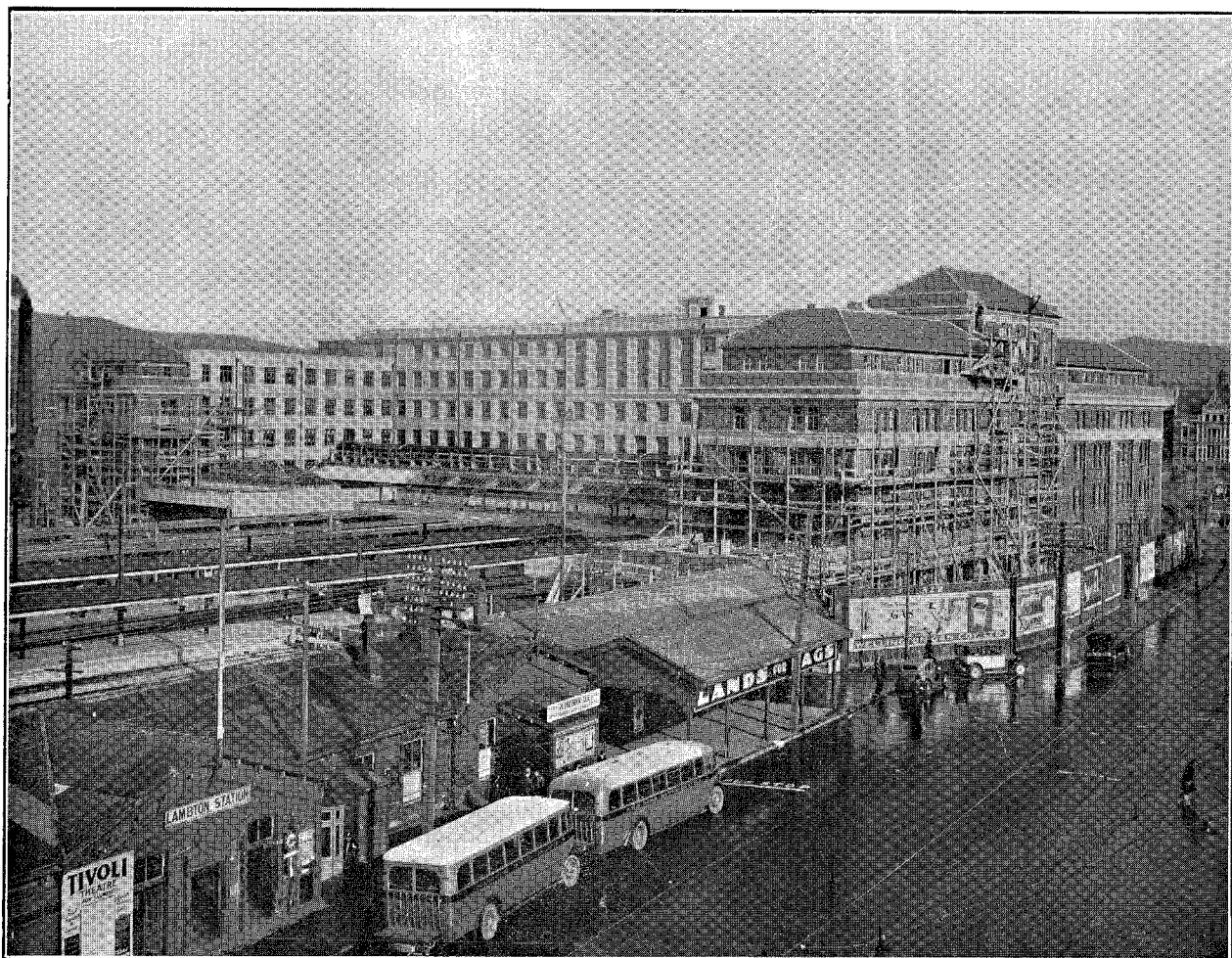
TRACK, PLANT, AND ROLLING-STOCK.

The track, bridges, structures, signalling-appliances, rolling-stock, and other plant are in good order, and efficient for the work required of them.

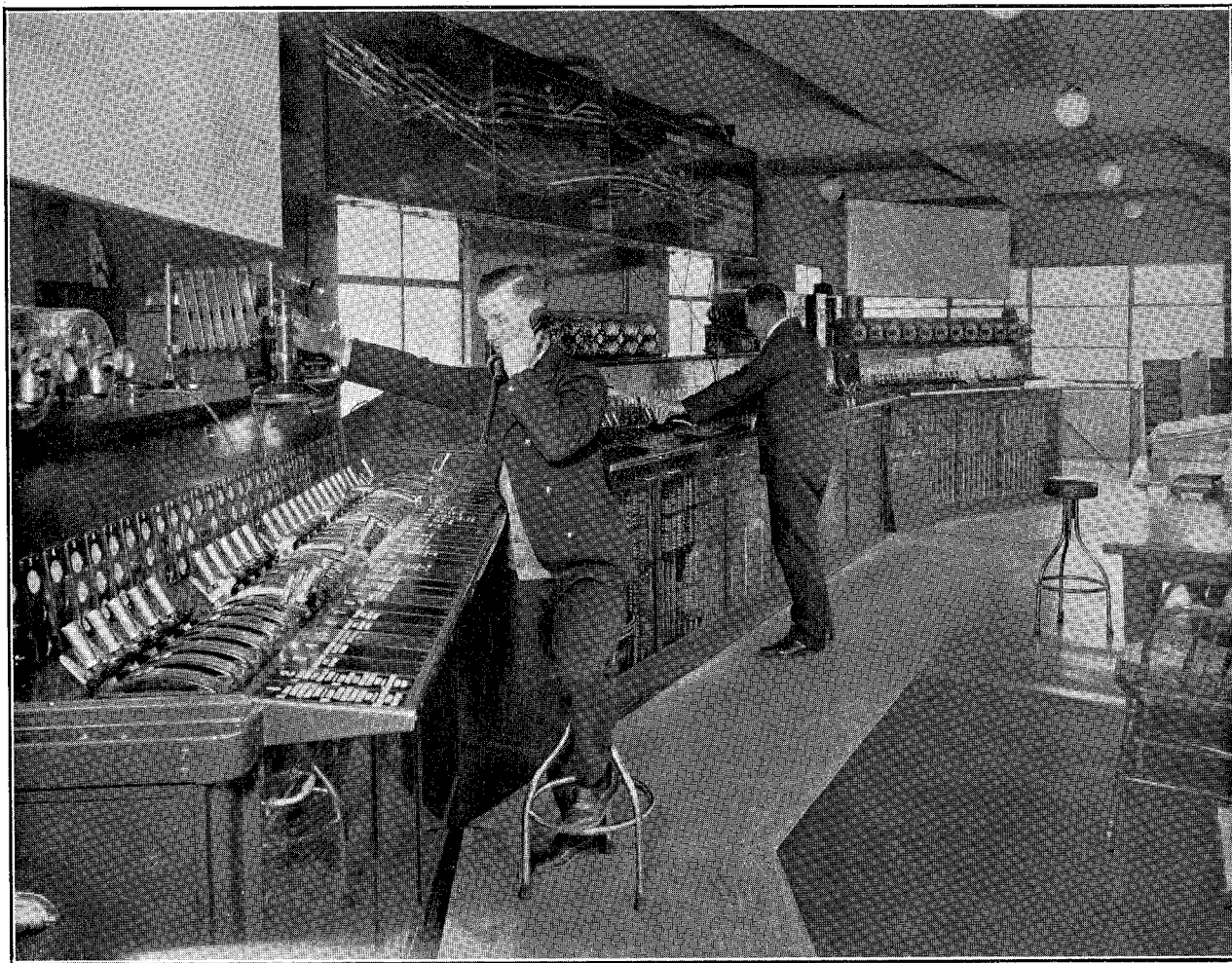
G. H. Mackley
General Manager.



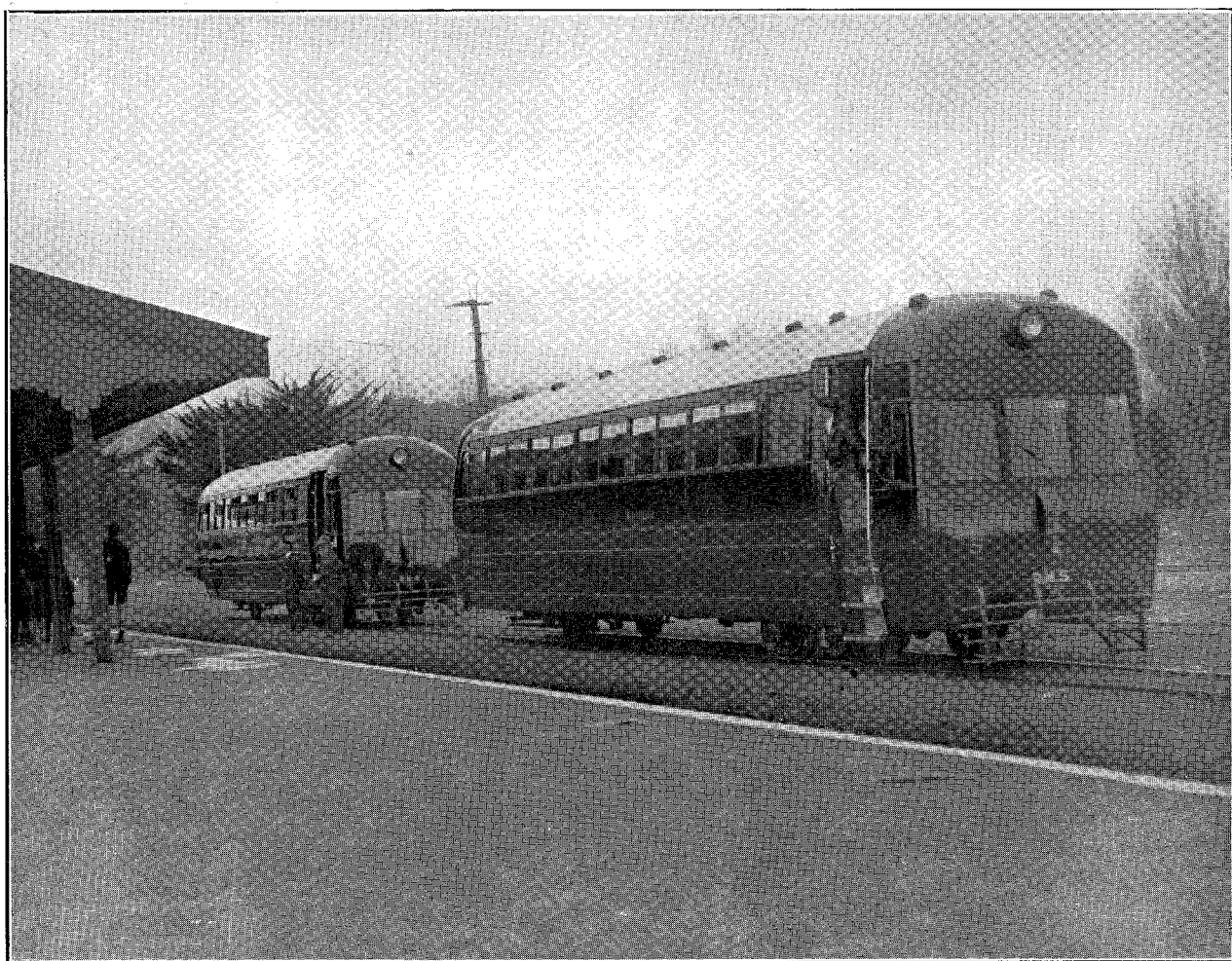
FRONT VIEW OF NEW STATION IN COURSE OF CONSTRUCTION AT WELLINGTON.



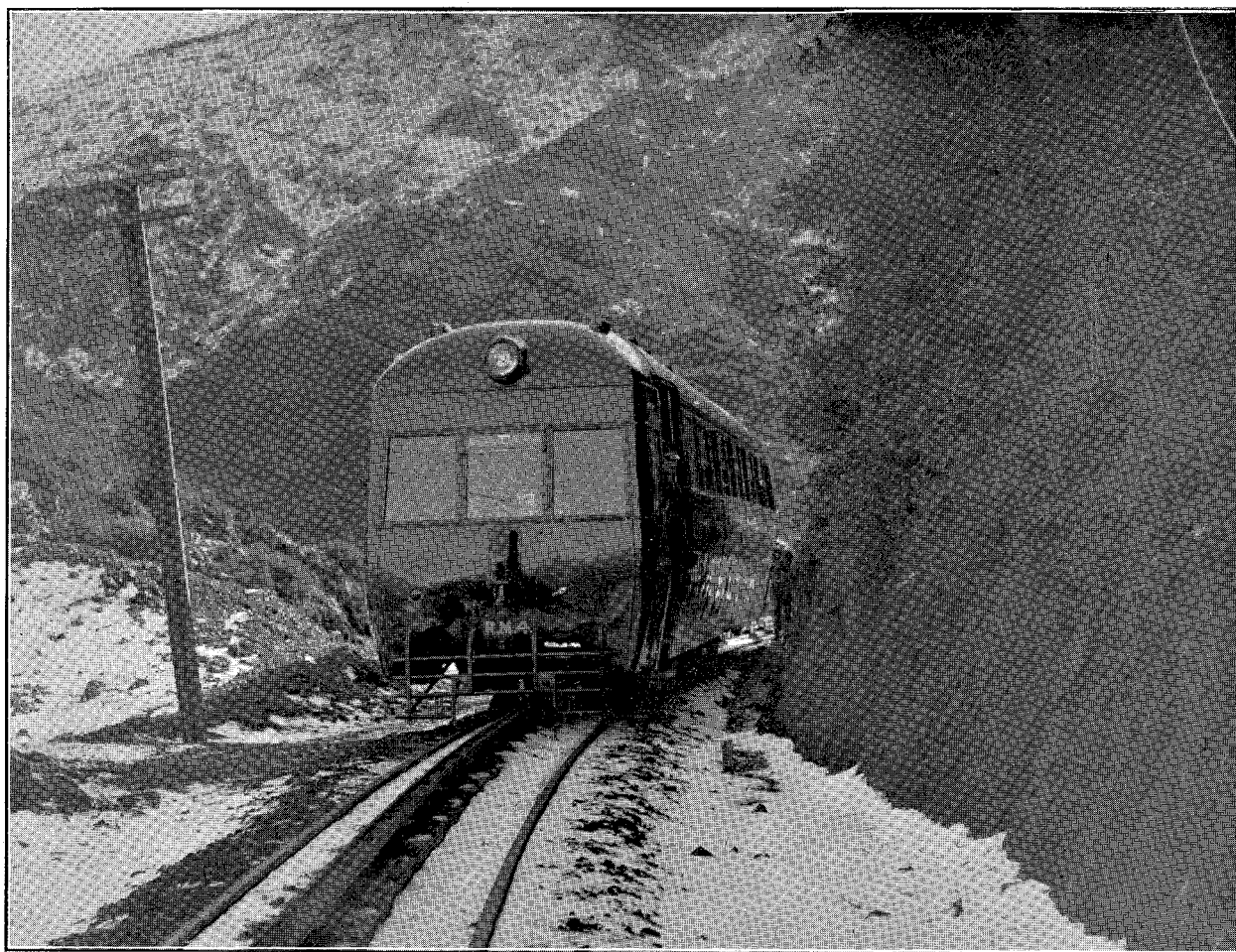
REAR VIEW OF NEW STATION AT WELLINGTON, SHOWING PLATFORMS AND CONCOURSE (LAMBTON OLD STATION IN FOREGROUND TO BE DEMOLISHED).



NEW SIGNAL CABIN AT WELLINGTON.



TWO OF NEW PETROL RAIL-CARS SPECIALLY DESIGNED FOR WORKING OVER RIMUTAKA INCLINE (THREE MILES OF 1 IN 14 GRADE).



NEW PETROL RAIL-CAR ON RIMUTAKA INCLINE SHOWING CENTRE RAIL.



INTERIOR VIEW OF NEW PETROL RAIL-CAR.

**BALANCE-SHEETS,
STATEMENTS OF ACCOUNTS,
AND
STATISTICAL RETURNS,
1936.**

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STATEMENT NO. 1.
CAPITAL ACCOUNT AS AT 31st MARCH, 1936.

— —	Total to 31st March, 1935.			Year ended 31st March, 1936.			Total to 31st March, 1936.			Year ended 31st March, 1936.			Total to 31st March, 1936.		
	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.
<i>Expenditure.</i>															
Permanent-way—Works, buildings, machinery, plant, and dwellings	49,693,473	0	3	322,018	10	0	50,015,491	10	3	153,069	5	3	55,588,785	7	11
Rolling-stock, lake steamers, and road motors	10,897,567	16	5	187,585	0	11	11,085,152	17	4	..	..	..	9,033,902	6	6
Lines closed for traffic	290,461	0	9	520	17	1	290,981	17	10	153,069	5	3	64,622,687	14	5
										..	..	..	10,400,000	0	0
Deduct accrued depreciation on existing assets	60,881,501	17	5	510,124	8	0	61,391,626	5	5						
Add unexpended balances—	7,320,719	11	7	257,792	2	3	7,578,511	13	10						
Depreciation Fund	53,560,782	5	10	252,332	5	9	53,813,114	11	7						
Assets Realization	509,353	8	0	Cr.69,409	2	4	439,944	5	8	153,069	5	3	54,222,687	14	5
	19,054	5	1	Cr.19,054	5	1	..	..		10,799	13	1	30,371	2	10
	£54,089,189	18	11	£163,868	18	4	£54,253,058	17	3	£54,089,189	18	4	£54,253,058	17	3

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

STATEMENT NO. 2.
INCOME AND EXPENDITURE OF THE WHOLE UNDERTAKING FOR THE YEAR ENDED 31ST MARCH, 1936.

	Statement No.	Year 1935-36.				Year 1934-35.			
		Gross Revenue.	Expenditure.	Net Revenue.		Gross Revenue.	Expenditure.	Net Revenue.	
		£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Railway operation ..	3	6,243,518 17 9	5,523,192 18 11	720,325 18 10	5,908,063 15 4	5,138,588 0 6	769,475 14 10		
Lake Wakatipu steamers ..	4	10,597 14 7	9,398 11 9	1,199 2 10	10,646 10 6	10,268 19 9	377 10 9		
Refreshment service ..	5	89,132 2 3	84,976 11 2	4,155 11 1	79,817 3 8	77,684 19 4	2,132 4 4		
Book-stall service ..	5A	45,797 12 5	43,041 11 0	2,756 1 5	36,846 0 2	34,564 11 0	2,281 9 2		
Advertising service ..	6	31,774 4 2	29,391 2 10	2,383 1 4	30,029 12 7	27,941 18 9	2,087 13 10		
Dwellings ..	7	129,254 13 7	156,692 3 2	Dr. 27,437 9 7	105,338 6 3	155,302 4 4	Dr. 49,963 18 1		
Buildings occupied by refreshment service, book-stall proprietors, &c. ..	8	17,909 0 3	11,463 14 10	6,445 5 5	17,346 1 10	11,480 14 7	5,865 7 3		
Road motor services... ..	9	103,279 13 0	94,682 8 7	8,597 4 5	90,278 4 7	84,605 11 3	5,672 13 4		
Miscellaneous revenue ..	..	333,052 3 7	..	333,052 3 7	349,562 3 4	..	349,562 3 4		
		7,004,316 1 7	5,952,839 2 3		6,627,927 18 3	5,540,436 19 6			
	..	..	..	1,051,476 19 4	..	..	1,087,490 18 9		
Total net revenue to Net Revenue Account ..									

NET REVENUE ACCOUNT.

Dr.	1935-36.	1934-35.		Cr.	1935-36.	1934-35.
		£ s. d.	£ s. d.			£ s. d.
To Interest charges	2,300,050 15 10	2,330,885 11 7		By Net earnings before charging interest on capital..	1,051,476 19 4	1,087,490 18 9
				Reduction on account of interest charges, <i>vide</i>	1,248,573 16 6	1,243,394 12 10
				Section 14, Finance Act, 1930 (No. 2)		
	2,300,050 15 10	2,330,885 11 7			2,300,050 15 10	2,330,885 11 7

STATEMENT NO. 3.
INCOME AND EXPENDITURE IN RESPECT OF RAILWAY OPERATION FOR THE YEAR ENDED 31ST MARCH, 1936.

EXPENDITURE.	See Abstract.	1935-36.		1934-35.		Per Cent. of Operating Revenue.		REVENUE.	See Statement No.	1935-36.		1934-35.	Per Cent. of Operating Revenue.	
		1935-36.		1934-35.		1935-36.				1934-35.				
		£	s. d.	£	s. d.	£	s. d.			£	s. d.			
Maintenance of way and works ..	A	1,070,085	4 1	1,047,824	16 5	17.14	17.74	Passengers, ordinary ..	17	1,286,059	1 4	1,193,372	20.60	20.20
Maintenance of signals and electrical appliances ..	B	147,442	2 10	137,477	2 6	2.36	2.33	Passengers, season tickets ..	17	180,557	13 0	175,316	2.89	2.97
Maintenance of rolling-stock ..	C	1,406,685	6 5	1,236,323	12 9	22.53	20.92	Parcels, luggage, and mails ..	17	299,964	1 3	292,096	4.80	4.94
Examination, lubrication, and lighting of vehicles ..	D	57,599	2 11	54,098	12 2	0.92	0.92	Goods ..	17	4,359,750	1 0	4,138,433	69.83	70.05
Locomotive transportation ..	E	1,144,036	13 11	1,073,061	12 2	18.32	18.16	Labour, demurrage, &c. ..	17	117,188	1 2	108,845	1.88	1.84
Traffic transportation ..	F	1,465,051	15 3	1,360,928	2 8	23.46	23.03							
General charges ..	G	63,663	13 11	57,014	8 2	1.02	0.97							
Superannuation subsidy ..	£	184,101	0 8											
Less amount allocated to subsidiary services, &c. ..	15,472	1 1												
Total operating expenses ..	..	5,523,192	18 11	5,138,588	0 6	88.46	86.98							
Net operating revenue ..	..	720,325	18 10	769,475	14 10	11.54	13.02							
	..	6,243,518	17 9	5,908,063	15 4	100.00	100.00		..	6,243,518	17 9	5,908,063	100.00	100.00

Item.	Kaihu.		Gisborne.		North Island Main Line and Branches.		South Island Main Line and Branches.		Westport.		Nelson.		Picton.		Total.	
	Total.	Per Mile of Rail- way.	Total.	Per Mile of Rail- way.	Total.	Per Mile of Rail- way.	Total.	Per Mile of Rail- way.	Total.	Per Mile of Rail- way.	Total.	Per Mile of Rail- way.	Total.	Per Mile of Rail- way.	Total.	Per Mile of Rail- way.
ABSTRACT A.—MAINTENANCE OF WAY AND WORKS.																
General expenses—	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£
Branch	5	0.2	27	0.4	5,256	3.5	3,434	2.2	97	2.7	17	0.3	42	0.8	8,878	2.7
District	89	3.7	279	4.6	17,304	11.6	15,094	9.5	340	9.4	283	4.4	320	5.7	33,709	10.1
Road-bed	595	24.8	2,134	35.6	84,262	56.7	78,817	49.4	2,238	62.2	2,589	40.4	3,041	54.3	173,676	52.3
Track renewals ..	913	38.1	1,985	33.1	258,014	173.6	224,912	141.1	5,257	146.0	2,726	42.6	2,431	43.4	496,238	149.5
Ballasting	285	11.9	30	0.5	31,905	21.5	5,764	3.6	37	1.0	24	0.4	9	0.2	38,054	11.4
Slips and floods ..	234	9.8	921	15.3	38,496	25.9	18,447	11.6	391	10.9	49	0.8	196	3.5	58,734	17.7
Fences, gates, cattle-stops	46	1.9	232	3.9	10,172	6.9	7,684	4.8	99	2.8	114	1.8	119	2.1	18,466	5.6
Roads, level-crossings, approaches	6	0.2	43	0.7	3,211	2.2	2,476	1.6	51	1.4	26	0.4	39	0.7	5,852	1.8
Bridges, viaducts, culverts, &c.	451	18.8	1,546	25.8	61,097	41.1	49,789	31.2	1,042	28.9	722	11.2	618	11.0	115,265	34.7
Water-services, cranes, weigh-bridges, &c.	20	0.8	106	1.8	7,714	5.2	5,957	3.7	1,644	45.7	63	1.0	86	1.5	15,590	4.7
Wharves	..	..	..	..	288	0.2	Cr. 6	..	1,034	28.7	..	..	156	2.8	1,472	0.4
Cattle-yards, loading-banks, platforms, coal-stages	1	..	30	0.5	7,552	5.1	5,371	3.4	28	0.8	58	0.9	152	2.7	13,192	4.0
Operating buildings ..	698	29.1	469	7.8	52,124	35.1	36,004	22.6	603	16.8	223	3.5	838	15.0	90,959	27.4
	3,343	139.3	7,802	130.0	577,395	388.6	453,743	284.7	12,861	357.3	6,894	107.7	8,047	143.7	1,070,085	322.3
Per cent. of operating revenue	87.42		40.70		15.65		18.73		18.89		57.79		27.98		17.14	
Per cent. of operating expenditure	51.73		33.29		18.08		20.67		22.28		38.72		27.23		19.38	
Per train-mile (pence) ..	59.67		43.94		20.38		26.89		48.76		40.96		44.91		23.24	

ABSTRACT B.—MAINTENANCE OF SIGNALS AND ELECTRICAL APPLIANCES.

	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£
General expenses ..	4	0.2	18	0.3	3,495	2.4	2,298	1.4	65	1.8	11	0.2	27	0.5	5,918	1.8
Signals and interlocking ..	..	..	15	0.3	18,218	12.3	11,036	6.9	220	6.1	27	0.4	17	0.3	29,533	8.9
Automatic and power signalling	..	..	..	..	16,727	11.3	11,198	7.1	..	..	..	..	..	..	27,925	8.4
Level-crossing signals ..	..	..	..	..	1,821	1.2	965	0.6	..	..	..	..	..	..	2,786	0.8
Instruments, block-working, tablets, &c.	..	..	9	0.1	13,133	8.8	6,750	4.2	111	3.1	12	0.2	19	0.3	20,034	6.0
Overhead lines, block-working, tablets, &c.	27	1.1	2	..	17,107	11.5	14,019	8.8	44	1.2	47	0.7	39	0.7	31,285	9.4
Overhead lines, automatic signalling	..	..	..	..	2,796	1.9	3,594	2.3	..	..	..	..	..	..	6,390	1.9
Electric lighting used in operation	..	..	24	0.4	5,814	3.9	4,240	2.7	124	3.4	15	0.2	45	0.8	10,262	3.1
Overhead electrification and bonding	..	..	..	..	965	0.6	6,889	4.3	..	..	..	..	..	..	7,854	2.4
Electric-power appliances	..	..	..	..	1,366	0.9	739	0.5	93	2.6	6	0.1	6	0.1	2,210	0.7
Buildings	..	..	..	..	2,255	1.5	989	0.6	1	0.1	..	..	..	..	3,245	1.0
	31	1.3	68	1.1	83,697	56.3	62,717	39.4	658	18.3	118	1.8	153	2.7	147,442	44.4
Per cent. of operating revenue	0.81		0.35		2.27		2.59		0.97		0.99		0.53		2.36	
Per cent. of operating expenditure	0.48		0.29		2.62		2.86		1.14		0.66		0.52		2.67	
Per train-mile (pence) ..	0.55		0.38		2.95		3.72		2.49		0.70		0.85		3.20	

Item.	Kaihu.		Gisborne.		North Island Main Line and Branches.		South Island Main Line and Branches.		Westport.		Nelson.		Picton.		Total.	
	Total.	Per Train- mile.	Total.	Per Train- mile.	Total.	Per Train- mile.	Total.	Per Train- mile.	Total.	Per Train- mile.	Total.	Per Train- mile.	Total.	Per Train- mile.	Total.	Per Train- mile.

ABSTRACT C.—MAINTENANCE OF ROLLING-STOCK.

	£	d.	£	d.	£	d.	£	d.	£	d.	£	d.	£	d.	£	d.
General expenses—																
Branch	9	0·2	32	0·2	6,421	0·2	4,199	0·2	121	0·5	19	0·1	50	0·3	10,851	0·2
District	..	..	..	..	2,812	0·1	2,561	0·2	..	..	..	..	..	..	5,373	0·1
Locomotives ..	79	1·4	3,439	19·4	359,798	12·7	213,763	12·8	4,422	16·8	996	5·9	2,994	16·8	585,491	12·8
Cars	8	0·1	258	1·5	147,378	5·2	88,482	5·2	557	2·1	532	3·2	464	2·6	237,679	5·2
Vans and postal vans ..	4	0·1	146	0·8	20,950	0·7	15,549	0·9	200	0·8	138	0·8	94	0·5	37,081	0·8
Wagons	214	3·8	1,811	10·2	297,558	10·5	173,543	10·3	9,739	36·8	753	4·5	1,619	9·0	485,237	10·5
Service vehicles ..	..	..	..	..	7,876	0·3	5,317	0·3	46	0·2	..	..	7	0·0	13,246	0·3
Tarpaulins, ropes, and nets	4	0·1	22	0·1	15,589	0·6	15,798	0·9	223	0·8	33	0·2	58	0·3	31,727	0·7
	318	5·7	5,708	32·2	858,382	30·3	519,212	30·8	15,308	58·0	2,471	14·7	5,286	29·5	1,406,685	30·6
Per cent. of operating revenue	8·32		29·77		23·27		21·43		22·49		20·71		18·38		22·53	
Per cent. of operating expenditure	4·92		24·35		26·88		23·65		26·52		13·88		17·89		25·48	
Per mile of railway £	13		95		578		326		425		39		94		424	

ABSTRACT D.—EXAMINATION, LUBRICATION, AND LIGHTING OF VEHICLES.

	£	d.	£	d.	£	d.	£	d.	£	d.	£	d.	£	d.	£	d.
Examination and lubri- cation of cars, vans, and wagons	26	0·5	63	0·4	14,554	0·5	13,629	0·8	641	2·4	143	0·9	104	0·6	29,160	0·6
Gas lighting of vehicles	2	..	38	0·2	7,960	0·3	3,422	0·2	151	0·6	55	0·3	51	0·3	11,679	0·3
Electric lighting of vehicles	..	..	..	..	8,917	0·3	3,914	0·3	..	..	..	..	..	..	12,831	0·3
Depot expenses ..	2	..	1	..	2,028	0·1	1,897	0·1	1	..	..	..	..	..	3,929	0·1
	30	0·5	102	0·6	33,459	1·2	22,862	1·4	793	3·0	198	1·2	155	0·9	57,599	1·3
Per cent. of operating revenue	0·78		0·53		0·91		0·94		1·16		1·66		0·54		0·92	
Per cent. of operating expenditure	0·46		0·44		1·05		1·04		1·37		1·11		0·52		1·04	
Per mile of railway £	1·2		1·7		22·5		14·3		22·0		3·1		2·8		17·3	

ABSTRACT E.—LOCOMOTIVE TRANSPORTATION.

	£	d.	£	d.	£	d.	£	d.	£	d.	£	d.	£	d.	£	d.
General expenses—																
Branch	3	0·1	17	0·1	3,309	0·1	2,163	0·1	63	0·2	11	0·1	25	0·1	5,591	0·1
District	..	..	..	..	3,740	0·1	2,986	0·2	..	..	..	..	..	..	6,726	0·1
Depot supervision ..	..	..	3	..	20,540	0·7	13,699	0·8	205	0·8	5	..	36	0·2	34,488	0·7
Wages, allowances, and expenses	565	10·0	1,766	9·9	263,515	9·4	167,389	9·9	4,106	15·5	1,517	9·0	2,294	12·8	441,152	9·6
Fuel	487	8·7	3,072	17·4	334,907	11·9	172,969	10·4	2,682	10·2	1,817	10·8	2,501	14·1	518,435	11·4
Water	16	0·3	76	0·4	13,869	0·5	5,167	0·3	121	0·5	50	0·3	58	0·3	19,357	0·4
Stores	9	0·2	71	0·4	9,844	0·3	5,797	0·3	126	0·5	47	0·3	62	0·3	15,956	0·3
Shed-expenses ..	245	4·4	221	1·2	60,739	2·1	39,175	2·3	1,208	4·6	172	1·0	572	3·2	102,332	2·2
	1,325	23·7	5,226	29·4	710,463	25·1	409,345	24·3	8,511	32·3	3,619	21·5	5,548	31·0	1,144,037	24·8
Per cent. of operating revenue	34·65		27·26		19·26		16·90		12·50		30·34		19·29		18·32	
Per cent. of operating expenditure	20·50		22·30		22·25		18·65		14·75		20·33		18·78		20·71	
Per mile of railway £	55		87		478		257		236		57		99		345	

Item.	Kaihu.		Gisborne.		North Island Main Line and Branches.		South Island Main Line and Branches.		Westport.		Nelson.		Picton.		Total.	
	Total.	Per Train-mile.	Total.	Per Train-mile.	Total.	Per Train-mile.	Total.	Per Train-mile.	Total.	Per Train-mile.	Total.	Per Train-mile.	Total.	Per Train-mile.	Total.	Per Train-mile.

ABSTRACT F.—TRAFFIC TRANSPORTATION.

General expenses—	£	d.	£	d.	£	d.	£	d.	£	d.	£	d.	£	d.	£	d.
Branch ..	22	0.4	111	0.6	21,538	0.8	14,125	0.8	402	1.5	70	0.4	167	0.9	36,435	0.8
District ..	10	0.2	947	5.4	59,619	2.1	43,669	2.6	911	3.5	940	5.6	1,296	7.2	107,392	2.3
Station expenses—																
Supervision and office	694	12.5	1,063	6.0	217,273	7.6	182,989	10.9	2,910	11.0	1,534	9.1	2,539	14.3	409,002	9.0
Platform ..	42	0.7	96	0.5	68,432	2.4	36,461	2.2	524	2.0	62	0.4	211	1.2	105,828	2.3
Signalling ..	..	..	226	1.3	87,319	3.1	51,477	3.1	999	3.8	2	..	25	0.1	140,048	3.0
Shunting and marshalling yards	41	0.7	149	0.8	93,987	3.3	74,863	4.4	2,558	9.7	284	1.7	472	2.6	172,354	3.7
Goods-sheds and goods-yards	38	0.7	96	0.5	78,005	2.8	81,759	4.8	383	1.5	238	1.4	865	4.8	161,384	3.5
Wharves ..	19	0.3	..	..	17,448	0.6	63,742	3.8	6,857	26.0	..	..	2,510	14.0	90,576	2.0
Fuel, water, stationery, and other station expenses	64	1.1	339	1.9	13,118	0.5	8,908	0.5	156	0.6	197	1.2	127	0.7	22,909	0.5
Train expenses—																
Running ..	324	5.8	716	4.1	88,739	3.1	57,188	3.4	1,222	4.6	582	3.5	702	3.9	149,473	3.2
Cleaning and heating vehicles	22	0.4	72	0.4	36,037	1.3	19,965	1.2	111	0.4	151	0.9	221	1.2	56,579	1.2
Sleeping-cars ..	..	..	..	..	7,097	0.3	448	..	..	..	..	..	..	..	7,545	0.2
Miscellaneous ..	..	..	1	..	3,556	0.1	1,768	0.1	22	0.1	7	..	173	1.0	5,527	0.1
	1,276	22.8	3,816	21.5	792,168	28.0	637,362	37.8	17,055	64.7	4,067	24.2	9,308	51.9	1,463,052	31.8
Per cent. of operating revenue	33.37		19.91		21.47		26.31		25.05		34.09		32.36		23.46	
Per cent. of operating expenditure	19.74		16.28		24.81		29.03		29.54		22.84		31.50		26.52	
Per mile of railway £	53		64		533		400		474		64		166		441	

ABSTRACT G.—GENERAL CHARGES.

Head Office ..	£	d.	£	d.	£	d.	£	d.	£	d.	£	d.	£	d.	£	d.
Departmental buildings	23	0.4	117	0.7	22,541	0.8	14,802	0.9	416	1.6	73	0.4	176	1.0	38,148	0.8
Appeal Board ..	3	0.1	13	0.1	2,559	0.1	1,680	0.1	47	0.2	8	0.1	20	0.1	4,330	0.1
Chief Accountant ..	..	..	1	..	124	..	81	..	2	..	1	..	1	..	210	..
Training School ..	12	0.2	61	0.3	11,659	0.4	7,656	0.5	215	0.8	38	0.2	91	0.5	19,732	0.4
	1	..	4	..	734	..	483	..	14	..	2	..	6	..	1,244	0.1
	39	0.7	196	1.1	37,617	1.3	24,702	1.5	694	2.6	122	0.7	294	1.6	63,664	1.4
Per cent. of operating revenue	1.02		1.02		1.02		1.02		1.02		1.02		1.02		1.02	
Per cent. of operating expenditure	0.60		0.84		1.18		1.13		1.20		0.69		1.00		1.15	
Per mile of railway £	1.6		3.3		25.3		15.5		19.3		1.9		5.2		19.2	
Superannuation subsidy	£	d.	£	d.	£	d.	£	d.	£	d.	£	d.	£	d.	£	d.
	101	1.8	520	2.9	99,739	3.5	65,329	3.9	1,869	7.0	315	1.9	756	4.3	168,629	3.7

SUMMARY OF EXPENDITURE ABSTRACTS.

Abstract and Item.	Kaihu.	Gisborne.	North Island Main Line and Branches.	South Island Main Line and Branches.	Westport.	Nelson.	Picton.	Total.
	£	£	£	£	£	£	£	£
A.—Maintenance of Way and Works ..	3,343	7,802	577,395	453,743	12,861	6,894	8,047	1,070,085
B.—Maintenance of Signal and Electrical Appliances	31	68	83,697	62,717	658	118	153	147,442
C.—Maintenance of Rolling-stock ..	318	5,708	858,382	519,212	15,308	2,471	5,286	1,406,685
D.—Examination, Lubrication, and Lighting of Vehicles	30	102	33,459	22,862	793	198	155	57,599
E.—Locomotive Transportation ..	1,325	5,226	710,463	409,345	8,511	3,619	5,548	1,144,037
F.—Traffic Transportation ..	1,276	3,816	792,168	637,362	17,055	4,067	9,308	1,465,052
G.—General charges ..	39	196	37,617	24,702	694	122	294	63,664
Superannuation Subsidy ..	101	520	99,739	65,329	1,869	315	756	168,629
	6,463	23,438	3,192,920	2,195,272	57,749	17,804	29,547	5,523,193
Per cent. of operating revenue	169.01	122.26	86.54	90.62	84.83	149.24	102.73	88.46
Per mile of railway ..	£	391	2,149	1,377	1,603	278	528	1,664
Per train-mile (pence)	115.39	131.99	112.72	130.10	218.82	105.82	165.01	119.96

STATEMENT No. 4.

INCOME AND EXPENDITURE IN RESPECT OF LAKE WAKATIPU STEAMERS.

EXPENDITURE.	1935-36.	1934-35.	Per Cent. of Revenue.		REVENUE.	1935-36.	1934-35.	Per Cent. of Revenue.	
			1935-36.	1934-35.				1935-36.	1934-35.
	£	£				£	£		
Salaries and wages, shore staff ..	992	880	9.36	8.26	Ordinary passengers ..	4,442	4,179	41.91	39.25
Salaries and wages, steamer staff ..	4,119	3,847	38.86	36.14	Season tickets ..	47	45	0.44	0.42
Coal and stores ..	1,566	1,738	14.77	16.32	Parcels, luggage, and mails ..	859	855	8.10	8.03
Repairs, steamers ..	941	1,943	8.88	18.24	Goods ..	5,215	5,534	49.22	51.98
Repairs, wharves, &c... ..	292	375	2.76	3.52	Miscellaneous ..	35	34	0.33	0.32
Insurance, depreciation, &c. ..	786	762	7.42	7.17					
	8,696	9,545	82.05	83.65					
Operating profit	1,902	1,102	17.95	10.35					
	10,598	10,647	100.00	100.00					
Payments to railway revenue—									
Interest on capital	703	724	6.63	6.80	Operating profit	1,902	1,102	17.95	10.35
Net profit	1,199	378	11.32	3.53					
	1,902	1,102	17.95	10.35		1,902	1,102	17.95	10.35

STATEMENT No. 5.

INCOME AND EXPENDITURE IN RESPECT OF REFRESHMENT SERVICE.

EXPENDITURE.	1935-36.	1934-35.	Per Cent. of Revenue.		REVENUE.	1935-36.	1934-35.
			1935-36.	1934-35.			
	£	£				£	£
Salaries and wages	26,418	24,718	29.64	30.97	Receipts from refreshment-rooms..	89,132	79,817
Provisions consumed	37,349	32,905	41.90	41.22			
Light, fuel, and water	1,761	1,737	1.98	2.18			
Renewals and depreciation ..	2,642	2,152	2.96	2.69			
Insurance and miscellaneous ..	3,613	2,950	4.06	3.70			
	71,783	64,462	80.54	80.76			
Operating profit	17,349	15,355	19.46	19.24			
	89,132	79,817	100.00	100.00		89,132	79,817
Payments to railway revenue—							
Interest on capital	1,108	1,102	1.24	1.38	Operating profit	17,349	15,355
Rent	9,230	9,230	10.35	11.56			
Freights and fares	2,855	2,891	3.21	3.63			
Net profit	4,156	2,132	4.66	2.67			
	17,349	15,355	19.46	19.24		17,349	15,355

STATEMENT No. 5A.

INCOME AND EXPENDITURE IN RESPECT OF BOOK-STALL SERVICE.

EXPENDITURE.	1935-36.	1934-35.	Per Cent. of Revenue.		REVENUE.	1935-36.	1934-35.
			1935-36.	1934-35.			
	£	£				£	£
Wages	4,363	3,987	9.53	10.82	Receipts	45,798	36,846
Stores	33,164	26,137	72.41	70.93			
Miscellaneous	768	599	1.68	1.63			
	38,295	30,723	83.62	83.38			
Operating profit	7,503	6,123	16.38	16.62			
	45,798	36,846	100.00	100.00		45,798	36,846
Payments to railway revenue—							
Rents	4,580	3,685	10.00	10.00	Operating profit	7,503	6,123
Rail freights	167	157	0.36	0.43			
Net profit	2,756	2,281	6.02	6.19			
	7,503	6,123	16.38	16.62		7,503	6,123

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

EXPENDITURE.	1935-36.	1934-35.	Per Cent. of Revenue.		REVENUE.	1935-36.	1934-35.
			1935-36.	1934-35.			
Salaries, wages, and allowances	£ 7,018	£ 6,069	22·09	20·20	Advertising-signs, publications, &c. ..	£ 31,774	£ 30,030
Stores and materials ..	1,525	1,135	4·80	3·78			
Office and general expenses ..	2,636	2,690	8·30	8·96			
Insurance and depreciation ..	7,096	7,863	22·33	26·19			
	18,275	17,757	57·52	59·13	Operating profit	31,774	30,030
Operating profit	13,499	12,273	42·48	40·87			
	31,774	30,030	100·00	100·00			
Payments to railway revenue—					Operating profit	13,499	12,273
Interest on capital ..	890	1,017	2·80	3·39			
Rent of premises and sites ..	9,125	8,074	28·72	26·89			
Commission ..	728	737	2·29	2·45			
Freights ..	373	357	1·17	1·19	Operating profit	13,499	12,273
Net profit	2,383	2,088	7·50	6·95			
	13,499	12,273	42·48	40·87			

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

EXPENDITURE.	1935-36.	1934-35.	Per Cent. of Revenue.		REVENUE.	1935-36.	1934-35.
			1935-36.	1934-35.			
Wages and charges ..	£ 38,444	£ 38,595	29·75	36·64	Rentals	£ 129,255	£ 105,338
Materials ..	14,716	14,388	11·39	13·66			
Insurance ..	3,519	3,549	2·72	3·37			
Depreciation ..	34,211	31,737	26·46	30·13			
	90,890	88,269	70·32	83·80	Operating profit	129,255	105,338
Operating profit	38,365	17,069	29·68	16·20			
	129,255	105,338	100·00	100·00			
Payments to railway revenue—					Operating profit	38,365	17,069
Interest	65,802	67,033	50·91	63·63			
	65,802	67,033	50·91	63·63			
					Net loss	27,437	49,964
						65,802	67,033

STATEMENT No. 8.
INCOME AND EXPENDITURE IN RESPECT OF BUILDINGS OCCUPIED BY REFRESHMENT SERVICE, BOOK-STALL PROPRIETORS, ETC.

EXPENDITURE.	1935-36.	1934-35.	Per Cent. of Revenue.		REVENUE.	1935-36.	1934-35.
			1935-36.	1934-35.			
Wages and charges ..	£ 1,502	£ 1,980	8·39	11·41	Rentals	£ 17,909	£ 17,346
Materials ..	320	609	1·79	3·51			
Insurance and depreciation ..	3,513	3,211	19·61	18·52			
	5,335	5,800	29·79	33·44			
Operating profit	12,574	11,546	70·21	66·56	Operating profit	12,574	11,546
	17,909	17,346	100·00	100·00			
Payments to railway revenue—					Operating profit	12,574	11,546
Interest	6,129	5,681	34·22	32·75			
Net profit	6,445	5,865	35·99	33·81			
	12,574	11,546	70·21	66·56			

STATEMENT No. 9.

INCOME AND EXPENDITURE IN RESPECT OF ROAD SERVICES.

EXPENDITURE.	1935-36.	1934-35.	Per Cent. of Revenue.		REVENUE.	1935-36.	1934-35.	Per Cent. of Revenue.	
			1935-36.	1934-35.				1935-36.	1934-35.
	£	£				£	£		
Superintendence — Salaries and office expenses	8,493	7,439	8.22	8.24	Passengers	99,718	87,633	96.54	97.07
Maintenance charges	17,381	16,241	16.83	17.99	Parcels, mails, and newspapers	3,462	2,582	3.36	2.86
Running-expenses	45,850	42,036	44.39	46.56	Miscellaneous	100	63	0.10	0.07
License fees	3,512	3,096	3.40	3.43					
Insurance and depreciation ..	18,144	14,428	17.57	15.98					
	93,380	83,240	90.41	92.20					
Operating profit	9,900	7,038	9.59	7.80					
	103,280	90,278	100.00	100.00		103,280	90,278	100.00	100.00
Payments to railway revenue—									
Interest on capital	1,303	1,365	1.26	1.51	Operating profit	9,900	7,038	9.59	7.80
Net profit	8,597	5,673	8.33	6.29					
	9,900	7,038	9.59	7.80		9,900	7,038	9.59	7.80

STATEMENT No. 10.

RAILWAY EMPLOYEES' SICK BENEFIT SOCIETY.

Income and Expenditure.

Expenditure.	1935-36.	1934-35.	Income.	1935-36.	1934-35
	£	£		£	£
To Sick pay paid to members	21,999	23,771	By Contributions	18,189	17,120
Balance carried down, being excess of income over expenditure	5,440	2,450	Entrance fees	205	160
			Interest on investments	1,045	941
			Subsidy as per section 5, subsection (1), of Government Railways Amendment Act, 1928, charged to Working Railways Account	8,000	8,000
	27,439	26,221		27,439	26,221
To Balance accumulated funds as at 31st March	34,410	28,970	By Accumulated funds brought forward on 1st April	28,970	26,520
			Balance brought down	5,440	2,450
	34,410	28,970		34,410	28,970

Balance-sheet.

Liabilities.	£	£	Assets.	£	£
Accumulated funds	34,410	28,970	Investments	34,091	28,046
Sick pay due not paid	2	11	Cash in Working Railways Account	317	933
			Contributions outstanding at 31st March	4	2
	34,412	28,981		34,412	28,981

STATEMENT No. 11.

STATEMENT OF LOSSES ON DEVELOPMENTAL BRANCH LINES FROM 3RD MARCH, 1935, TO 29TH FEBRUARY, 1936,
AND ISOLATED SECTIONS FROM 1ST APRIL, 1935, TO 31ST MARCH, 1936.

Branches showing Loss.	Mileage operated.	Loss on Working.	Feeder Value.	Total Net Loss.	Loss, including Interest.	Average per Mile of Line operated.					
						Branch Revenue.	Feeder Value.	Total Revenue.	Working expenses.	Interest.	Total Loss.
Kaikohē	25	£ 8,205	£ 2,987	£ 5,218	£ 19,658	£ 182	£ 119	£ 301	£ 510	£ 578	£ 786
Kirikopuni	14	4,796	2,150	2,646	47,208	216	154	370	559	3,183	3,372
Waiuku	13	2,007	2,066	59*	8,356	418	159	577	572	647	643
Taneatua	111	17,418	13,992	3,426	116,453	626	126	752	783	1,018	1,049
Opunake	23	6,965	2,649	4,316	22,362	215	115	330	518	785	972
Greytown	3	1,785	573	1,212	1,650	90	191	281	685	146	550
North Island totals	189	41,176	24,417	16,759	215,687	464	129	593	682	1,053	1,142
Eyreton-Oxford	43	3,854	835	3,019	6,973	93	19	112	182	92	162
Cheviot	44	10,244	2,142	8,102	22,698	287	49	336	520	332	516
Little River	23	4,901	431	4,470	9,053	259	19	278	472	199	393
Southbridge	26	583	1,377	794*	2,888	529	53	582	551	142	111
Whitecliffs	12	1,511	1,154	357	1,007	184	96	280	310	54	84
Methven	23	3,437	2,607	830	4,351	340	113	453	489	153	189
Springburn	28	1,778	976	802	3,252	133	35	168	197	87	116
Fairlie	36	2,541	1,978	563	6,371	335	55	390	406	161	177
Waimate	13	3,675	2,558	1,117	3,097	210	197	407	493	152	238
Kurou	37	4,212	1,958	2,254	6,158	242	53	295	356	105	166
Ngapara	15	1,078	866	212	3,679	292	58	350	364	231	245
Waihemo	9	934	1,312	378*	921	190	146	336	294	144	102
Otago Central	147	5,557	4,223	1,334	63,959	692	29	721	730	426	435
Outram	9	1,943	518	1,425	2,960	160	58	218	376	171	329
Roxburgh	61	7,144	2,348	4,796	34,765	233	38	271	350	491	570
Catlins River	43	8,137	4,675	3,462	22,926	318	109	427	507	453	533
Tapanui	27	2,710	2,627	83	5,030	235	97	332	335	183	186
Waikaka	13	908	1,260	352*	2,442	148	97	245	218	215	188
Switzers	14	1,003	906	97	3,174	92	65	157	164	220	227
Wyndham	4	1,354	1,243	111	715	210	311	521	549	151	179
Seaward Bush	34	1,595	1,275	320	7,603	255	37	292	302	214	224
Orawia	9	299	751	452*	3,990	94	84	178	127	494	443
Forest Hill	13	334	1,295	961*	64*	158	100	258	184	69	5*
Mararoa	12	1,847	914	933	1,950	91	76	167	245	85	163
South Island totals	695	71,579	40,229	31,350	219,898	337	58	395	440	271	316
Total, both Islands	884	112,755	64,646	48,109	435,585	364	73	437	492	438	493
<i>Isolated Sections.</i>											
Kaihu	24	2,775	..	2,775	9,647	..	..	176	292	286	402
Gisborne	60	4,046	..	4,046	37,065	..	..	351	419	550	618
Nelson	64	5,232	..	5,232	27,009	..	..	202	284	340	422
Pictou	56	456*	..	456*	24,218	..	..	543	534	441	432
Total	204	11,597	..	11,597	97,939	..	..	337	394	423	480
Grand total	1,088	124,352	64,646	59,706	533,524	..	..	..	..	..	..

* Indicates profit.

STATEMENT No. 12.

STATEMENT OF CASH RECEIPTS AND PAYMENTS.—WORKING RAILWAYS ACCOUNT.

<i>Receipts.</i>				<i>Payments.</i>			
	£	s.	d.		£	s.	d.
To Balance brought forward	1,224,394	12	3	By Investments, Sick Benefit Fund	5,000	0	0
Revenue receipts	6,964,752	14	11	Wages and vouchers	6,099,622	7	6
"Credits-in-aid" (Working Railways expenditure)	395,280	7	1	Refunds to Harbour Boards, shipping companies, and other carriers	294,571	8	3
Contributions to Sick Benefit Fund	26,407	18	4	Interest on capital	1,051,476	19	4
Interest on investments	34,943	1	7	Payments from Sick Benefit Fund	20,344	10	6
Investments realized	849,000	0	0	Investments	877,000	0	0
				Balance as per general balance-sheet	1,146,763	8	7
	£9,494,778	14	2		£9,494,778	14	2

Reconciliation Statement.

	£	s.	d.
Credit balance in Working Railways Account as per Treasury figures	1,039,356	19	0
Add—			
Imprests outstanding	107,268	14	1
Cash in transit	137	15	6
Credit balance as per above statement	£1,146,763	8	7

STATEMENT No. 13.
RENEWALS, DEPRECIATION, AND EQUALIZATION RESERVE ACCOUNTS.
GENERAL RESERVE ACCOUNT.

	£	s.	d.
By Balance	£1,144,552	17	8

INSURANCE RESERVE ACCOUNT.

<i>Expenditure.</i>				<i>Income.</i>			
	£	s.	d.		£	s.	d.
To Losses	3,112	14	9	By Balance from previous year ..	82,887	18	1
Upkeep railway fire brigades and fire appliances	1,605	10	11	Premiums debited to working-expenses ..	15,027	18	0
Balance	93,197	10	5				
	£97,915	16	1		£97,915	16	1
				By Balance	£93,197	10	5

WORKERS' COMPENSATION RESERVE ACCOUNT.

<i>Expenditure.</i>				<i>Income.</i>			
	£	s.	d.		£	s.	d.
To Accident payments	29,796	8	11	By Balance from previous year ..	36,868	13	4
Balance	45,216	8	1	Premiums debited to working-expenses ..	38,144	3	8
	£75,012	17	0		£75,012	17	0
				By Balance	£45,216	8	1

SLIPS, FLOODS, AND ACCIDENTS EQUALIZATION RESERVE ACCOUNT.

<i>Expenditure.</i>				<i>Income.</i>			
	£	s.	d.		£	s.	d.
To Repairs to bridges, slips, and washouts ..	13,200	6	7	By Balance from previous year ..	96,171	10	6
Balance	102,753	3	11	Contributions debited to working-expenses ..	19,256	0	0
	£115,953	10	6	Interest	526	0	0
					£115,953	10	6
				By Balance	£102,753	3	11

BETTERMENTS RESERVE ACCOUNT.

<i>Expenditure.</i>				<i>Income.</i>			
	£	s.	d.		£	s.	d.
To Refreshment Branch	266	7	7	By Balance from previous year ..	3,718	15	8
Balance	3,452	8	1				
	£3,718	15	8		£3,718	15	8
				By Balance	£3,452	8	1

RENEWALS RESERVE ACCOUNT.

<i>Expenditure.</i>				<i>Income.</i>			
	£	s.	d.		£	s.	d.
To Relaying of track	188,396	5	4	By Balance from previous year ..	729,004	10	2
Refreshment Branch property	132	10	11	Contributions debited to working-expenses ..	204,730	0	0
Balance	748,009	13	11	Interest	2,804	0	0
	£936,538	10	2		£936,538	10	2
				By Balance	£748,009	13	11

DEPRECIATION RESERVE ACCOUNT.

<i>Expenditure.</i>				<i>Income.</i>			
	£	s.	d.		£	s.	d.
To Way and works	37,928	10	2	By Balance from previous year ..	509,353	8	0
Bridges	100,271	17	0	Contributions—			
Operating buildings	8,510	11	2	Way and works	10,739	18	5
Signalling and interlocking	49,784	15	10	Bridges	70,227	11	7
Rolling-stock	393,477	1	9	Operating buildings	39,908	9	3
Locomotive running and car and wagon depots plant	1,520	16	6	Signals, interlocking, and electric traction ..	52,244	10	10
Dwellings	2,718	3	6	Rolling-stock	319,018	14	4
Refreshment, advertising, and road motor buildings	847	18	4	Locomotive running and car and wagon depots plant ..	3,671	17	5
Stores and workshops buildings and plant ..	37,987	15	9	Dwellings	34,600	0	0
Road motor services	24,737	13	11	Head office buildings and plant ..	2,256	0	0
Portable plant	912	6	6	Refreshment, advertising, bookstalls, and road motor buildings ..	3,184	0	0
Balance	439,944	5	8	Stores, buildings, and plant	2,931	0	0
	£1,098,641	16	1	Workshops buildings and plant	35,966	0	0
				Lake Wakatipu service	504	0	0
				Road motor services	10,487	2	11
				Wharves	793	3	4
				Portable plant	2,756	0	0
					£1,098,641	16	1
				By Balance	£439,944	5	8

STATEMENT No. 14.
EXPENDITURE ON CONSTRUCTION OF RAILWAYS, ROLLING-STOCK, ETC., TO 31ST MARCH, 1936; 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.			
	£	£	£	£	£	£
Kaihu	159,654	406	160,060	..	—2,639	..
"	746,185	18,491	764,676	..	—4,267	..
Gisborne	..	..	..	1,314,991	..	..
North Island Main Line and Branches ..	28,062,947	3,817,388	31,880,335	2,562,692	496,308	1 11 2
South Island Main Line and Branches ..	15,833,413	2,383,446	18,216,859	..	227,253	1 4 11
Westport "	309,718	44,977	354,695	295,524	10,330	2 18 3
"	..	..	..	570,306	..	..
Nelson	497,235	10,219	507,454	..	—5,874	..
"	..	..	..	252,592	..	..
Picton	562,555	15,953	578,508	..	—785	..
"	..	..	..	311,792	..	..
	46,171,707	6,290,880	52,462,587	..	720,326	1 7 6
Lake Wakatipu steamer service	17,645	..	17,645	5,307,897	1,199	..
Subsidiary services, &c.	1,762,931	..	1,762,931	..	329,952	..
In suspense—						
Surveys, North Island	..	..	..	31,236	..	..
Surveys, South Island	..	..	..	5,763	..	..
General	9,896	..	9,896	10,337	..	..
P.W.D. stock of permanent-way ..	..	..	..	3,542	..	..
	47,962,179	6,290,880	54,253,059	..	1,051,477	1 18 10
	..	..	..	5,358,775	..	..
Total cost of opened and unopened lines at 31st March, 1936	..	..	59,611,834	..	..	..

NOTE.—The amount stated in this return as the cost of construction of opened lines includes the Provincial and General Government expenditure on railways. It also includes the Midland Railway and expenditure by the Greymouth and Westport Harbour Boards on railways and wharves under the provisions of section 7 of the Railways Authorization Act, 1885, the information regarding the last-mentioned being furnished by the respective Boards. The rate of interest earned has been computed on the average capital.

STATEMENT No. 15.

EXPENDITURE OUT OF WORKING RAILWAYS ACCOUNT (DEPRECIATION FUND) AND PUBLIC WORKS FUND FOR THE YEAR ENDED 31ST MARCH, 1936.

Way and Works Branch: Particulars of Works.	Working Railways Depreciation Fund.	Public Works Fund.	Total.
	£	£	£
Land	822	Cr. 2,029	Cr. 1,207
Grading and formation	11,203	23,051	34,254
Tunnels	..	Cr. 1,438	Cr. 1,438
Bridges (structures only)	100,272	797	101,069
Culverts, subways	3,414	57	3,471
Fences, gates, and cattlestops	389	177	566
Permanent-way	19,550	45,123	64,673
Station buildings and platforms	3,757	128,701	132,458
Cattleyards, loading-banks	1,429	..	1,429
Engine-sheds, car and wagon depots, and other operating buildings	4,753	26,261	31,014
Dwellings	2,718	Cr. 190	2,528
Water-services	127	3	130
Stores buildings	Cr. 429	..	Cr. 429
Locomotive workshops buildings	16,348	..	16,348
Locomotive depot plant	10	40	50
Road-motor buildings	848	..	848
Cranes, weighbridges, capstans, and turntables	..	..	..
Maintenance, movable plant	912	62	974
Miscellaneous (roads, sewerage, drainage, fire-fighting appliances, &c.)	994	1,015	2,009
Signalling and interlocking	3,342	371	3,713
Tablet-installation	637	..	637
Automatic and power signalling	11,626	32,469	44,095
Electric lighting	556	1,682	2,238
Communication lines and apparatus	30,705	3,080	33,785
Level-crossing warning-signals	169	..	169
Electric traction and power appliances	..	40,443	40,443
Overhead wires for automatic and power signalling	2,743	2,194	4,937
Signal-cabins	8	1,165	1,173
Head Office buildings and plant	..	..	..
	216,903	303,034	519,937
Expenditure by Public Works Department—Tawa Flat Deviation	..	Cr. 330	Cr. 330
Expenditure by Public Works Department—Turakina-Fordell-Aromoho grade easement	..	1,005	1,005
Totals	216,903	303,709	520,612

STATEMENT NO. 15—continued.

EXPENDITURE OUT OF WORKING RAILWAYS ACCOUNT (DEPRECIATION FUND) FOR THE YEAR ENDED 31ST MARCH, 1936—continued.

Locomotive Branch : Particulars of Rolling-stock.

Description of Stock ordered.	Number Incomplete on 31st March, 1935.	Number Complete on 31st March, 1936.	Number Incomplete on 31st March, 1936.	Expenditure, Year ended 31st March, 1936.
				£
Locomotives, Class K	12	5	7	102,903
Convert three Garratt locomotives to six G locomotives	..	..	..	694
Electric head and tail lights for locomotives	..	..	..	3,048
Fitting exhaust steam injectors to locomotives	..	..	..	725
Fitting thermic syphons to ten X locomotives	..	..	..	25
Fitting superheaters to locomotives	..	..	..	1,024
Spare boilers	..	..	..	985
Supply and fit new boilers	..	..	..	240
Build three A boilers	..	..	..	1,562
Build two Wf boilers	..	..	..	553
Boiler for crane No. 99	..	..	..	193
Electric locomotives	..	..	..	6
Bogies and alterations thirty Wab and Ws locomotives.. .. .	..	..	..	153
Rail motors	..	..	10	9,459
Carriages, Class A	4	19	22	82,211
Carriages, Class AA	..	..	15	44
Fitting new and improving existing lavatories in existing carriages	..	..	..	10,330
Fitting steam heat to carriages	..	..	..	4,499
Improve seating in carriages	..	..	..	25,963
Roller-bearing bogies for new carriages	..	..	..	23,796
Four S.K.F. roller-bearing bogies for carriages.. .. .	..	..	..	1,528
Brake-vans, Class F	..	..	9	1,569
Bogies for sixteen brake-vans	..	..	..	2,296
Fitting electric light to five brake-vans	..	..	..	Cr. 6
Wagons, Class H	..	..	40	4
Wagons, Class J	..	80	190	29,716
Five J wagon bodies for Picton	..	..	..	Cr. 35
Bodies for J wagons	..	..	..	16
Wagons, Class Q	..	..	20	2,109
Rebuilding Class Q coal-hopper bodies	..	..	..	8
Wagons, Class S	..	..	10	908
Wagons, Class T	..	..	16	1,287
Wagons, Class U	..	..	10	15
Wagons, Class Ug	..	3	14	5,597
Wagons, Class Vb	..	40	25	46,911
Wagons, Class W	..	70	30	29,292
Wagons, Class Xa	..	..	45	2,102
Wagons, Class Xb	..	..	..	6
Wagons, Class Yb	..	..	20	8
Wagons, Class Z	8	8	12	1,738
Credit for tarpaulin stolen at Nelson	..	..	..	Cr. 5
	24	225	495	393,477
SUMMARY.				
Locomotives	12	5	7	..
Rail motors	..	..	10	..
Carriages	4	19	37	..
Brake-vans	..	..	9	..
Wagons, bogie	8	51	87	..
Wagons, four-wheeled	..	150	345	..
	24	225	495	..

Particulars of Workshop and Depot Machinery and Motor-buses.

	£
Workshop equipment	22,069
Machinery and equipment for locomotive running and car and wagon depots	1,511
Motor-buses	24,738

RECONCILIATION STATEMENT, PUBLIC WORKS FUND.

Expenditure charged by	£	s. d.	£	s. d.	Expenditure—	£	s. d.
Treasury	335,213	7 9			Way and Works Branch	303,709	3 0
Vouchers outstanding previous year	19,571	9 9					
			315,641	18 0			
Less recoveries			42,303	17 10			
			273,338	0 2			
Vouchers outstanding at 31st March, 1936			30,371	2 10			
			£303,709	3 0		£303,709	3 0

STATEMENT NO. 16.

STATEMENT OF SEASON TICKETS ISSUED FOR THE YEARS ENDED 31ST MARCH, 1933 TO 1936.

Description of Tickets.	1935-36.		1934-35.		1933-34.		1932-33.	
	Number.	Amount.	Number.	Amount.	Number.	Amount.	Number.	Amount.
		£		£		£		£
Annual, all lines	9	1,078	13	1,172	9	785	10	1,074
Annual, North Island	49	4,223	49	4,200	52	4,416	51	4,174
Annual, South Island	4	274	5	390	6	423	6	413
Sectional annual, North Island ..	199	11,752	208	11,401	227	12,232	241	12,601
Sectional annual, South Island ..	98	4,745	101	4,910	101	4,700	108	5,139
Reporters' annual	16	677	15	639	13	768	17	675
Tourist, all lines	76	1,185	101	1,557	97	1,504	107	1,678
Tourist, North Island	247	2,397	251	2,488	256	2,551	275	2,761
Tourist, South Island	45	396	21	203	16	187	16	165
School	26,148	22,218	25,568	22,034	25,206	21,926	25,470	22,342
Bearer twelve-trip	72,607	16,339	73,047	16,174	76,071	17,015	77,772	17,673
Bearer fifty-trip	..	..	..	..	..	..	..	..
Weekly twelve-trip	109,418	20,882	103,981	19,824	99,863	19,055	98,163	19,014
Weekly workmen's	243,120	40,508	226,877	37,681	214,819	35,571	210,269	34,708
All other season	30,110	53,884	27,309	52,644	26,001	50,470	25,270	53,776
Totals	482,146	180,558	457,546	175,317	442,742	171,603	437,775	176,193
Total passenger journeys ..	12,394,700	..	11,845,432	..	11,535,840	..	11,496,084	..

STATEMENT NO. 17.
STATEMENT OF OPERATING TRAFFIC AND REVENUE FOR THE YEAR ENDED 31st MARCH, 1936.
(1) OPERATING TRAFFIC.

Section.	Length Open for Traffic.	Passengers.				Live-stock.					Goods.			Gross Total Tonnage.	
		First Class.	Second Class.	Total.	Season Tickets.	Cattle.	Calves.	Sheep.	Pigs.	Total.	Equivalent Tonnage.	Timber.	Goods.		Total.
Miles.	Number.	Number.	Number.	Number.	Number.	Number.	Number.	Number.	Number.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
Kaihu	24	138	16,422	16,560	42	8	..	344	..	352	16	1,068	3,774	4,842	4,858
Gisborne	60	636	16,171	16,807	41	1,033	2,152	86,202	649	90,036	3,931	9,153	30,928	40,081	44,012
North Island Main Line and Branches	1,486	255,479	4,142,641	4,398,120	350,076	323,348	702,061	4,336,134	622,846	5,984,389	347,473	205,039	2,438,114	2,643,153	2,990,626
South Island Main Line and Branches	1,594	160,050	3,236,416	3,396,466	130,199	80,783	11,658	4,543,430	44,451	4,680,322	211,470	203,201	2,355,852	2,559,053	2,770,523
Westport	36	163	56,577	56,740	742	110	15	133	..	258	43	1,758	308,713	310,471	310,514
Nelson	64	302	27,719	28,021	579	1,056	1,254	34,578	1,976	38,864	1,897	428	17,995	18,423	20,320
Pictou	56	5,096	46,014	51,110	467	810	52	130,500	113	131,475	5,498	152	42,302	42,454	47,952
Total railway operation ..	3,320	421,864	7,541,960	7,963,824	482,146	407,148	717,192	9,131,321	670,035	10,925,696	570,328	420,799	5,197,678	5,618,477	6,188,805
Lake Wakatipu steamers	..	..	27,824	27,824	3	152	..	14,785	..	14,937	642	974	6,267	7,241	7,883

(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.
	Miles.	£	£	£	£	£	£	£	£	d.	Number.	Number.	Number.	Number.
Kaihu	24	861	220	1,198	2,279	1,524	21	1,545	3,824	159	68.26	13,446	2,758	16,204
Gisborne	60	1,355	452	1,450	3,257	15,839	75	15,914	19,171	320	107.97	42,614	9,526	52,140
North Island Main Line and Branches ..	1,486	827,138	121,985	201,190	1,150,313	2,476,862	62,053	2,538,915	3,689,228	2,483	130.25	6,797,905	2,232,932	9,030,837
South Island Main Line and Branches ..	1,594	448,601	55,243	93,893	597,737	1,775,795	48,993	1,824,788	2,422,525	1,520	143.57	4,049,706	1,550,819	5,600,525
Westport	36	2,932	810	911	4,653	59,525	3,901	63,426	68,079	1,891	258.10	63,305	42,488	105,793
Nelson	64	1,737	1,010	296	3,043	8,834	53	8,887	11,930	186	70.88	40,394	10,301	50,695
Pictou	56	3,435	838	1,026	5,299	21,371	2,092	23,463	28,762	514	160.51	43,006	23,975	66,981
Total railway operation ..	3,320	1,286,059	180,558	299,964	1,766,581	4,359,750	117,188	4,476,938	6,243,519	1,881	135.60	11,050,376	3,872,799	14,923,175
Lake Wakatipu steamers ..	..	4,442	47	859	5,348	5,215	24	5,239	10,587	..	..	..	..	..

STATEMENT No. 18.

STATEMENT OF TRAFFIC AND REVENUE FOR EACH STATION FOR THE YEAR ENDED 31ST MARCH, 1936.

Stations.	OUTWARD.															INWARD.				
	NUMBER OF PASSENGER JOURNEYS.			Number of Season Tickets.	Cattle and Calves.	Sheep and Pigs.	Timber, Hundreds of Superficial Feet.	Other Goods.	Ordinary Passengers.	Season Tickets.	Parcels, Luggage, and Mails.	Total Goods.	Miscellaneous.	Total Value forwarded.	Cattle and Calves.	Sheep and Pigs.	Timber, Hundreds of Superficial Feet.	Other Goods.		
	First-class.	Second-class.	Total.																	
NORTH ISLAND MAIN LINE AND BRANCHES—																				
Auckland--					Number.	Number.		Tons.	£	£	£	£	£	£	Number.	Number		Tons.		
Coaching	21,312	446,159	467,471	21,067	162	113	29,393	329,158	101,702	7,287	49,587	307,191	1,167	159,743	439	848	53,839	232,800		
Goods																				
Newmarket	1,433	74,583	76,016	7,918	33		2,213	4,369	4,584	1,344	874	6,304	110	13,216	60		58,390	17,205		
Mount Eden	530	39,600	40,130	2,949	21		539	8,340	3,134	548	509	4,562	132	8,885	358		35,289	45,385		
Avondale	393	70,158	70,551	21,088	321		18	4,282	2,622	3,520	295	4,427	16	10,880	551	162	53,129	7,660		
Henderson	599	92,343	92,942	8,776	10,254	20,995	134	7,139	3,499	2,227	777	7,116	23	13,642	1,221	5,629	2,977	7,866		
Helensville	556	41,923	42,479	376	20,871	49,513	3,037	9,926	3,949	246	1,468	11,366	108	17,137	2,547	15,126	3,544	31,775		
Wellsford	242	7,679	7,921	59	13,183	35,822	944	7,273	1,753	48	1,223	8,171	86	11,281	1,278	7,206	3,750	13,450		
Maungaturoto	273	13,264	13,537		15,396	36,255	2	1,688	2,555		118	5,735	12	8,420	1,825	5,362	1,638	7,333		
Paparoa	115	3,252	3,367		9,950	16,314	692	2,224	847		102	3,317	7	4,273	461	2,119	1,233	2,192		
Waiotira	53	7,004	7,057	26	26,297	75,556	841	19,368	860	20	410	30,476	300	32,066	867	4,794	896	76,597		
Whangarei	1,938	44,446	46,384	294	28,030	45,896	1,081	25,942	10,917	258	1,215	13,210	551	26,151	1,492	4,388	7,615	21,879		
Hikurangi	136	6,702	6,838	100	2,799	8,948	4,735	63,234	1,310	81	295	18,906	32	20,624	688	4,495	1,025	5,768		
Otiria Junction	469	7,979	8,448	49	5,182	7,976	2,861	2,705	3,246	38	683	5,722	7	9,696	640	980	863	5,308		
Kawakawa	316	8,013	8,329		60	39	40	6,872	841		176	2,984	5	4,006	54,434	61,454	1,142	8,784		
Opua	403	16,861	17,264	101	209	302	839	532	2,500	43	219	371	128	3,261	209	271	128	7,049		
Kaikohe	316	13,342	13,658	64	4,001	16,628	4,970	1,946	3,324	52	694	6,991	9	11,070	1,017	1,329	429	8,450		
Remuera	186	5,618	5,804	2,749	899	85	54	40	148	390	37	618	4	1,197	990	773	18,335	1,162		
Green Lane	229	27,136	27,365	5,590	1		2	109	511		47	261	2	1,721	5		795	2,129		
Ellerslie	138	42,552	42,690	8,339	432			57	844	1,378	89	1,414	6	3,731	409		1,059	986		
Penrose	82	33,065	33,147	4,056	360	3,500	250	89,023	551	616	153	39,794	34	41,148	325,392	790,150	10,530	38,513		
Onehunga Town	41	5,441	5,482	3,577	2		13,453	2,067	476	711	219	2,664	95	4,165	5		11,220	40,538		
Otahuhu	647	112,709	113,356	14,235	673	19,368	833	124,363	3,191	3,607	259	60,252	84	67,393	61,537	146,677	10,896	117,868		
Papatoetoe	335	64,607	64,942	11,827	809	1,830	294	737	2,278	2,572	157	707	8	5,722	4,202	13,736	21,442	6,286		
Papakura	2,004	108,697	110,701	11,436	12,653	2,380	29	8,833	5,165	2,730	310	2,770	16	10,991	3,591	14,106	2,545	8,346		
Drury	122	8,377	8,499	205	5,413	10,618		7,436	570	168	55	6,480	2	7,275	490	4,238	514	6,862		
Waiuku	42	12,216	12,258	6	18,400	13,677		209	1,106	4	87	1,399	5	2,601	764	8,606	8,076	25,004		
Pukekohe	1,872	50,768	52,640	259	18,681	19,743	61	11,597	5,971	137	664	14,651	48	21,471	2,142	8,221	6,813	20,688		
Tuakau	821	20,922	21,743	313	11,334	51,179	42	5,362	2,062	239	244	5,858	7	8,410	2,495	18,556	3,535	12,424		
Pokeno	12	7,168	7,180	74	11,194	18,375	40	271	458	59	348	1,165	5	2,035	654	2,890	1,542	5,287		
Mercer	398	17,632	18,030	124	1,242	12,859	147	22,023	1,212	95	141	9,472	39	10,959	335	1,262	540	3,568		
Te Kauwhata	56	6,243	6,299	23	21,783	49,480	407	7,435	913	19	1,661	8,549	3	11,145	2,698	12,614	3,080	7,977		
Huntly	778	63,828	64,606	11,825	4,668	9,202	241	218,609	5,752	2,710	354	162,945	228	171,989	1,198	2,973	7,233	13,314		
Glen Afton	21	11,498	11,519	31	916	19,575	632	192,354	763	23	72	130,073	214	131,145	1,158	7,415	1,273	13,202		
Taupiri	41	7,370	7,411	144	5,833	13,760		4,958	877	88	177	4,543	66	5,751	477	2,419	1,326	9,477		
Ngauwawhia	344	13,583	13,927	156	1,282	5,195	13	65,695	2,039	138	210	59,821	1,372	63,580	153,031	103,826	2,795	20,729		
Frankton Junction	5,502	96,901	102,403	57	20,710	117,847	604	27,415	25,566	100	1,357	32,928	379	60,330	6,702	76,297	76,739	52,433		
Hamilton	3,596	65,281	68,877	638	21,833	19,064	2,245	13,216	16,283	769	3,553	19,340	154	40,099	888	6,783	35,839	29,726		
Cambridge	112	4,931	5,043	90	21,558	44,555	67	1,237	906	78	271	4,598	12	5,865	2,735	10,382	4,629	39,746		
Morrinsville	854	26,439	27,293	373	52,674	157,075	211	19,641	4,373	223	1,202	37,019	20	42,837	14,983	141,562	12,063	30,799		
Matamata	503	20,598	21,101	122	41,999	91,195	3,116	6,220	4,319	106	531	16,034	22	21,012	2,127	26,339	2,635	34,626		
Putaruru	449	18,359	18,808	315	11,184	37,595	52,396	4,243	3,683	307	319	17,780	76	22,165	2,327	38,720	3,725	27,786		
Mamaku	74	8,122	8,196	91	2,831	23,166	87,799	5,242	786	109	219	27,112	2	28,228	145	1,785	24	3,322		
Rotorua	2,520	32,321	34,841	224	7,356	18,458	21,235	8,213	12,048	233	2,498	12,648	194	27,621	3,019	8,720	1,802	33,719		
Waitoa																				

STATEMENT No. 18—continued.

STATEMENT OF TRAFFIC AND REVENUE FOR EACH STATION FOR THE YEAR ENDED 31ST MARCH, 1936—continued.

Stations.	OUTWARD.													INWARD.				
	NUMBER OF PASSENGER JOURNEYS.			Number of Season Tickets.	Cattle and Calves.	Sheep and Pigs.	Timber, Hundreds of Superficial Feet.	Other Goods.	Ordinary Passengers.	Season Tickets.	Parcels, Luggage, and Mails.	Total Goods.	Miscellaneous.	Total Value Forwarded.	Cattle and Calves.	Sheep and Pigs.	Timber, Hundreds of Superficial Feet.	Other Goods.
	First-class.	Second-class.	Total.															
NORTH ISLAND MAIN LINE AND BRANCHES—contd.																		
Tariki	9	2,403	2,412	123	102	3,039	..	1,404	204	57	16	1,043	2	1,322	48	2,570	176	2,423
Midhurst	81	5,923	6,004	195	3,355	1,818	..	2,783	285	90	16	2,109	2	2,502	66	296	564	5,429
Stratford	1,758	42,306	44,064	366	22,519	45,799	66	4,881	9,264	258	783	6,257	71	16,633	2,609	13,016	7,147	16,244
Te Wera	36	904	940	2	1,011	8,663	16	404	94	2	41	962	2	1,101	654	4,749	288	3,035
Whangamomona ..	59	8,193	8,252	10	3,270	55,571	5,173	10,191	1,040	6	147	11,424	2	12,619	671	5,647	580	1,636
Ohura	77	8,998	9,075	43	4,172	42,866	1,435	5,165	1,627	23	703	8,073	3	10,429	1,490	6,785	798	3,780
Eltham	448	21,221	21,669	290	33,833	42,558	354	13,534	3,175	221	302	13,534	20	17,252	11,666	30,913	8,757	19,919
Normanby	26	3,838	3,864	149	14,361	13,498	99	10,403	319	75	32	8,816	3	9,245	1,829	14,316	2,948	20,276
Hawera	1,592	49,737	51,329	362	24,685	50,248	211	16,692	9,758	301	767	13,759	45	24,630	5,588	67,717	16,074	30,695
Patea	361	12,189	12,550	113	2,034	15,811	46	13,477	2,449	89	244	22,266	269	25,317	35,625	141,463	4,117	36,789
Waverley	211	9,988	10,199	82	11,225	65,071	18	3,342	1,480	60	175	6,951	32	8,698	2,791	45,560	3,942	7,017
Aramoho	736	19,441	20,177	57	7,052	42,062	90	45,076	3,726	37	461	22,283	18	26,525	1,594	10,424	4,566	45,290
Wanganui	3,451	50,335	53,786	268	2,001	25,088	485	13,729	13,524	275	1,773	10,056	1,706	27,334	50,338	247,263	24,447	33,536
„ Wharf	..	..	..	..	..	1,368	487	43,749	..	..	..	10,175	5,795	15,970	2	10	9,268	2,784
Fordell	200	3,402	3,602	36	2,036	44,178	34	289	451	25	86	2,438	8	3,008	845	17,342	1,216	2,227
Turakina	100	6,674	6,774	17	1,034	21,409	..	958	529	9	84	2,146	9	2,777	164	18,361	248	2,681
Greatford	97	2,215	2,312	21	3,426	40,410	..	7,659	330	18	45	5,430	2	5,825	245	21,468	1,042	3,555
Halcombe	48	7,247	7,295	58	525	24,823	..	2,073	509	54	30	3,160	11	3,764	187	10,830	393	3,032
Feilding	1,532	19,675	21,207	78	24,083	195,368	107	15,796	5,818	78	543	26,097	29	32,565	34,717	187,677	15,090	26,017
Palmerston North ..	11,339	139,548	150,887	242	7,058	25,367	697	37,792	36,749	388	3,608	51,994	497	93,236	11,942	78,506	56,928	69,155
Ashhurst	138	7,042	7,180	39	1,411	24,525	..	856	583	34	56	2,935	2	3,610	2,420	18,236	428	2,848
Longburn	300	13,268	13,568	34	8,230	36,948	1	8,504	621	20	79	15,029	12	15,761	8,748	116,697	137	4,117
Foxton	..	..	..	..	1,219	3,252	1	10,063	Cr. 1	..	36	5,943	472	6,450	388	7,332	6,536	7,556
Shannon	233	34,379	34,612	373	8,835	61,989	75	4,068	2,583	301	212	6,782	9	9,887	1,087	19,914	1,695	4,339
Levin	1,207	39,092	40,299	323	11,633	40,291	265	3,949	6,319	263	583	5,070	48	12,283	1,929	23,182	5,235	8,537
Otaki	635	27,643	28,278	303	2,064	30,895	640	2,113	3,643	215	2,095	3,533	32	9,518	769	12,061	1,283	5,059
Paekakariki	1,552	57,302	57,854	461	734	31,139	3,040	2,943	4,736	208	1,453	2,920	38	9,355	452	5,389	3,778	5,273
Johnsonville	864	46,245	47,109	8,727	392	18,581	2	218	2,404	2,045	98	833	8	5,388	14,050	70,288	1,556	3,479
Thorndon (Coaching) ..	19,121	232,249	251,370	16,185	..	..	..	61,876	4,234	17,257	..	1,062	84,429	..	..	..	..	..
Lambton (Coaching) ..	60,434	204,996	265,430	32,572	..	..	..	18,870	12,767	3,472	..	394	35,503	..	..	..	..	..
Wellington—Goods	..	..	..	..	415	1,700	12,274	171,043	..	..	..	172,438	3,544	175,982	560	1,403	50,180	183,840
Wharf	..	..	..	..	..	..	..	3,326	..	..	..	293	..	293	..	..	..	46,205
Courtenay Place Booking-office ..	2,110	16,707	18,817	1,500	..	..	..	12,278	1,947	8,563	..	122	22,910	..	..	..	..	..
Ngahauranga	18	3,279	3,297	1,239	..	150	..	11,727	86	219	5	748	2	1,060	11,169	571,317	..	3,023
Petone	5,665	156,648	162,313	87,097	28	8,027	1,705	31,303	4,494	17,142	374	59,540	99	81,649	6,627	500,490	13,459	27,230
Lower Hutt	2,074	62,414	64,488	29,791	132	..	..	16,529	2,479	6,794	415	3,603	34	13,325	292	2,115	14,894	3,273
Upper Hutt	1,392	86,859	88,251	17,004	631	7,858	104	585	4,685	5,370	282	1,832	26	12,195	1,419	5,291	180	3,270
Featherston	1,829	18,169	19,998	104	4,179	126,573	..	7,796	2,301	74	918	11,539	27	14,859	804	6,037	2,464	8,372
Carterton	663	8,598	9,261	37	2,106	72,318	22	19,197	1,845	37	643	27,294	23	29,842	11,969	69,567	5,964	8,585
Masterton	3,324	35,311	38,635	29	2,861	116,136	2,215	8,713	7,432	56	797	13,972	55	22,312	1,941	17,842	15,089	19,718
Mauriceville	42	2,028	2,070	36	217	5,386	79	8,756	310	29	33	5,164	2	5,538	80	447	475	1,165
Eketahuna	397	4,785	5,182	46	6,977	56,768	1,564	3,508	995	39	156	7,224	9	8,423	228	1,835	1,017	4,439
Hukanui	20	1,743	1,763	25	2,419	10,071	..	516	213	23	127	1,259	2	1,624	122	684	120	3,307
Pahiatua	428	5,303	5,731	5	9,158	80,753	6	2,732	1,170	5	262	7,174	5	8,616	554	4,415	4,628	5,486
Mangatainoka	59	1,605	1,664	..	2,660	46,819	..	1,368	307	..	82	4,521	2	4,912	221	1,823	615	2,355
Woodville	684	15,422	16,106	69	12,918	166,127	23	6,148	2,226	66	147	16,691	25	19,155	2,159	16,255	1,292	4,880
Dannevirke	1,334	26,205	28,539	213	11,563	69,436	264	4,451	6,093	217	693	9,197	77	16,277	1,909	8,847	7,480	16,846
Ormondville	117	10,445	10,562	11	4,227	68,775	..	2,209	1,073	14	102	5,794	2	6,985	554	4,262	977	4,004
Takapau	194	4,823	5,017	59	2,655	71,458	60	9,146	1,042	52	124	7,901	3	9,122	546	8,376	530	3,504
Waipukurau	953	15,162	16,115	18	6,042	214,867	400	5,301	4,004	8	374	10,981	23	15,390	1,142	7,557	1,839	9,839
Waipawa	378	11,578	11,956	28	2,055	77,240	1	7,190	2,012	9	227	6,553	44	8,845	170	958	269	4,941
Otane	150	7,401	7,551	72	8,752	95,710	5	3,520	876	59	105	8,760	2	9,802	103	1,237	80	1,445
Hastings	2,274	31,596	33,870	93	811	22,012	250	21,280	14,239	190	1,679	27,198	232	43,538	1,131	16,856	6,974	39,533
Clive	7	272	279	..	216	1,744	..	33,822	51	..	42	13,168	2	13,263	22,566	435,712	1,347	5,745
Napier	3,131	31,617	34,748	193	162	2	550	2,719	16,662	146	1,682	4,531	62	23,083	300	3,861	3,969	15,513
Port Ahuriri	..	..	..	..	30	4,523	636	26,567	..	..	17	13,223	774	14,014	18	242	1,467	48,929
Chief Accountant Overseas Traffic ..	50,613	145,040	195,653	7,272	..	..	120	185,230	30,092	55,824	120,504	23,908	415,558	..	..	..	..	..
Totals	255,479	4,142,641	4,398,120	350,076	102,540	4,958,980	922,676	2,438,114	827,138	121,985	201,190	2,476,862	62,053	3,689,228	102,540	4,958,980	922,676	2,438,114
KAIHU SECTION—																		
Dargaville	138	15,930	16,068	42	8	344	4,808	3,774	2,208	15	1,133	1,252	20	4,628	8	344	4,808	3,774
District Office	..	492	492	..	..	..	..	..	Cr. 1,346	205	65	9	..	Cr. 1,067	..	..	..	..
Overseas Traffic	..	..	..	..	..	..	..	..	..	..	..	263	..	263	..	..	..	..
Totals	138	16,422	16,560	42	8	344	4,808	3,774	862	220	1,198	1,524	20	3,824	8	344	4,808	3,774
GISBORNE SECTION—																		
Gisborne	281	6,712	6,993	41	540	8,101	507	2,595	1,355	37	223	1,785	67	3,467	2,645	78,750	40,682	28,319</

STATEMENT No. 18.

STATEMENT OF TRAFFIC AND REVENUE FOR EACH STATION FOR THE YEAR ENDED 31ST MARCH, 1936.

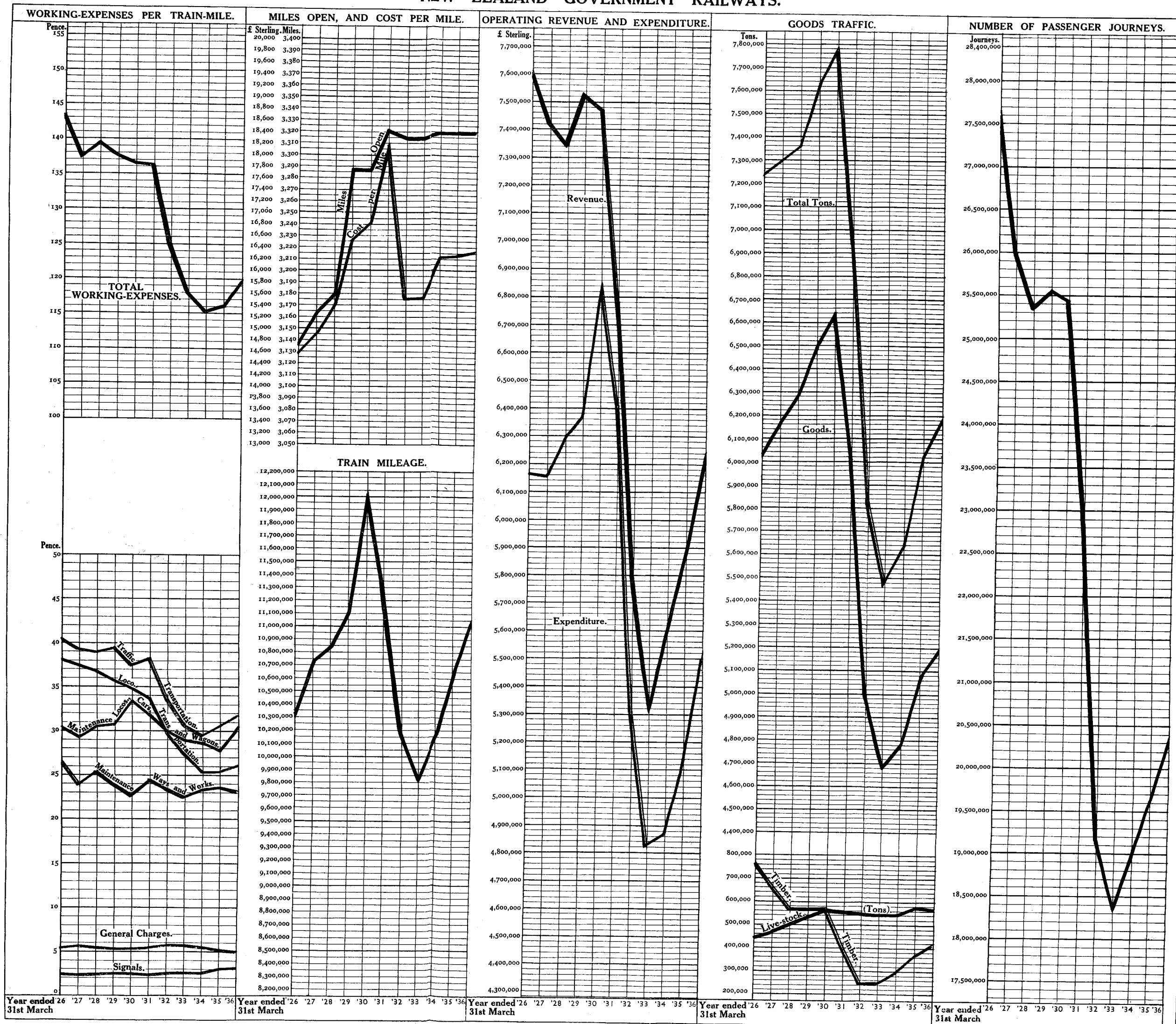
Stations.	OUTWARD.															INWARD.				
	NUMBER OF PASSENGER JOURNEYS.			Number of Season Tickets.	Cattle and Calves.	Sheep and Pigs.	Timber, Hundreds of Superficial Feet.	Other Goods.	Ordinary Passengers.	Season Tickets.	Parcels, Luggage, and Mails.	Total Goods.	Miscellaneous.	Total Value forwarded.	Cattle and Calves.	Sheep and Pigs.	Timber, Hundreds of Superficial Feet.	Other Goods.		
	First-class.	Second-class.	Total.																	
NORTH ISLAND MAIN LINE AND BRANCHES—																				
Auckland—					Number.	Number.		Tons.	£	£	£	£	£	£	Number.	Number		Tons.		
Coaching Goods	21,312	446,159	467,471	21,067	162	113	29,393	329,158	101,702	7,287	49,587	307,191	1,167	159,743	439	848	53,839	232,800		
Newmarket	1,433	74,583	76,016	7,918	33	..	2,213	4,369	4,584	1,344	874	6,304	110	13,216	60	..	58,390	17,205		
Mount Eden	530	39,600	40,130	2,949	21	..	539	8,340	3,134	548	509	4,562	132	8,885	358	..	35,289	45,385		
Avondale	393	70,158	70,551	21,088	321	..	18	4,282	2,622	3,520	295	4,427	16	10,880	551	162	53,129	7,660		
Henderson	599	92,343	92,942	8,776	10,254	20,995	134	7,139	3,499	2,227	777	7,116	23	13,642	1,221	5,629	2,977	7,866		
Helensville	556	41,923	42,479	376	20,871	49,513	3,037	9,926	3,949	246	1,468	11,366	108	17,137	2,547	15,126	3,544	31,775		
Wellsford	242	7,679	7,921	59	13,183	35,822	944	7,273	1,753	48	1,223	8,171	86	11,281	1,278	7,206	3,750	13,450		
Maungaturoto	273	13,264	13,537	..	15,396	36,255	2	1,688	2,555	..	118	5,735	12	8,420	1,825	5,362	1,638	7,333		
Paparoa	115	3,252	3,367	..	9,950	16,314	692	2,224	847	..	102	3,317	7	4,273	461	2,119	1,233	2,192		
Waiotira	53	7,004	7,057	26	26,297	75,556	841	19,368	860	20	410	30,476	300	32,066	867	4,794	896	76,597		
Whangarei	1,938	44,446	46,384	294	28,030	45,896	1,081	25,942	10,917	258	1,215	13,210	551	26,151	1,492	4,388	7,615	21,879		
Hikurangi	136	6,702	6,838	100	2,799	8,948	4,735	63,234	1,310	81	295	18,906	32	20,624	688	4,495	1,025	5,768		
Otiria Junction	469	7,979	8,448	49	5,182	7,976	2,861	2,705	3,246	38	683	5,722	7	9,696	640	980	863	5,308		
Kawakawa	316	8,013	8,329	..	60	39	40	6,872	841	..	176	2,984	5	4,006	54,434	61,454	1,142	8,784		
Opua	403	16,861	17,264	101	209	302	839	532	2,500	43	219	371	128	3,261	209	271	128	7,049		
Kaikohe	316	13,342	13,658	64	4,001	16,628	4,970	1,946	3,324	52	694	6,991	9	11,070	1,017	1,329	429	8,450		
Remuera	186	5,618	5,804	2,749	899	85	54	40	148	390	37	618	4	1,197	990	773	18,335	1,162		
Green Lane	229	27,136	27,365	5,590	1	..	2	109	511	..	47	261	2	1,721	5	..	795	2,129		
Ellerslie	138	42,552	42,690	8,339	432	..	..	57	844	1,378	89	1,414	6	3,731	409	..	1,059	986		
Penrose	82	33,065	33,147	4,056	360	3,500	250	89,023	551	616	153	39,794	34	41,148	325,392	790,150	10,530	38,513		
Onehunga Town	41	5,441	5,482	3,577	2	..	13,453	2,067	476	711	219	2,664	95	4,165	5	..	11,220	40,538		
Otahuhu	647	112,709	113,356	14,235	673	19,368	833	124,363	3,191	3,607	259	60,252	84	67,393	61,537	146,677	10,896	117,868		
Papatoetoe	335	64,607	64,942	11,827	809	1,830	294	737	2,278	2,572	157	707	8	5,722	4,202	13,736	21,442	6,286		
Papakura	2,004	108,697	110,701	11,436	12,653	2,380	29	8,833	5,165	2,730	310	2,770	16	10,991	3,591	14,106	2,545	8,346		
Drury	122	8,377	8,499	205	5,413	10,618	..	7,436	570	168	55	6,480	2	7,275	490	4,238	514	6,862		
Waiuku	42	12,216	12,258	6	18,400	13,677	..	209	1,106	4	87	1,399	5	2,601	764	8,606	8,076	25,004		
Pukekohe	1,872	50,768	52,640	259	18,681	19,743	61	11,597	5,971	137	664	14,651	48	21,471	2,142	8,221	6,813	20,688		
Tuakau	821	20,922	21,743	313	11,334	51,179	42	5,362	2,062	239	244	5,858	7	8,410	2,495	18,556	3,535	12,424		
Pokeno	12	7,168	7,180	74	11,194	18,375	40	271	458	59	348	1,165	5	2,035	654	2,890	1,542	5,287		
Mercer	398	17,632	18,030	124	1,242	12,859	147	22,023	1,212	95	141	9,472	39	10,959	335	1,262	540	3,568		
Te Kauwhata	56	6,243	6,299	23	21,783	49,480	407	7,435	913	19	1,661	8,549	3	11,145	2,698	12,614	3,080	7,977		
Huntly	778	63,828	64,606	11,825	4,668	9,202	241	218,609	5,752	2,710	354	162,945	228	171,989	1,198	2,973	7,233	13,314		
Glen Afton	21	11,498	11,519	31	916	19,575	632	192,354	763	23	72	130,073	214	131,145	1,158	7,415	1,273	13,202		
Taupiri	41	7,370	7,411	144	5,833	13,760	..	4,958	877	88	177	4,543	66	5,751	477	2,419	1,326	9,477		
Ngauwawhia	344	13,583	13,927	156	1,282	5,195	13	65,695	2,039	138	210	59,821	1,372	63,580	153,031	103,826	2,795	20,729		
Frankton Junction	5,502	96,901	102,403	57	20,710	117,847	604	27,415	25,566	100	1,357	32,928	379	60,330	6,702	76,297	76,739	52,433		
Hamilton	3,596	65,281	68,877	638	21,833	19,064	2,245	13,216	16,283	769	3,553	19,340	154	40,099	888	6,783	35,839	29,726		
Cambridge	112	4,931	5,043	90	21,558	44,555	67	1,237	906	78	271	4,598	12	5,865	2,735	10,382	4,629	39,746		
Morrinsville	854	26,439	27,293	373	52,674	157,075	211	19,641	4,373	223	1,202	37,019	20	42,837	14,983	141,562	12,063	30,799		
Matamata	503	20,598	21,101	122	41,999	91,195	3,116	6,220	4,319	106	531	16,034	22	21,012	2,127	26,339	2,635	34,626		
Putaruru	449	18,359	18,808	315	11,184	37,595	52,396	4,243	3,683	307	319	17,780	76	22,165	2,327	38,720	3,725	27,786		
Mamaku	74	8,122	8,196	91	2,831	23,166	87,799	5,242	786	109	219	27,112	2	28,228	145	1,785	24	3,322		
Rotorua	2,520	32,321	34,841	224	7,356	18,458	21,235	8,213	12,048	233	2,498	12,648	194	27,621	3,019	8,720	1,802	33,719		
Waitoa	114	4,478	4,592	45	21,065	25,593	11	10,469	659	35	167	15,188	3	16,052						

STATEMENT No. 18—continued.

STATEMENT OF TRAFFIC AND REVENUE FOR EACH STATION FOR THE YEAR ENDED 31ST MARCH, 1936—continued.

Stations.	OUTWARD.															INWARD.				
	NUMBER OF PASSENGER JOURNEYS.			Number of Season Tickets.	Cattle and Calves.	Sheep and Pigs.	Timber, Hundreds of Superficial Feet.	Other Goods.	Ordinary Passengers.	Season Tickets.	Parcels, Luggage, and Mails.	Total Goods.	Miscellaneous.	Total Value Forwarded.	Cattle and Calves.	Sheep and Pigs.	Timber, Hundreds of Superficial Feet.	Other Goods.		
	First-class.	Second-class.	Total.																	
NORTH ISLAND MAIN LINE AND BRANCHES—contd.																				
					Number.	Number.		Tons.	£	£	£	£	£	£	Number.	Number.		Tons.		
Tariki	9	2,403	2,412	123	102	3,039	..	1,404	204	57	16	1,043	2	1,322	48	2,570	176	2,423		
Midhurst	81	5,923	6,004	195	3,355	1,818	..	2,783	285	90	16	2,109	2	2,502	66	296	564	5,429		
Stratford	1,758	42,306	44,064	366	22,519	45,799	66	4,881	9,264	258	783	6,257	71	16,633	2,609	13,016	7,147	16,244		
Te Wera	36	904	940	2	1,011	8,663	16	404	94	2	41	962	2	1,101	654	4,749	288	3,035		
Whangamomona ..	59	8,193	8,252	10	3,270	55,571	5,173	10,191	1,040	6	147	11,424	2	12,619	671	5,647	580	1,636		
Ohura	77	8,998	9,075	43	4,172	42,866	1,435	5,165	1,627	23	703	8,073	3	10,429	1,490	6,785	798	3,780		
Eltham	448	21,221	21,669	290	33,833	42,558	354	13,534	3,175	221	302	13,534	20	17,252	11,666	30,913	8,757	19,919		
Normanby	26	3,838	3,864	149	14,361	13,498	99	10,403	319	75	32	8,816	3	9,245	1,829	14,316	2,948	20,276		
Hawera	1,592	49,737	51,329	362	24,685	50,248	211	16,692	9,758	301	767	13,759	45	24,630	5,588	67,717	16,074	30,695		
Patea	361	12,189	12,550	113	2,034	15,811	46	13,477	2,449	89	244	22,266	269	25,317	35,625	141,463	4,117	36,789		
Waverley	211	9,988	10,199	82	11,225	65,071	18	3,342	1,480	60	175	6,951	32	8,698	2,791	45,560	3,942	7,017		
Aramoho	736	19,441	20,177	57	7,052	42,062	90	45,076	3,726	37	461	22,283	18	26,525	1,594	10,424	4,566	45,290		
Wanganui	3,451	50,335	53,786	268	2,001	25,088	485	13,729	13,524	275	1,773	10,056	1,706	27,334	50,338	247,263	24,447	33,536		
„ Wharf	..	..	..	..	..	1,368	487	43,749	..	..	..	10,175	5,795	15,970	2	10	9,268	2,784		
Fordell	200	3,402	3,602	36	2,036	44,178	34	289	451	25	86	2,438	8	3,008	845	17,342	1,216	2,227		
Turakina	100	6,674	6,774	17	1,034	21,409	..	958	529	9	84	2,146	9	2,777	164	18,361	248	2,681		
Greatford	97	2,215	2,312	21	3,426	40,410	..	7,659	330	18	45	5,430	2	5,825	245	21,468	1,042	3,555		
Halcombe	48	7,247	7,295	58	525	24,823	..	2,073	509	54	30	3,160	11	3,764	187	10,830	393	3,032		
Feilding	1,532	19,675	21,207	78	24,083	195,368	107	15,796	5,818	78	543	26,097	29	32,565	34,717	187,677	15,090	26,017		
Palmerston North ..	11,339	139,548	150,887	242	7,058	25,367	697	37,792	36,749	388	3,608	51,994	497	93,236	11,942	78,506	56,928	69,155		
Ashhurst	138	7,042	7,180	39	1,411	24,525	..	856	583	34	56	2,935	2	3,610	2,420	18,236	428	2,848		
Longburn	300	13,268	13,568	34	8,230	36,948	1	8,504	621	20	79	15,029	12	15,761	8,748	116,697	137	4,117		
Foxton	..	..	..	..	1,219	3,252	1	10,063	Cr. 1	..	36	5,943	472	6,450	388	7,332	6,536	7,556		
Shannon	233	34,379	34,612	373	8,835	61,989	75	4,068	2,583	301	212	6,782	9	9,887	1,087	19,914	1,695	4,339		
Levin	1,207	39,092	40,299	323	11,633	40,291	265	3,949	6,319	263	583	5,070	48	12,283	1,929	23,182	5,235	8,537		
Otaki	635	27,643	28,278	303	2,064	30,895	640	2,113	3,643	215	2,095	3,533	32	9,518	769	12,061	1,283	5,059		
Paekakariki	1,552	57,302	57,854	461	734	31,139	3,040	2,943	4,736	208	1,453	2,920	38	9,355	452	5,389	3,778	5,273		
Johnsonville	864	46,245	47,109	8,727	392	18,581	2	218	2,404	2,045	98	833	8	5,388	14,050	70,288	1,556	3,479		
Thorndon (Coaching) ..	19,121	232,249	251,370	16,185	..	..	..	61,876	4,234	17,257	..	1,062	84,429	..	..	..	..	..		
Lambton (Coaching) ..	60,434	204,996	265,430	32,572	..	..	..	18,870	12,767	3,472	..	394	35,503	..	..	..	..	..		
Wellington—Goods	..	..	..	..	415	1,700	12,274	171,043	..	..	..	172,438	3,544	175,982	560	1,403	50,180	183,840		
Wharf	..	..	..	..	..	..	..	3,326	..	..	..	293	..	293	..	..	..	46,205		
Courtenay Place Booking-office ..	2,110	16,707	18,817	1,500	..	..	..	12,278	1,947	8,563	..	122	22,910	..	..	..	..	..		
Ngahauranga	18	3,279	3,297	1,239	..	150	..	11,727	86	219	5	748	2	1,060	11,169	571,317	..	3,023		
Petone	5,665	156,648	162,313	87,097	28	8,027	1,705	31,303	4,494	17,142	374	59,540	99	81,649	6,627	500,490	13,459	27,230		
Lower Hutt	2,074	62,414	64,488	29,791	132	..	..	16,529	2,479	6,794	415	3,603	34	13,325	292	2,115	14,894	3,273		
Upper Hutt	1,392	86,859	88,251	17,004	631	7,858	104	585	4,685	5,370	282	1,832	26	12,195	1,419	5,291	180	3,270		
Featherston	1,829	18,169	19,998	104	4,179	126,573	..	7,796	2,301	74	918	11,539	27	14,859	804	6,037	2,464	8,372		
Carterton	663	8,598	9,261	37	2,106	72,318	22	19,197	1,845	37	643	27,294	23	29,842	11,969	69,567	5,964	8,585		
Masterton	3,324	35,311	38,635	29	2,861	116,136	2,215	8,713	7,432	56	797	13,972	55	22,312	1,941	17,842	15,089	19,718		
Mauriceville	42	2,028	2,070	36	217	5,386	79	8,756	310	29	33	5,164	2	5,538	80	447	475	1,165		
Eketahuna	397	4,785	5,182	46	6,977	56,768	1,564	3,508	995	39	156	7,224	9	8,423	228	1,835	1,017	4,439		
Hukanui	20	1,743	1,763	25	2,419	10,071	..	516	213	23	127	1,259	2	1,624	122	684	120	3,307		
Pahiatua	428	5,303	5,731	5	9,158	80,753	6	2,732	1,170	5	262	7,174	5	8,616	554	4,415	4,628	5,486		
Mangatainoka	59	1,605	1,664	..	2,660	46,819	..													

NEW ZEALAND GOVERNMENT RAILWAYS.



STATEMENT NO. 19.

CLASSIFICATION OF GOODS AND LIVE-STOCK TRAFFIC AND EARNINGS BY COMMODITIES.

23

D.—2.

Commodity.	Year ended 31st March, 1936.										Year ended 31st March, 1935.									
	Tonnage carried.	Per Cent. of Gross.	Tons One Mile (000 omitted).	Average Haul.	Revenue.				Tonnage carried.	Per Cent. of Gross.	Tons One Mile (000 omitted).	Average Haul.	Total.	Per Cent. of Gross.	Per Ton.	Per Ton. Mile.	Total.	Per Cent. of Gross.	Per Ton.	Per Ton. Mile.
					£	£ s. d.	£	d.												
<i>Products of Agriculture.</i>				Miles.																
Grain ..	185,754	3.00	9,627	52	93,404	2.11	0 10 1	2.32	304,936	5.06	14,041	46	139,771	3.30	9 2	2.38				
Meals ..	113,992	1.84	7,566	66	68,479	1.55	0 12 0	2.17	118,666	1.97	7,620	64	69,002	1.63	11 8	2.17				
Fruit ..	36,978	0.60	6,700	181	54,973	1.24	0 9 9	1.96	47,997	0.80	8,144	191	73,315	1.73	30 7	1.92				
Root crops and fodder ..	114,614	1.85	8,658	76	70,221	1.58	0 12 3	1.94	111,718	1.85	8,250	74	66,932	1.58	12 0	1.94				
Flax, green and pressed ..	10,315	0.17	752	73	8,335	0.19	0 16 2	2.65	10,695	0.18	746	70	6,906	0.16	12 11	2.22				
Seeds ..	16,275	0.26	927	57	12,221	0.28	0 15 0	3.16	21,767	0.36	1,195	55	16,107	0.38	14 10	3.23				
	477,928	7.72	34,230	72	307,633	6.95	0 12 11	2.15	615,779	10.22	40,996	67	372,033	8.78	12 1	2.17				
<i>Animals and their Products.</i>																				
Cattle, calves, horses ..	171,576	2.77	14,171	83	184,967	4.18	1 1 7	3.13	136,490	2.27	11,163	82	160,896	3.80	23 7	3.45				
Sheep and pigs ..	398,752	6.44	29,786	75	381,574	8.61	0 19 1	3.07	442,493	7.35	31,018	70	409,613	9.67	18 6	3.16				
Meat ..	227,993	3.68	7,291	32	192,005	4.32	0 16 10	3.45	238,404	3.36	6,700	28	195,042	4.61	16 4	6.98				
Butter ..	146,765	2.37	10,938	75	157,465	3.55	1 1 5	3.45	131,500	2.18	10,015	76	145,180	3.43	22 1	3.47				
Cheese ..	71,095	1.15	3,781	53	66,094	1.49	0 18 7	4.19	78,397	1.30	4,467	57	78,163	1.85	19 11	4.19				
Wool ..	162,045	2.62	9,492	59	154,882	3.50	0 19 1	3.91	126,682	2.10	7,195	57	119,676	2.83	18 11	3.99				
Dairy by-products ..	25,308	0.41	2,238	88	24,291	0.55	0 19 2	2.60	20,784	0.35	1,720	83	19,366	0.46	18 8	2.70				
Fat, hides, skins ..	37,035	0.60	1,821	49	37,554	0.85	1 0 3	4.94	47,792	0.74	1,991	44	44,803	1.06	20 0	5.39				
Fish ..	8,434	0.14	1,454	172	13,151	0.30	1 11 2	2.17	7,858	0.13	1,342	170	11,598	0.27	29 6	2.07				
	1,249,003	20.18	80,972	65	1,211,983	27.36	0 19 5	3.59	1,227,490	20.38	75,611	62	1,184,337	27.98	19 4	3.75				
<i>Products of Mines.</i>																				
Agricultural lime ..	246,716	3.99	15,949	65	88,475	2.00	0 7 2	1.33	244,896	4.07	16,127	66	89,616	2.12	7 4	1.33				
Coal, imported ..	32,676	0.53	640	20	11,792	0.27	0 7 2	4.41	30,531	0.51	537	18	10,846	0.26	7 1	4.67				
Coal, New Zealand hard ..	652,637	10.54	29,194	45	219,397	4.95	0 6 9	1.80	654,170	10.86	27,523	42	211,703	5.00	6 6	1.84				
Coal, New Zealand brown ..	802,541	12.97	96,604	120	524,680	11.85	0 13 1	1.30	756,123	12.55	91,472	121	493,631	11.66	13 1	1.39				
Road metal ..	132,096	2.13	4,454	34	34,584	0.78	0 5 3	1.86	128,540	2.13	3,496	27	31,425	0.74	4 11	2.15				
Lime and coke ..	28,225	0.46	2,373	84	16,914	0.38	0 12 0	1.71	28,292	0.47	2,215	79	16,031	0.38	11 4	1.73				
	1,894,891	30.62	149,214	79	895,852	20.23	0 9 5	1.44	1,842,462	30.59	141,380	77	853,252	20.16	9 3	1.44				
<i>Products of Forests.</i>																				
Timber, imported ..	13,478	0.22	679	50	11,834	0.27	0 17 9	4.18	13,017	0.22	685	53	10,292	0.24	15 10	3.60				
Timber, New Zealand ..	407,323	6.58	46,797	115	379,779	8.57	0 18 8	1.94	355,400	5.90	38,705	109	320,901	7.58	18 1	1.98				
Firewood, posts, &c. ..	72,543	1.17	6,314	87	34,353	0.78	0 9 6	1.30	81,349	1.35	6,700	82	36,650	0.87	9 0	1.31				
	493,342	7.97	53,790	109	425,966	9.62	0 17 3	1.90	449,766	7.47	46,090	102	367,843	8.69	16 4	1.91				
<i>Manufactures, &c.</i>																				
Benzine, gasoline, kerosene ..	131,510	2.13	11,851	90	225,106	5.08	1 14 3	4.55	119,739	1.99	10,813	90	208,055	4.91	34 9	4.61				
Cement ..	49,799	0.80	6,677	134	53,964	1.22	1 1 8	1.93	44,916	0.75	4,819	107	43,997	1.04	19 7	2.19				
Manures ..	663,185	10.72	41,591	63	317,332	7.16	0 9 7	1.83	626,717	10.40	42,210	67	303,583	7.17	9 8	1.72				
	844,494	13.65	60,119	71	596,402	13.46	0 14 1	2.38	791,372	13.14	57,842	73	555,635	13.12	14 0	2.30				
Miscellaneous ..	1,229,147	19.86	65,323	53	991,464	22.38	0 16 1	3.64	1,097,091	18.20	57,726	53	900,236	21.27	16 5	3.74				
Totals ..	6,188,805	100.00	443,647	72	4,429,300	100.00	0 14 4	2.39	6,023,960	100.00	419,655	70	4,233,336	100.00	14 1	2.42				

STATEMENT No. 20.

STATEMENT SHOWING MILEAGE, CAPITAL COST, TRAFFIC, OPERATING REVENUE, AND OPERATING EXPENDITURE OF
NEW ZEALAND GOVERNMENT RAILWAYS FROM 1ST APRIL, 1925, TO 31ST MARCH, 1936.

MILEAGE, CAPITAL COST, TRAFFIC, AND REVENUE.

Year.	Miles.	Capital Cost.	Train-mileage.	Passenger Journeys.	Passenger Revenue.	Other Coaching Revenue.	Cattle and Calves.	Sheep and Pigs.	Timber.
		£		No.	£	£	No.	No.	Tons.
1925-1926 ..	3,138	45,794,199	10,319,407	27,653,414	2,537,047	409,207	391,649	8,209,965	770,654
1926-1927 ..	3,164	47,195,948	10,723,864	26,002,137	2,304,180	377,367	391,062	8,902,511	663,442
1927-1928 ..	3,180	49,014,832	10,838,594	25,379,665	2,145,296	379,933	459,742	9,299,715	570,558
1928-1929 ..	3,287	54,210,139	11,113,482	25,574,843	2,124,746	378,141	634,394	9,685,374	568,026
1929-1930 ..	3,287	55,347,541	12,022,043	25,413,621	1,995,927	386,792	695,060	10,271,544	574,080
1930-1931 ..	3,322	58,076,236	11,281,898	22,813,708	1,778,725	359,276	729,567	10,279,407	403,095
1931-1932 ..	3,315	49,661,930	10,168,720	19,151,480	1,339,589	316,245	685,649	10,685,464	253,534
1932-1933 ..	3,315	49,744,744	9,828,853	18,366,654	1,207,296	283,822	687,027	10,550,860	253,633
1933-1934 ..	3,320	52,173,142	10,163,474	19,047,186	1,336,334	281,889	918,111	10,240,258	301,222
1934-1935 ..	3,320	52,352,985	10,626,400	19,654,467	1,368,688	292,096	821,015	10,909,065	368,417
1935-1936 ..	3,320	52,462,587	11,204,241	20,358,524	1,466,617	299,964	1,124,340	9,801,356	420,799

Year.	Goods.	Total.	Goods Revenue.	Miscellaneous Revenue, Labour, Demurrage, &c.	Total Revenue.	Revenue per Train-mile.
	Tons.	Tons.	£	£	£	d.
1925-1926 ..	6,028,959	6,799,613	4,499,160	143,861	7,589,274	176·51
1926-1927 ..	6,161,706	6,825,148	4,596,166	145,759	7,423,472	166·14
1927-1928 ..	6,276,525	6,847,083	4,680,135	138,481	7,343,845	162·62
1928-1929 ..	6,509,978	7,078,004	4,846,125	175,852	7,524,864	162·50
1929-1930 ..	6,649,114	7,223,194	4,904,324	186,949	7,473,993	149·21
1930-1931 ..	5,998,562	6,401,657	4,487,357	156,029	6,781,388	144·26
1931-1932 ..	5,018,719	5,272,253	4,019,600	113,531	5,788,965	136·63
1932-1933 ..	4,691,959	4,945,592	3,745,777	102,180	5,339,075	130·37
1933-1934 ..	4,792,174	5,093,396	3,911,245	99,367	5,628,835	132·92
1934-1935 ..	5,076,560	5,444,977	4,138,434	108,846	5,908,064	133·44
1935-1936 ..	5,197,678	5,618,477	4,359,750	117,188	6,243,519	135·60

EXPENDITURE.

Year.	Maintenance of Way and Works.			Maintenance of Signals and Electrical Appliances.			Maintenance of Locomotives, Carriages, and Wagons.		
	Amount.	Per Cent. of Revenue.	Per Mile of Railway.	Amount.	Per Cent. of Revenue.	Per Mile of Railway.	Amount.	Per Cent. of Revenue.	Per Train-mile.
	£		£	£		£	£		d.
1925-1926 ..	1,144,385	15·08	368·80	105,064	1·38	33·86	1,311,317	17·28	30·50
1926-1927 ..	1,074,334	14·47	340·30	100,861	1·36	31·95	1,303,444	17·56	29·17
1927-1928 ..	1,147,067	15·62	360·94	102,871	1·40	32·37	1,380,727	18·80	30·57
1928-1929 ..	1,111,229	14·77	341·50	112,206	1·49	34·48	1,424,165	18·93	30·76
1929-1930 ..	1,146,014	15·33	352·19	117,577	1·57	36·13	1,680,919	22·49	33·55
1930-1931 ..	1,150,329	16·97	348·27	104,464	1·54	31·63	1,502,698	22·16	31·97
1931-1932 ..	997,629	17·23	300·94	107,584	1·86	32·45	1,270,585	21·94	29·99
1932-1933 ..	931,273	17·44	280·93	105,586	1·98	31·85	1,188,474	22·26	29·02
1933-1934 ..	993,207	17·65	299·16	110,298	1·96	33·22	1,220,102	21·67	28·81
1934-1935 ..	1,047,825	17·74	315·61	137,477	2·33	41·41	1,236,324	20·93	27·92
1935-1936 ..	1,070,085	17·14	322·31	147,442	2·36	44·41	1,406,685	22·53	30·55

Year.	Locomotive Transportation.			Traffic Transportation.			General Charges.			Total Expenditure.	Expenditure per Train-mile.	Expenditure per Cent. of Revenue.
	Amount.	Per Cent. of Revenue.	Per Train-mile.	Amount.	Per Cent. of Revenue.	Per Train-mile.	Amount.	Per Cent. of Revenue.	Per Train-mile.			
	£		d.	£		d.	£		d.	£	d.	
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	143·37	81·23
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	137·82	82·96
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	139·55	85·81
1928-1929 ..	1,650,793	21·94	35·65	1,825,965	24·26	39·43	250,221	3·32	5·40	6,374,579	137·66	84·71
1929-1930 ..	1,755,208	23·49	35·03	1,883,918	25·21	37·61	264,389	3·54	5·28	6,848,026	136·71	91·62
1930-1931 ..	1,594,672	23·53	33·92	1,798,490	26·52	38·26	255,490	3·76	5·43	6,406,143	136·28	94·47
1931-1932 ..	1,254,770	21·67	29·61	1,424,520	24·60	33·62	246,565	4·26	5·82	5,301,653	125·13	91·56
1932-1933 ..	1,114,801	20·88	27·22	1,255,280	23·51	30·65	238,340	4·47	5·82	4,833,754	118·03	90·54
1933-1934 ..	1,064,827	18·92	25·14	1,253,833	22·28	29·61	234,879	4·17	5·55	4,877,146	115·17	86·65
1934-1935 ..	1,127,160	19·08	25·46	1,360,928	23·04	30·74	228,874	3·87	5·17	5,138,588	116·06	86·99
1935-1936 ..	1,201,636	19·25	26·10	1,465,052	23·46	31·82	232,293	3·72	5·05	5,523,193	119·96	88·46

STATEMENT NO. 21.

COMPARATIVE STATEMENT OF THE NUMBER OF EMPLOYEES FOR YEARS 1934-35 AND 1935-36.

Branch.	Kaihu.	Gisborne.	North Island and Branches.	South Island Main Line and Branches.	Westport.	Nelson.	Pictou.	Stores Branch.	Refreshment Branch.	Advertising Branch.	Road Motors Branch.	Total.
1935-36.												
General ..	1	2	572	148	3	3	3	278	315	36	127	1,488
Traffic ..	3	11	2,583	2,204	48	11	28	..	..	..	..	4,888
Maintenance ..	7	21	2,398	1,288	32	19	23	..	..	..	..	3,788
Locomotive ..	4	11	4,137	2,679	50*	10	18	..	..	..	..	6,909
Totals ..	15	45	9,690	6,319	133	43	72	278	315	36	127	17,073
1934-35.												
General ..	1	2	561	148	3	3	3	276	310	34	119	1,460
Traffic ..	3	10	2,513	2,161	48	11	26	..	..	..	..	4,772
Maintenance ..	6	19	2,175	1,289	34	20	22	..	..	..	..	3,565
Locomotive ..	4	10	3,761	2,397	50*	11	18	..	..	..	..	6,251
Totals ..	14	41	9,010	5,995	135	45	69	276	310	34	119	16,048

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

STATEMENT NO. 22.

STATEMENT OF ACCIDENTS FOR THE YEAR ENDED 31ST MARCH, 1936.

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 Railway Crossings.		Trespassers.		Miscellaneous.		Accidents in Railway Workshops, &c.				Total.											
	Passengers.		Employees.		Passengers.		Employees.		Passengers.		Employees.		Other Persons.		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.										
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.													Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Kaihu ..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..										
Gisborne ..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..										
North Island Main Line ..	..	3	..	..	..	3	..	..	9	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..										
and Branches ..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..										
South Island Main Line ..	..	12	..	1	..	7	..	3	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..										
and Branches ..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..										
Westport ..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..										
Nelson ..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..										
Pictou ..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..										
Totals ..	..	15	..	3	..	10	..	13	..	..	2	86	..	1	..	2	12	23	1	..	4	1013	2	415	25	1,587										

STATEMENT NO. 23.

STATEMENT OF CARRIAGE, RAIL-CAR, BRAKE-VAN, AND WAGON STOCK, AND TARPAULINS, FOR THE YEAR ENDED 31ST MARCH, 1936.

Description.	Class.	Kaihu.	North Island Main Line and Branches.	Gisborne.	South Island Main Line and Branches.	Westport.	Nelson.	Pictou.	Total.
CARRIAGES—									
First class	..	..	143	..	105	..	..	3	251
Second class	..	3	472	..	346	10	7	4	842
Composite	..	1	220	6	132	..	7	5	371
Sleeping	..	..	13	..	4	..	..	..	17
Combination day-sleeping	..	..	4	..	..	..	..	..	4
Totals	..	4	852	6	587	10	14	12	1,485
RAIL-CARS									
	..	..	1	..	1	..	..	..	2
VANS—									
Postal vans	..	..	7	..	4	..	..	..	11
Brake-vans	..	3	261	4	200	7	3	4	482
Totals	..	3	268	4	204	7	3	4	493
WAGONS—									
Special purpose wagons..	E	..	36	..	..	..	..	..	36
Horse-boxes	G	..	80	1	78	..	1	4	164
Cattle	H	..	379	4	240	4	4	8	639
Sheep	J	..	1,231	40	1,105	..	11	43	2,430
Covered goods	K	1	292	2	208	5	6	3	517
Sleeping-vans	K	..	23	..	45	1	1	..	70
High sides	L	4	3,305	32	3,871	12	83	137	7,444
High sides	LA	..	3,159	..	3,028	..	..	..	6,187
High sides	LB	..	1,060	15	589	5	20	37	1,726
Low sides	M	12	522	29	903	24	14	18	1,522
Work-train hopper	M	..	..	..	34	..	..	..	34
Low sides, steel	MA	..	139	12	..	..	..	..	151
Work-train	MB	..	1	..	..	..	..	..	1
Low sides	MB	..	9	11	18	..	..	..	38
Timber	N	40	118	..	160	32	8	..	358
Iron hopper	O	..	15	..	..	..	..	..	15
Iron hopper for ballast	OB	..	15	..	..	..	..	..	15
Platform coal.. .. .	P	..	196	..	..	..	..	..	196
Petrol inspection	Pw	..	..	..	1	..	..	..	1
Movable hopper	Q	..	..	..	474	723	..	..	1,197
Frozen meat	W	..	182	..	46	..	..	..	228
Frozen meat	WA	..	244	3	59	..	15	..	321
Covered goods	X	..	152	..	22	..	..	..	174
Cool, ventilated	XA	1	314	..	418	1	..	7	741
Cool, ventilated	XB	..	87	..	32	..	..	..	119
Work-train	Y	..	82	..	18	..	..	..	100
Work-train hopper	YB	..	248	..	138	..	..	..	386
Special purpose wagons, bogie	E	..	9	..	5	..	..	1	15
High side, bogie	R	2	206	..	82	..	..	..	290
High side, bogie	RB	..	70	..	38	..	..	..	108
High side, bogie	Rd	..	12	..	..	..	..	..	12
High side, bogie	RN	..	25	..	..	..	..	..	25
Sheep, bogie	S	..	21	..	38	..	..	..	59
Cattle, bogie	T	..	27	..	19	..	..	..	46
Platform, bogie	U	..	203	40	115	4	4	10	376
Gas storeholder, bogie	UA	..	10	..	4	..	..	..	14
Platform, bogie	UB	..	138	..	222	..	..	..	360
Horse-boxes, bogie	UG	..	47	..	49	..	..	..	96
Frozen meat, bogie	V	..	56	..	66	..	..	..	122
Chilled beef, bogie	V	..	6	..	..	..	..	..	6
Frozen meat, bogie	VB	..	113	..	85	..	..	..	198
Chilled beef, bogie	VB	..	30	..	..	..	..	..	30
Covered goods, bogie	Z	..	68	..	44	..	..	..	112
Sleeping-vans, bogie	Z	..	..	..	1	..	..	..	1
Covered goods, bogie	ZP	..	76	..	76	..	..	..	152
Totals	..	60	13,006	189	12,331	811	167	268	26,832
TARPAULINS									
	..	28	11,868	113	11,335	52	163	237	23,846

STATEMENT No. 24.

LOCOMOTIVE STOCK FOR YEAR ENDED 31ST MARCH, 1936.

Class.	Type.	Number superheated.	Number Thermic Syphous.	Kaihu.	North Island Main Line and Branches.	Gisborne.	South Island Main Line and Branches.	Westport.	Nelson.	Pictou.	Total.
A	Tender (4-cyl. balanced compound) ..	48	9	..	22	..	35	..	..	..	57
A	" (No. 409, simple) ..	1	..	..	..	..	1	..	..	..	1
AA	"	10	..	..	10	..	..	..	..	..	10
AB	"	141	2	..	87	..	54	..	..	..	141
B	"	8	1	..	..	..	8	..	..	..	8
BA	"	10	1	..	..	..	10	..	..	..	10
BB	"	25	..	..	30	..	..	..	..	..	30
C	" (shunting) ..	24	..	..	12	..	12	..	..	..	24
E	Electric ..	..	..	..	..	..	11	..	..	..	11
EB	" (battery, shunting, workshops) ..	..	..	..	2	..	3	..	..	..	5
F	Tank	..	..	2	1	..	20	..	1	..	24
FA	"	..	..	..	..	..	2	2	3	..	7
G	Tender	3	..	..	1	..	2	..	..	..	3
H	Tank (Fell)	..	..	..	6	..	..	..	..	..	6
K	Tender	23	..	..	23	..	..	..	..	..	23
L	Tank	..	..	..	2	..	..	..	..	..	2
Q	Tender	13	1	..	..	..	13	..	..	..	13
U	"	9	..	..	..	..	9	..	..	..	9
UA	"	1	..	..	..	..	1	..	..	..	1
UB	"	7	..	..	..	..	9	..	..	..	9
UC	"	6	..	..	..	..	9	..	..	..	9
W	Tank	..	..	..	..	..	2	..	..	..	2
WA	"	..	..	..	..	5	3	..	..	..	8
WAB	" }	30	..	..	20	..	10	..	..	..	30
WS	"	..	..	..	..	..	..	4	..	..	4
WB	"	2	..	..	..	..	2	..	..	..	2
WE	"	13	..	..	15	..	19	..	3	4	41
WF	"	8	..	..	19	1	..	..	..	..	20
WG	"	50	..	..	47	..	..	3	..	..	50
WW	"	10	8	..	18	..	..	..	..	..	18
X	Tender (4-cyl. balanced compound) ..	..	..	..	..	..	..	..	..	..	..
	Totals	442	22	2	315	6	235	9	7	4	578

Three "Wd" class locomotives written off in North Island not included in total, but retained for special service.

STATEMENT NO. 25—continued.
PERFORMANCES OF LOCOMOTIVES FOR THE YEAR ENDED 31ST MARCH, 1936—continued.

Type.	Number of Locomotives.	Locomotive-mileage.			Average Mileage per Locomotive.	Quantity of Stores.			Cost.				Cost per Locomotive-mile.				Days in Steam.	Average Number of Days in Steam per Locomotive.	Type.
		Details.		Total.		Running.		Repairs.	Running.			Running.							
		Train.	Shunting, Assisting, Light, and Miscellaneous.			Coal.	Oil.		Stores.	Fuel.	Wages.	Total.	Stores.	Fuel.	Wages.	Total.			
NORTH ISLAND MAIN LINE AND BRANCHES.																			
A	22	527,762	121,090	648,852	29,493	368,491	27,566	£	£	£	£	£	d.	d.	d.	d.	5,943	A.	
AA	10	257,201	68,953	326,154	32,615	232,199	11,389	7,914	435	10,634	9,770	28,753	5.82	7.71	6.76	28.51	2,595	AA.	
AB	87	3,192,352	459,741	3,652,093	41,978	2,134,986	118,516	64,139	4,674	111,330	83,571	263,714	4.21	7.31	7.19	21.15	23,965	AB.	
BB	30	265,054	327,406	592,460	19,749	394,736	26,035	20,000	1,031	21,678	25,330	68,039	8.10	8.78	5.49	17.32	6,815	BB.	
C	12	5,851	196,146	201,997	16,833	155,463	6,916	6,250	282	7,983	11,438	25,953	7.43	9.48	13.59	27.56	2,678	C.	
F	1	..	5,847	5,847	7,361	1,573	155	197	7	70	296	570	8.09	2.87	12.15	23.40	162	F.	
G	3	20,673	1,410	22,083	7,361	31,836	3,449	398	99	2,867	697	4,061	4.33	31.15	7.58	21.4	71	G.	
H	6	13,068	23,195	36,263	6,044	46,610	3,512	4,138	128	4,841	3,231	12,338	27.39	32.03	21.38	81.65	1,134	H.	
K	23	947,286	45,411	992,697	43,161	712,204	33,638	23,499	2,009	46,813	20,028	92,349	5.68	11.31	4.84	22.32	5,180	K.	
L	2	5,549	3,664	9,213	4,607	2,089	139	281	8	220	256	765	7.32	5.73	6.67	19.93	327	L.	
Q	..	..	..	..	..	..	..	367	..	..	..	367	..	..	..	..	..	Q.	
WA	2	..	7,950	7,950	3,975	2,827	68	635	5	272	367	1,279	19.17	8.21	11.08	38.61	201	WA.	
WAB and Ws	20	526,428	119,417	645,845	32,292	422,350	23,597	18,818	906	20,201	17,964	57,889	6.99	7.50	6.68	21.51	5,061	WAB and Ws.	
WD	3	869	27,587	28,456	9,486	18,314	837	338	39	838	1,576	2,791	2.85	7.06	13.29	23.53	465	WD.	
WF	15	43,114	153,906	197,020	13,135	109,921	7,192	11,168	292	5,561	9,608	26,629	13.60	6.77	11.70	32.43	2,935	WF.	
WG	19	65,461	186,346	251,807	13,253	155,884	10,399	11,574	415	8,874	12,400	33,263	11.03	8.45	11.82	31.70	3,298	WG.	
WW	47	677,921	293,973	971,894	20,679	503,535	38,337	32,644	1,507	36,134	32,922	103,207	8.06	8.92	8.13	25.48	10,637	WW.	
X	18	370,201	61,600	431,801	23,989	328,342	30,288	17,778	992	23,706	13,189	55,665	9.88	13.17	7.33	30.93	3,043	X.	
Total	320	6,918,790	2,103,642	9,022,432	28,195	5,621,360	342,033	257,053	13,867	322,875	260,907	854,702	6.84	8.58	6.94	22.73	75,253		

STATEMENT NO. 25—continued.
PERFORMANCES OF LOCOMOTIVES FOR THE YEAR ENDED 31ST MARCH, 1936—continued.

Type.	Number of Locomotives.	Locomotive-mileage.			Average Mileage per Locomotive.	Quantity of Stores.			Cost.			Cost per Locomotive-mile.				Days in Steam.	Average Number of Days in Steam per Locomotive.	Type.							
		Train.	Details.			Total.	Coal.	Running.	Repairs.	Stores.	Fuel.	Wages.	Total.	Repairs.	Running.				Total.						
			Shunting, Assisting, Light, and Miscellaneous.	Total.	Stores.										Fuel.					Wages.	Total.	Stores.	Fuel.	Wages.	Total.
A	36	539,223	87,034	626,257	17,396	331,526	Cwt.	Qrs.	£	£	£	£	£	d.	d.	d.	A.								
AB	54	1,966,565	290,409	2,256,974	41,796	1,092,606	81,013	59,795	2,996	17,724	60,847	17,691	50,544	5.37	0.43	6.78	167								
B	8	103,339	58,078	161,417	20,177	86,438	7,281	4,598	273	4,961	5,862	5,106	173,744	6.36	0.32	5.33	260								
BA	10	73,716	78,556	152,272	15,227	89,019	7,205	12,674	267	4,875	5,862	5,862	15,694	6.84	0.41	8.72	223								
C	12	85,375	165,811	251,186	20,932	109,161	7,962	7,084	315	6,433	11,721	6,335	24,151	19.98	0.42	9.99	161								
F	20	1,397	236,178	237,575	11,879	86,513	8,588	9,504	361	4,820	13,244	11,721	25,553	6.77	0.30	11.21	257								
FA	2	828	21,837	22,665	11,332	7,827	687	150	29	431	1,236	13,244	27,929	9.60	0.36	13.39	204								
J	3	260	20,933	21,193	764	7,747	745	186	34	467	1,155	1,846	1,846	1.59	0.31	13.09	254								
Q	13	264,569	70,735	335,304	25,793	175,684	13,123	10,066	478	9,790	9,652	9,652	29,986	2.11	0.39	13.08	99								
R	1	132,254	4,059	6,720	6,720	2,512	234	62	9	148	250	250	469	2.21	0.32	8.94	122								
U	9	19,448	5,749	25,197	19,253	86,633	7,145	3,655	212	4,207	4,353	4,353	12,427	5.70	0.33	6.79	171								
UA	1	142,413	30,861	173,274	19,253	86,633	7,145	142	40	640	838	1,660	1,660	1.35	0.38	15.81	305								
UB	9	146,720	28,767	175,487	19,499	86,204	6,177	2,474	242	5,087	4,627	4,627	12,430	4.31	0.36	6.24	164								
UC	2	23,753	15,646	39,399	19,699	19,511	1,416	1,550	61	1,151	1,560	1,560	4,322	3.38	0.33	6.34	191								
W	2	11,259	48,357	59,616	19,872	25,526	2,023	716	88	1,507	2,793	2,793	5,104	9.44	0.37	7.01	230								
WA	3	318,837	37,401	356,238	35,623	180,749	15,149	9,077	526	10,392	8,280	8,280	28,275	2.88	0.35	11.25	261								
WAB and Ws	10	18,646	7,757	26,403	13,201	17,302	1,318	2,659	47	1,018	1,168	1,168	4,892	6.12	0.35	5.58	256								
WE	2	75,169	212,799	287,968	15,156	157,575	13,019	8,636	516	8,155	14,033	14,033	31,340	24.17	0.43	10.62	217								
WF	19													7.20	0.43	11.70	204								
Total	223	3,926,432	1,442,619	5,369,051	24,076	2,660,207	210,596	150,158	7,863	147,742	159,408	159,408	465,171	6.71	0.35	7.13	213								

NEW ZEALAND GOVERNMENT RAILWAYS.

