

1937.
NEW ZEALAND.

RAILWAYS STATEMENT

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

MR. SPEAKER,—

In presenting the following annual Railways Statement, covering the first financial year of operation since I assumed the portfolio of Railways, I have the honour to report that the financial year just closed has been one of great activity and substantial progress in all phases of railway working.

The marked improvement in the trading and industrial outlook of the Dominion which has manifested itself during the past year and the greatly improved economic conditions now prevailing generally are reflected in the financial returns of the Department. The revenue earned reached the high total of £7,790,651—£786,335 more than in 1935–36, and actually the largest earnings in any twelve months since the record year 1929–30.

The surplus of revenue over expenditure—viz., £903,858—has been secured notwithstanding the concessions granted to the staff in the way of wage and salary restorations and the general application throughout the Service of the principle of the shorter (forty-hour) working-week. Additional expenditure in respect of train-mileage, stores, and man-hours was also necessary to meet increased turnover of business, while, in addition, the financial commitments in connection with the programme of improvements in the standard of services and facilities upon which the Government has embarked as part of its general railway policy have also been met from revenue.

The infantile-paralysis epidemic which broke out in the South Island in December of last year adversely affected the passenger revenue to an extent of not less than £100,000.

The net revenue, although approximately £170,000 less than the average net earnings in the preceding three years, when wages cuts and other measures characteristic of the depression years were in force, is approximately the same as that earned in the 1929–30 year, before the depression had settled down, and is approximately £100,000 greater than the average earned in the three years from 1931 to 1933.

It should not be overlooked that up to the 31st March, 1936, the expenditure on wages and salaries was in the aggregate considerably reduced as a result of the “cuts” authorized by the legislation of 1931 and 1932. The full effect of these “cuts,” and the policy of compulsory early retirements as applied to members with not less than thirty years’ service, on the working-expenses of the Department is not, I feel sure, fully appreciated, and in order to facilitate a true comparison of the position during the years the “cuts” were in operation—i.e., 1932, 1933, 1934, 1935, and 1936—with the year under review I submit the following table setting out what the net earnings would have been had not wages and salary “cuts” to the extent

of £2,512,000 been made. The table also sets out for comparative purposes (1) the percentage of working-expenses to gross earnings, (2) the operating-earnings per train mile, (3) the operating-expenses per train mile, and (4) the net operating-earnings per train mile. These figures show the results for 1937 in a most favourable light, and when the further fact of compulsory early retirement, affecting as it did 138 employees, with a further saving of £37,700 per annum, is taken into consideration the position is still more satisfactory :—

Year.				Net Earnings.	Percentage of Working- expenses to Gross Earnings.	Operating- earnings per Train Mile.	Operating- expenses per Train Mile.	Net Operating- earnings per Train Mile.
				£		d.	d.	d.
1932	..	..	..	452,993	93·04	136·63	133·97	2·66
1933	..	..	..	203,544	96·63	130·37	133·41	—3·04 loss
1934	..	..	..	438,558	93·07	132·92	130·05	2·87
1935	..	..	..	590,491	91·09	133·44	127·00	6·44
1936	..	..	..	715,477	89·79	135·60	127·09	8·51
1937	..	..	..	826,858	89·39	139·61	129·70	9·91

THE GOVERNMENT'S RAILWAY POLICY.

The Government's policy in regard to railway development is grounded upon the belief that there is no adjunct of material progress that is so generally important and exercises so vital an influence as the railway system. Probably no country owes more to its railway system than does New Zealand, and certainly no country has made greater use of railways in the furtherance of general development. From the year 1863, when the first lines were opened for traffic, until the present day our railways have been and still are our first line of communication. They constitute, in fact, the economic foundations of our national life.

The benefits accruing to the people of this or any other country through the operations of a great publicly owned and operated utility service such as the railways cannot be fairly measured in the summary of its annual balance-sheets. It will, I feel sure, be freely conceded that the railway system of this Dominion in the first place was constructed as a developmental agency rather than as a profit-making institution. It is beyond question that down through the years the country has reaped very material indirect returns from the existence of the railways by way of what may be termed "social service and betterment." The advance of settlement, the opening-up of new country, and the increase in its productiveness, the provision of employment for large numbers, the cheapening of the means of transport for both goods and passengers, and many other items, must all be reckoned as value obtained for the expenditure in addition to the mere monetary returns earned by the system. These facts should be clearly understood and appreciated if a true and proper interpretation of railway accounts is to be arrived at. In keeping with the opinions, as expressed above, and which coincide with those of the best-informed minds abroad, the Government has reflected its faith in the future of the railways of the Dominion as a means at hand for the further development of the country, and as providing a method of transport which for general purposes, particularly in a country so dependent upon the marketing and transport of its primary produce, has an inherent and very definite economic advantage over other forms of transport.

ROAD TRANSPORT.

There can be no question that the advent of the internal-combustion engine and its application to commercial road motor-vehicles has enlarged the outlook and scope of the transport industry very considerably, and that this development has had the effect of materially adding to the difficulties associated with the administration of railway affairs in this and many overseas countries. Indeed, it can be said that no progressive railway policy could be pursued to-day without due cognizance being taken of the useful and important part now played by the road motor-vehicle in the field of transport and in the sphere of national economics.

Probably no aspect of the many and diverse problems arising from the advent and rapid rise of the road motor as a major element in the transport industry has proved more difficult of solution by those charged with the administration of transport affairs during the last decade, than that of defining the economic sphere of each of the component parts of the transport machine, and in evolving an equitable and workable plan for the co-ordination of road and rail transport, based upon a right conception of the respective functions of each of these forms of transport. Unfortunately, and despite the obvious urgency for decisive action being taken in the matter, the question of the adjustment of the road-rail problem in this country was allowed for many years to be relegated to the background, and this neglect, coupled with the continued expansion of the business of the commercial road motor services at the expense of rail-borne traffic, brought about conditions which progressed to the point where the financial stability of the national transportation system—the railways—was threatened. These developments, which were not peculiar to the New Zealand railway system alone, and are too well known to need further recapitulation here, inevitably increased the average cost of transport services, and no country, including our own, has been spared the necessity of enforcing regulations aimed at effecting some measure of control of commercial road services and going some distance towards eliminating, in the interests of national economy, the disastrous effects of wasteful duplication of services and unbridled competition in the transport field.

The Government is firmly convinced that, while the conditions of competition prevailing in the transport industry of this country are no doubt advantageous to some individual interests, a continuance of such conditions would be seriously harmful to the national economy. The Government believes that the rationalization of transport, ensuring that the railways and road motors will be encouraged to function fully in their proper economic spheres, and as complementary to one another rather than as competitive units, would be in the best interests of both systems, and certainly of the community as a whole. The Government's policy of co-ordination of the existing lines of transport on the principal routes throughout the Dominion and the elimination of redundant units with the application of principles of rationalization is directed towards this end. Under the system of control envisaged, the whole of the services on certain routes will be under the control of the Railways Department, and, as the separate organizations will disappear, the necessary services by road will operate under one set of overhead costs. Moreover, the Railways Department will be able to route the traffic in the most economical manner in the public interest, so that goods which are now unnecessarily being carried by road will be carried by rail, while, at the same time, where the public interest requires the continuation of any particular road service for the carriage of perishable or other lines of traffic, this will be provided. By this means the system of charging on the railway, which is one that has been found necessary in railways the world over, and also in road services that have grown to any dimensions, will not be destroyed by the inroads of individual transport units which are unconcerned with the Dominion's need for transport at low cost of basic raw materials, or with the problems associated with huge peak-loads, one-way traffic, &c.

IMPROVED PASSENGER AND FREIGHT BUSINESS.

The effect of the general policy of the Government is reflected in the increased number of passenger journeys made by rail during the year; this increase of 877,000 passengers brings the total up to 21,235,000. As an additional 4,556,000 passengers were also carried by the Department's road services during the year, it will be seen that the Department's total of over 25,500,000 passenger journeys is equal to seventeen journeys with the railways for every inhabitant of the Dominion.

The policy of extensions and improvements in goods rolling-stock, facilities, and services has proved equally effective in giving increased satisfaction to the Department's customers and increasing the quantity of business handled. The increase of the goods tonnage by 625,000 tons to an aggregate of 6,814,000 represents an actual increase of 10 per cent. over the tonnage carried in the previous year.

TRACK IMPROVEMENTS.

An extensive programme of track improvements has been carried out during the year, and further improvements have been authorized and are to be carried out during the year upon which we are entered.

These include bridge-strengthening to carry the heavier types of locomotives, and the replacement, by steel structures of the most modern kind, of certain wooden structures which have reached a stage of obsolescence. A heavy programme of relaying, with numerous deviations to secure easier grades and curves which will make for the smoother running of trains and assist in speeding up both passenger and goods services, while at the same time reducing haulage costs, is also in hand. With the same object in view, it has been decided to adopt a heavier rail for use on the Department's busy main lines, and in future the standard rail for such lines will be 85 lb. per lineal yard instead of 70 lb. as at present.

As a matter of policy, the services of men on unemployment relief have been utilized wherever possible in connection with grade easement and similar works.

WORKSHOPS ACTIVITIES.

It is pleasing to be able to record that very full use has been made during the year of the Workshops organization in meeting the heavy demands not only of the Department itself, but also in the manufacture of articles of various descriptions for other Government Departments. Illustrative of the scope of the work undertaken on behalf of other Departments, it may be mentioned that two steel radio masts 170 ft. and 210 ft. long have recently been constructed at Addington and Hillside for the Commercial Broadcasting Stations at Christchurch and Dunedin.

During the year the Government undertook to have fabricated in the Railway Workshops at Addington two large dredges to be used in gold-mining on the West Coast of the South Island, and of a total weight approximating 6,000 tons. The fabrication of these dredges would have been lost to the Dominion had it not been for the fact that the work could be carried out in its entirety in the Railway Workshops. That alone was the reason which prompted the Government to make a departure from the usual policy of not undertaking work of a private nature in the Railway Workshops. The work involved in the fabrication of the dredges at Addington has provided a very useful quota of employment for tradesmen and others and the building of additional dredges is likely to eventuate.

ADDITIONS AND IMPROVEMENTS TO ROLLING-STOCK.

During the year a total of seven "K" class locomotives were completed at the Hutt Valley Workshops and placed in service, making the total number of these locomotives now in operation thirty. Provision is made in the current year's programme for the commencement of a further twenty locomotives of this class in the North Island and six in the South Island.

Another locomotive development has been the conversion of the "G" class locomotive to a type more suitable for the class of work required, and a number of these will be brought into use in the South Island at an early date.

In order to obtain a definite indication as to the effect the use of speed-recorders will have on train operation in New Zealand, arrangements have been made to equip twenty-five "AB" class locomotives with apparatus of this kind. The twenty-five speed-recorders are in the first place being fitted for purposes of test, and the further extension of their use will depend upon the nature of the results obtained.

As a means of increasing the safety-factor to a point where track conditions will not readily disturb the equilibrium of four-wheeled vehicles, a programme for the purpose of fitting laminated springs to those vehicles at present equipped with coil bearing springs has been decided upon. Approximately 12,000 goods wagons will be so equipped.

The construction of thirty-two additional bogie vans for the carriage of chilled beef is in hand. These wagons are of a design embodying all modern developments for the satisfactory conveyance of this commodity. Tests made with this modern type of vehicle for the conveyance of chilled beef have shown that the temperature required can be maintained with little fluctuation over considerable periods of time, and the companies engaged in the trade have commented most favourably on the results obtained.

With the placing of the thirty-two new wagons in service the Department will have available seventy-five specially fitted wagons for the conveyance of chilled beef.

An extensive programme of rolling-stock construction was approved by the Government in the financial year under review, and the additional cars made available materially assisted in dealing with the Christmas and Easter traffic, while the pressure on freight rolling-stock was eased by the new stock which became available for the rush period of March and April last. But for delays in the supply of material for these wagons from Great Britain, many more trucks would now be available. It is anticipated, however, that the necessary material for all new wagons on order will be available at an early date.

SUBURBAN TRAVEL.

In order to remove the distinction in rail transport conditions as between the 8 o'clock worker and the 9 o'clock worker, a discrimination which has been maintained for many years despite frequent agitation for its removal, and in order to effect adjustments in other directions in connection with the charges for suburban travel, the introduction of a new suburban twelve-trip weekly ticket to supersede the workers' weekly tickets previously used in suburban areas has been approved. The effect of this change is that both the 8 o'clock worker and the 9 o'clock worker in suburban areas, as well as other regular travellers, are able to use the new twelve-trip tickets at any time of the day from Monday to Saturday of each week. The new type of ticket, in addition to providing for unrestricted rights with respect to the hours of travel, will also be a more suitable and generally more useful class of commutation ticket than any previously available.

As a further encouragement to the use of railway transport in suburban areas a new type of bearer ticket, at rates substantially below those for ordinary single or return suburban tickets, has been introduced. The new bearer ticket is transferable, and is available for six second-class single trips in either direction at any time up to the end of the month following the month of issue.

TIMBER AREAS.

In accordance with the Government's decision to reopen the Department's sawmill at Mamaku, milling operations were resumed on the 15th June, 1936, after a period of inactivity covering one year and ten months. After meeting the non-recurring costs associated with the reopening of the mill due to its period of inactivity, the "issue" rates to purchasing branches during the financial year ended 31st March, 1937, were approximately 14 per cent. cheaper than the outside sale rates prevailing in the North Island. This result was achieved after including all costs applying to private trading concerns, with the exception, of course, of land and income tax, but in any case the inclusion of the latter would not have materially affected the issue rates.

It is gratifying to me to be able to record such a splendid result, which is undoubtedly due to the efficiency with which the sawmilling operations have been carried on and to the wholehearted co-operation of all the workers employed.

Due to the increasing demand for native timbers for use in connection with the Department's rolling-stock building programme and in respect of the general maintenance of railway-station buildings, dwellings, &c., the output of timber from the Department's mill at Mamaku will soon be insufficient to cope with requirements.

The Railways Department owns the freehold of an area of approximately 1,500 acres of bush land situated thirty-six miles from Putaruru on the Putaruru-Taupo Main Highway containing approximately 45,000,000 superficial feet of rimu, matai, and totara timbers, and authority has been given for the erection of a mill on this block in readiness for an early commencement of cutting to supplement the supplies from Mamaku, which is nearing the end of its productive life.

MECHANICAL OFFICE APPLIANCES.

The extension of the use of mechanical methods in the compilation of statistical and accounting statements within the Department has been pursued during the course of the year.

For some years past the use of machines in the compilation of statistical data and in accounting-work has been largely resorted to in the Head Office, and it has now been decided to extend the use of such machines to other centres, and a battery of typewriter-book-keeping machines has recently been installed in the Christchurch Goods Office for ledger-account work.

The machines will facilitate the early despatch of weekly statements to ledger-account holders, and this, together with the clear typewritten statements which will supersede the hand-written accounts previously rendered, will, no doubt, be appreciated by the Department's clients.

The introduction of machine methods for this class of work is in keeping with modern commercial practice, and the system which has been installed in Christchurch will later be extended to other centres.

THE NEW WELLINGTON STATION.

The opening on the 19th June, 1937, of Wellington's new station was an event of outstanding national importance. The building sets a new standard in the amenities provided by the railways in this country, and in the opinion of experienced travellers is equal to the best that other countries can offer in the way of convenience and comfort in transport terminal facilities. High praise is due to the railway executives, engineers, architects, builders, artisans, and workmen, who were associated in the conception, planning, designing, and construction of this truly magnificent example of structural beauty combined with utility and effectiveness for the purpose intended—the capital city's central depot and transport clearing-house, and headquarters of the Dominion's national railway system. Great benefits have already been obtained from the new station in the facility with which traffic demands at peak periods can be met—as, for example, on the occasion of the first Rugby test match between New Zealand and South Africa; but when the whole of the yard rearrangement is completed, when electric multiple units are running on the Johnsonville suburban line, and all-electric operation is functioning on the Main Trunk line between Wellington and Paekakariki, then the benefits conferred by these progressive developments will be seen to be not only beneficial for the passenger traffic of the Main Trunk and Wellington suburban areas, but will have favourable reactions upon the handling of transport and the general flow of traffic throughout the Dominion.

OUTLOOK FOR THE FUTURE.

The coming year will see an impressive development of railway services generally. Construction-works of many kinds throughout the Dominion, particularly in the provision of rolling-stock requirements, have been delayed during the past year through inability to obtain materials from abroad, but the New Zealand orders are now coming to hand more satisfactorily, and during the period of the current financial year the following major improvements will be well on the way to completion:—

- (1) Electrification of the Wellington-Johnsonville line.
- (2) Electrification of the North Island main-line section from Wellington via the Tawa Flat deviation to Paekakariki.
- (3) Air-conditioning in the ordinary and sleeping cars of express trains throughout the Dominion.
- (4) Completion of several deviations to effect smoother running for trains and reduction of operating-costs.
- (5) Progress with Christchurch new station and yard reorganization at that centre.
- (6) Elimination of a number of the more dangerous level-crossings and other efforts to increase public safety, including completion of the important ramp for an alternative road outlet between Wellington and the Hutt Valley.
- (7) A large increase in the number of passenger-cars and goods and live-stock wagons available for service to enable the traffic offering to be handled with greater satisfaction to shippers and producers during the coming busy season.
- (8) Further development of the automatic train-control signalling system to make centralized train control more effective.

CONCLUSION.

In conclusion, I wish to reiterate what has been in my mind since first accepting the portfolio of Railways, and has been expressed by me on every occasion when, in the course of my comprehensive tour of the whole railway system, I had the opportunity of meeting users of the railways and workers upon the railways in every part of the Dominion—namely, that I see the railways as the basic transport industry of the country—the one upon which all production both primary and secondary has been developed, and through which the main stream of the Dominion's commerce circulates. My viewpoint in that regard is in keeping with the Government's policy in respect of railway development, which is based upon the belief that the railways of New Zealand constitute a national asset of great value which can be developed by an attitude of helpfulness to make this great State-owned enterprise perform a great social service for the benefit, advancement, and happiness of the people as a whole, and we intend to go confidently forward in pursuance of that policy, which we believe is likely more than any other to bring about a lasting measure of good to the people of these Islands. We intend to improve the means of transport and wherever possible cheapen the costs of same, and at the same time improve the general co-ordination of all forms of transport.

The Government's efforts in this direction have been ably assisted by a highly efficient and enthusiastic railway staff, to whose efforts in both Divisions must be very largely ascribed the excellent showing made by the Department during the year. In this connection, I wish to pay a tribute to the staff of the railways who, as a whole, have worked as a wonderful and well-organized team to give satisfaction to the Department's customers. I wish to thank the General Manager, Mr. G. H. Mackley, who, with his assistants, has set the standard of service on a high plane, and has applied his technical knowledge, great energy, and unfailing resource, to give effect to the Government's progressive policy in relation to the Railway Service.

RESULTS OF WORKING.

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

PARTICULARS.	Year ended 31st March,				
	1937.	1936.	1935.	1934.	1933.
Total miles open for traffic	3,320	3,320	3,320	3,320	3,315
Average miles open for year	3,320	3,320	3,320	3,304	3,315
Capital cost of opened and unopened lines	£60,659,783	£59,611,834	£59,477,143	£59,337,917	£59,228,894
Capital cost of open lines	£54,696,437	£54,253,059	£54,089,190	£53,909,347	£51,480,949
Capital cost per mile of open lines ..	£16,475	£16,341	£16,292	£16,238	£15,530
Gross earnings	£7,790,651	£7,004,316	£6,627,928	£6,332,711	£6,034,403
Working-expenses	£6,886,793	£5,952,839	£5,540,437	£5,247,153	£5,183,859
NET EARNINGS	£903,858	£1,051,477	£1,087,491	£1,085,558	£850,544
Interest charges	£2,309,754	£2,300,051	£2,330,886	£2,282,365	£2,230,655
PERCENTAGE OF TOTAL WORKING-EXPENSES TO GROSS EARNINGS	88.40	84.99	83.59	82.86	85.91
PERCENTAGE OF NET EARNINGS TO CAPITAL INVESTED	1.65	1.94	2.01	2.05	1.65
Railway operating earnings	£6,903,604	£6,243,519	£5,908,064	£5,628,835	£5,339,075
Railway operating expenses	£6,338,385	£5,523,193	£5,138,588	£4,877,146	£4,833,754
NET RAILWAY OPERATING EARNINGS	£565,219	£720,326	£769,476	£751,689	£505,321
PERCENTAGE OF RAILWAY OPERATING EXPENSES TO EARNINGS ..	91.81	88.46	86.98	86.65	90.54
Operating earnings per average mile open	£2,079	£1,881	£1,780	£1,704	£1,610
Operating expenses per average mile open	£1,909	£1,664	£1,548	£1,476	£1,458
NET OPERATING EARNINGS PER AVERAGE MILE OPEN	£170	£217	£232	£228	£152
Operating earnings per train-mile ..	d. 139.61	d. 135.60	d. 133.44	d. 132.92	d. 130.37
Operating expenses per train-mile ..	128.18	119.96	116.06	115.17	118.03
NET OPERATING EARNINGS PER TRAIN-MILE	11.43	15.64	17.38	17.75	12.34
Passengers, ordinary	8,284,956	7,963,824	7,809,035	7,511,346	6,870,570
Season tickets	513,063	482,146	457,546	442,742	437,775
Total passenger journeys	21,235,428	20,358,524	19,654,467	19,047,186	18,366,654
Goods tonnage	6,212,907	5,618,477	5,444,977	5,093,396	4,945,592
Live-stock tonnage	600,333	570,328	578,983	548,803	545,094
Train-mileage	11,868,083	11,050,376	10,626,400	10,163,474	9,828,853
Engine-mileage	15,984,782	14,923,175	14,277,710	13,591,390	13,265,878

For the current year it is anticipated that the revenue will reach £8,253,500, and the expenditure £7,578,438.

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, 31st August, 1937.

SIR,—

I have the honour to report on the working of the railways for the financial year 1936–37 and in this connection have pleasure in drawing attention to the fact that 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 £94,951.

The revenue for the year was £7,790,651, as compared with £7,004,316 in the previous year, an increase of £786,335 (11·23 per cent.).

The net revenue was £903,858, as compared with £1,051,477 for the previous year, a decrease of £147,619. From 1st July, 1936, all salaries and wages were restored to the 1931 level, while the introduction of the forty-hour week as from 1st September, 1936, increased the expenditure still further. The expenditure under these headings amounted to £431,198. When allowance is made for this additional expenditure and for the fact that the infantile-paralysis epidemic which broke out in the South Island early in December, 1936, adversely affected the passenger revenue to an extent of not less than £100,000, it will be seen that the results of the year's operations must be regarded as 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, 1937, the capital invested in the lines open for traffic, including the steamers and plant on Lake Wakatipu and other subsidiary services, was £54,696,437, as compared with £54,253,059 on the 31st March, 1936, an increase of £443,378.

The principal additions to capital during the year were on account of the following major works: Papakura–Horotiu duplication, £19,749; Turakina–Okoia grade easement, £32,346; Wellington new station and yard, £218,752; Wellington–Paekakariki electrification, £73,542; and Wellington–Johnsonville electrification, £27,172.

The financial results of the operations for the year ended 31st March, 1937, were as follow:—

	Year ended 31st March, 1937. £	Year ended 31st March, 1936. £	Variation. £
Gross revenue	7,790,651	7,004,316	+786,335
Gross expenditure	6,886,793	5,952,839	+933,954
Net revenue	903,858	1,051,477	—147,619
Interest charges	2,309,754	2,300,051	+ 9,703
Excess of interest charges (at 4½ per cent.) over net revenue	1,405,896	1,248,574	+157,322

RENEWALS, DEPRECIATION, AND EQUALIZATION RESERVE ACCOUNTS.

During the year the sum of £204,412 was charged against revenue for renewals, and the amount expended from this account for track renewals was £206,480. The credit balance at 31st March, 1937, was £748,467.

The sum of £615,125 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 1936.	Contributions, 1936–37.	Expenditure, 1936–37.	Credit Balance at 31st March, 1937.
	£	£	£	£
Slips, Floods, and Accidents	102,753	19,800	68,406	54,147
Workers' Compensation	45,217	39,997	40,997	44,217
Insurance	93,198	11,177	5,916	98,459
	241,168	70,974	115,319	196,823

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 :—

—	1937.	Per Cent. of Operating Revenue.	1936.	Per Cent. of Operating Revenue.	1935.	Per Cent. of Operating Revenue.
	£		£		£	
Passengers, ordinary ..	1,421,633	20·59	1,286,059	20·60	1,193,372	20·20
Season tickets ..	189,672	2·75	180,558	2·89	175,316	2·97
Parcels, luggage, and mails	305,526	4·43	299,964	4·80	292,096	4·94
Goods ..	4,846,417	70·20	4,359,750	69·83	4,138,434	70·05
Labour, demurrage, &c. ..	140,356	2·03	117,188	1·88	108,846	1·84
	6,903,604	100·00	6,243,519	100·00	5,908,064	100·00

The revenue under all heads showed a satisfactory increase over the previous year, the increases being—Passenger, 9·87 per cent. ; parcels, 1·85 per cent. ; goods, 11·16 per cent.

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

Per Average Mile open.	Per Train-mile.
£	d.
2,079	139·61

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.		
	1937.	1936.	1935.	1937.	1936.	1935.
	£	£	£	£	£	£
Passengers, ordinary ..	939,908	827,138	762,974	471,451	448,601	419,648
Season tickets ..	128,286	121,985	117,316	57,534	55,243	54,731
Parcels, luggage, and mails	204,950	201,190	194,761	95,912	93,893	92,584
Goods ..	2,768,960	2,476,862	2,299,881	1,957,764	1,775,795	1,733,950
Labour, demurrage, &c.	70,188	62,053	57,754	63,165	48,993	46,410
	4,112,292	3,689,228	3,432,686	2,645,826	2,422,525	2,347,323

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.
1937	2,767	134·21	1,660	147·23
1936	2,483	130·25	1,520	143·57
1935	2,310	126·87	1,473	143·27

EXPENDITURE DETAILS.

	1936-37.	1935-36.	1934-35
	£	£	£
Expenditure on train operation	6,338,385	5,523,193	5,138,588
Subsidiary services	548,408	429,646	401,849
	£6,886,793	£5,952,839	£5,540,437

Operating Expenditure.

	1936-37.	Per Cent. of Operating Revenue.	1935-36.	Per Cent. of Operating Revenue.	1934-35.	Per Cent. of Operating Revenue.
	£		£		£	
Maintenance—Way and works	1,171,963	16.98	1,070,085	17.14	1,047,825	17.74
Maintenance—Signals ..	154,108	2.23	147,442	2.36	137,477	2.33
Maintenance—Rolling-stock ..	1,565,083	22.67	1,406,685	22.53	1,236,324	20.92
Examination, lubrication, and lighting of vehicles	65,048	0.94	57,599	0.92	54,098	0.92
Transportation—Locomotive..	1,347,129	19.51	1,144,037	18.32	1,073,062	18.16
Transportation—Traffic ..	1,797,058	26.03	1,465,052	23.46	1,360,928	23.03
General charges ..	69,691	1.01	63,664	1.02	57,014	0.97
Superannuation subsidy ..	168,305	2.44	168,629	2.71	171,860	2.91
	6,338,385	91.81	5,523,193	88.46	5,138,588	86.98

Maintenance of Way and Works.

This item of expenditure shows an increase of £101,878 (9.52 per cent.). Of this sum the restoration of salaries and wages to the 1931 level accounted for £24,623, while the introduction of the forty-hour week absorbed £61,129.

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.	1933.	1934.	1935.	1936.	1937.
Total expenditure ..	100	81	87	92	94	102
Average mileage of line ..	100	103	104	104	104	104

Maintenance of Signals and Electrical Appliances.

The expenditure amounted to £154,108, an increase of £6,666 (4.52 per cent.).

The principal increase was in electric lighting, power appliances, and overhead electrification £7,139. There was a decrease of £1,002 in signals and interlocking.

Maintenance of Rolling-stock.

The expenditure under this head totalled £1,565,083, an increase of £158,398 (11.26 per cent.).

The restoration of salaries and wages to the 1931 level amounted to £28,729, while the introduction of the forty-hour week entailed an expenditure of £44,884.

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

Locomotive Repairs.—Expenditure under this head was £640,210, an increase of £54,719 (9.35 per cent.). The main increases were workshop repairs (£44,305) and depot repairs, including work done in shops for depots (£12,843).

The following table shows the cost of maintenance per locomotive and per locomotive-mile over a period of four years :—

Cost per Locomotive.				Cost per Locomotive-mile.			
1934.	1935.	1936.	1937.	1934.	1935.	1936.	1937.
£	£	£	£	d.	d.	d.	d.
869	855	1,016	1,117	9.27	8.44	9.42	9.61

Maintenance of Carriages, Vans, and Wagons.—The total cost of painting and repairing carriages and vans was £308,076, an increase of £33,316 (12.13 per cent.) on last year. Carriages for heavy repairs totalled 1,100, as against 1,254 last year, while 343 carriages received light repairs, as against 328 last year. Three hundred and fourteen vans received heavy repairs, as against 375 last year. The principal increases in expenditure were : Carriage repairs, £27,728; repairs due to accidents, £4,324; and depreciation, £4,571.

The following table shows the cost of maintenance per vehicle and per vehicle-mile over a period of four years :—

Cost per Vehicle.				Cost per Vehicle-mile.			
1934.	1935.	1936.	1937.	1934.	1935.	1936.	1937.
£	£	£	£	d.	d.	d.	d.
124	112	139	156	1.67	1.57	1.70	1.82

The expenditure on the maintenance of wagons totalled £596,904, showing an increase over the previous year of £66,694 (12·58 per cent.) The number of wagons repaired in the workshops was 14,488 for heavy repairs and 6,616 for light repairs, as against 15,448 and 5,195 respectively for last year. The principal increases in expenditure were: Wagon repairs £60,573 and tarpaulins £10,308.

The following table shows the cost of maintenance per vehicle and per vehicle-mile over a period of four years :—

Cost per Vehicle.				Cost per Vehicle-mile.			
1934.	1935.	1936.	1937.	1934.	1935.	1936.	1937.
£	£	£	£	d.	d.	d.	d.
16	17	20	22	0·64	0·65	0·69	0·72

Examination, Lubrication, and Lighting of Rolling-stock.

The expenditure on examination and lubrication of rolling-stock was £35,251, an increase of £6,091 (20·88 per cent.) compared with the previous year. The increase was due to general causes.

The expenditure on the lighting of coaching vehicles was £29,797, an increase of £1,358 (4·78 per cent.), the main cause being higher consumption on account of increased mileage and the appointment of additional staff in train-lighting depots.

Locomotive Transportation.

The expenditure under this head was £1,347,129, an increase of £203,092 (17·75 per cent.) over the previous year. The restoration of salaries and wages to the 1931 level accounted for £33,854, while the introduction of the forty-hour week absorbed £39,718. The increased expenditure in each Island was as follows: North Island, £149,749; South Island, £53,343. The disparity in the increases shown is due to the higher cost of coal in the North Island, the advance under this head being 22·69 per cent. in the North against 5·79 per cent. in the South.

The quantity of coal used was 433,266 tons, an increase of 13,015 tons. This was due to an increase of 1,061,607 engine-miles (7·11 per cent.).

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

	Consumption.		Cost.	
	1937.	1936.	1937.	1936.
	lb.	lb.	d.	d.
Per engine-mile	62·45	64·07	8·56	7·77
Per engine-hour	650·81	673·78	89·23	81·72
Per thousand gross ton-miles	389·72	405·90	53·43	49·23

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

	1937.	1936.	1935.	1934.	1933
	d.	d.	d.	d.	d.
Cost per engine-mile	20·23	18·40	18·04	17·88	19·25
Cost per train-mile	26·84	24·51	23·91	23·68	25·66
Cost per engine-hour	212·03	193·42	190·78	189·87	201·61
Cost per 1,000 gross ton-miles	128·24	117·09	116·59	118·66	133·81
Engine-miles per engine-hour	10·48	10·51	10·58	10·62	10·49
Gross ton-miles per engine-hour	1,653	1,652	1,636	1,600	1,507

The cost per engine-mile increased over the previous year by 1·83d. (9·95 per cent.), due to increased wages-costs, the introduction of the forty-hour week, and to increased fuel-costs.

A slight improvement is again shown in the quantity of work performed per engine-hour.

Traffic Transportation.

The expenditure under this head was £1,797,058, an increase of £332,006 (22·66 per cent.).

Of the increase of £332,006, salaries and wages accounted for £302,107. The restoration of salaries and wages to the 1931 level accounted for £72,289, while the introduction of the forty-hour week absorbed £98,186. Man-hours increased by 883,677 (7·15 per cent.).

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.	1933.	1934.	1935.	1936.	1937.
Total expenditure	100	72	72	78	84	103

General Charges.

The expenditure under this head totalled £237,996, as compared with £232,293, an increase of £5,703 (2·40 per cent.). The increase was mainly due to the restoration of salaries and wages to the 1931 level. A rearrangement of the auditing staff also resulted in additional expenditure being incurred under this head.

SUBSIDIARY SERVICES.

Subsidiary Service Revenue.—The revenue from subsidiary services amounted to £887,047, as compared with £760,798 for the previous year, the figures for the past three years being as follow :—

	1936-37.	1935-36.	1934-35.
	£	£	£
Lake Wakatipu steamers	7,112	10,598	10,647
Refreshment service	103,351	89,132	79,817
Bookstall service	54,417	45,798	36,846
Advertising service	34,535	31,774	30,030
Departmental dwellings	131,187	129,255	105,338
Leases of bookstalls, &c.	19,020	17,909	17,346
Road motor services	198,751	103,280	90,278
Miscellaneous	338,674	333,052	349,562
	<u>£887,047</u>	<u>£760,798</u>	<u>£719,864</u>

Subsidiary Service Expenditure.—The particulars of the expenditure in connection with subsidiary services over a period of three years are as follow :—

	1936-37.	1935-36.	1934-35.
	£	£	£
Lake Wakatipu steamers	10,855	9,399	10,269
Refreshment service	101,125	84,976	77,685
Bookstall service	51,245	43,042	34,564
Advertising service	31,151	29,391	27,942
Departmental dwellings	164,746	156,692	155,302
Leases of bookstalls, &c.	12,233	11,464	11,481
Road motor services	177,053	94,682	84,606
	<u>£548,408</u>	<u>£429,646</u>	<u>£401,849</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 :—

—				1937.	1936.	Variation.	
				Number.	Number.	Number.	Per Cent.
Passenger journeys—							
Ordinary				8,284,956	7,963,824	+321,132	4.03
Season				12,950,472	12,394,700	+555,772	4.48
Total				21,235,428	20,358,524	+876,904	4.31
Revenue—				£	£	£	
Ordinary				1,421,633	1,286,059	+135,574	10.54
Season				189,672	180,558	+ 9,114	5.05
Total				1,611,305	1,466,617	+144,688	9.87
Passenger train-miles				5,066,860	4,747,525	+319,335	6.73
Revenue—							
Per mile of line				£485	£449	+ £36	8.02

Compared with the year 1935-36, the variations in passenger traffic, other than season tickets, are as follow :—

Description.	Journeys.		Variation.	
	1937.	1936.		
	Number.	Number.	Number.	Per Cent.
Standard fare	3,480,655	3,285,197	+195,458	5.95
Suburban	2,360,962	2,298,021	+ 62,941	2.74
Day and special excursion and other reduced fares	2,443,339	2,380,606	+ 62,733	2.64
	8,284,956	7,963,824	+321,132	4.03

Description.	Revenue.		Variation.	
	1937.	1936.		
	£	£	£	Per Cent.
Standard fare	1,119,968	1,001,588	+118,380	11·82
Suburban	76,421	75,118	+ 1,303	1·73
Day and special excursion and other reduced fares	225,244	209,353	+ 15,891	7·59
	1,421,633	1,286,059	+135,574	10·54

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		+10,439	2·47	+310,693	4·12	+321,132	4·03
		£		£		£	
Revenue		+13,806	5·60	+121,768	11·71	+135,574	10·54

It is again pleasing to note that the year's operations in passenger traffic resulted in an all-round increase, the total increase for the year being 321,132 passenger journeys and £135,574 revenue. It should not be overlooked, however, that the bookings for two Easter periods are included in the returns, whereas last year the bookings for one Easter period only were included. On the other hand, the epidemic of infantile paralysis which broke out in the South Island early in December, 1936, had a disastrous effect on passenger traffic, it being estimated that the loss from this cause was not less than £100,000. The loss was accentuated by reason of the fact that the epidemic occurred at a time when passenger traffic is usually moving at its peak and put a definite brake on the movement of people in and to and from the South Island during the period of the epidemic.

A general increase in passenger traffic was manifest early in the year, the marked improvement in trading and industrial activities having a stimulating effect upon the traffic. The introduction of the forty-hour week from 1st September, 1936, also created a greater demand for recreational week-end travel in the more populous areas, and this demand has been met by the issue of tickets at cheap fares for use from 3 p.m. on Fridays available for return up to and including the following Monday. The general improvement in the circumstances of the community in respect of both hours of leisure and spending capacity has also provided increased scope for the running of special excursions to selected resorts and between the main centres of population. These outings, which have established themselves as a popular feature of the Department's operations, have been extended to meet the increased demand brought about by the new conditions.

Standard-fare traffic showed an increase of 5·95 per cent. in number and 11·82 per cent. in revenue. The greater increase in revenue is due to an increase in the average distance travelled.

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

Day and special excursion and other reduced fares showed an increase of 2·64 per cent. in number and 7·59 per cent. in revenue. Picnic-party traffic comes under this head, but this particular traffic was perhaps more than any other adversely effected by the epidemic. The actual revenue from day and special excursion traffic exceeded that of last year by £7,873.

The revenue from season tickets exceeded that of last year by £9,114, the main increases being apprentice, £2,329; workers' weekly, £2,856; and all lines and sectional annual tickets, £4,073. The increase in revenue in respect of apprentice and workers' weekly tickets is no doubt due to the improvement in economic conditions resulting in greater numbers being in employment.

PARCELS, LUGGAGE, AND MAILS.

The revenue from this source amounted to £305,526, an increase of £5,562 (1·85 per cent.). An analysis of the revenue is as follows :—

		1937.	1936.	Variation.	
		£	£	£	Per Cent.
Parcels		159,206	167,194	— 7,988	4·78
Excess luggage		6,935	7,369	— 434	5·89
Left luggage, luggage-checks, bicycles, dogs, newspapers, &c. .. .		48,389	43,369	+ 5,020	11·58
Mails		90,996	82,032	+ 8,964	10·93
Total		£305,526	£299,964	+£5,562	1·85

During 1936 the Post and Telegraph Department reduced its rates for the transport of parcels and this had the effect of seriously reducing the revenue from parcels traffic carried by rail. The receipts from this source, which had been gradually increasing since 1934, showed a substantial drop

this year. The fall in parcels traffic is, however, somewhat compensated for by an increase in revenue from the carriage of mails, particulars of which appear below.

The miscellaneous-luggage group showed an increase of £5,020 (11·58 per cent.). Revenue from the carriage of dogs, bicycles, &c., and from left and checked luggage showed the satisfactory increase of 12·85 per cent., which is considerably in excess of the increase in passenger travel. Revenue from bulk newspaper traffic again showed a substantial increase (10·31 per cent.), due to a continued improvement in the circulation of newspapers and periodicals.

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

	1937. £	1936. £	Variation. £	Per Cent.
Mails in guards' vans at half parcels rates	50,904	48,101	+2,803	5·83
Railway travelling post-office service ..	27,627	27,743	— 116	0·42
Mails carried in wagons	12,465	6,188	+6,277	101·44
Total	90,996	82,032	+8,964	10·93

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 1937 compare with the previous year as follows:—

	1937.	1936.	Increase.	Per Cent.
Revenue ..	£4,846,417	£4,359,750	+£486,667	11·16
Tonnage ..	6,813,240	6,188,805	+624,435	10·09

A comparison of tonnage and revenue from 1930 to 1937 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
1937	6,813,240	4,846,417	+ 624,435	10·09	+486,667	11·16

A comparison with 1936 of the tonnage of commodities under six main headings is as follows:—

	1937. Tons.	1936. Tons.	Variation.	
			Tons.	Per Cent.
Agricultural products	588,255	477,928	+110,327	23·08
Animals and their products	1,298,848	1,249,003	+ 49,845	3·99
Products of mines	2,070,207	1,894,891	+175,316	9·25
Products of forests	531,111	493,342	+ 37,769	7·66
Benzine, cement, and manures	959,542	844,494	+115,048	13·62
Miscellaneous	1,365,277	1,229,147	+136,130	11·08
Totals	6,813,240	6,188,805	+624,435	10·09

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:—

	1937.	1936.	1935.	1934.	1933.
	Per Cent.	Per Cent.	Per Cent.	Per Cent.	Per Cent.
Agricultural products	7·47	6·95	8·78	8·64	9·17
Animals and their products	25·95	27·36	27·98	30·50	29·73
Products of mines	19·75	20·23	20·16	20·51	20·49
Products of forests	9·54	9·62	8·69	7·52	6·67
Benzine, cement, and manures	13·90	13·46	13·12	12·61	13·42
Miscellaneous	23·39	22·38	21·27	20·22	20·52
Totals	100·00	100·00	100·00	100·00	100·00

It is pleasing to note that the traffic increased substantially under all heads, this no doubt being an indication of the general return to prosperity throughout the Dominion. As indicated above, the tonnage for goods and live-stock traffic for the current year is the highest since 1931, and the revenue the highest since 1930.

A detailed comparison of 1937 with 1936 is as follows :—

Traffic in agricultural products increased by 110,327 tons. Grain traffic showed an increase of 79,856 tons and £37,412 in revenue. This traffic was, however, only normal, the position being that the returns for the previous year were unusually low on account of a bad season in 1935 and a late season in 1936. The revenue from root crops showed a substantial increase of £9,012 (17·92 per cent.), the increase in tonnage being 21·4 per cent.

Animals and their products increased by 49,845 tons. The number of cattle forwarded increased by 30,515 (7·49 per cent.). The sustained demand for cattle on account of the potentialities of the chilled-beef trade and the improvement in economic conditions causing a firm demand in the local markets were the main factors in the satisfactory showing.

Sheep increased by 480,290 (5·26 per cent.). Owing to a late season last year the deliveries to the freezing-works were prolonged. The conditions were somewhat similar this year. Marked increases were shown during April and May, while in February abnormal movements were experienced, the traffic in one week during this period reaching record figures.

Pig traffic increased by 43,844 (6·54 per cent.), and this increase compares very favourably with that of previous years. Export figures for the year show an increase of 4·64 per cent., whilst killings increased by 4·47 per cent.

Frozen meat showed a decline of £4,147 compared with last year, but chilled beef increased by £4,610. Butter showed a substantial increase, the increase in revenue being £8,538 (5·42 per cent.), while the tonnage improved by 8,396 tons (5·72 per cent.). Practically the whole of the increase was in the North Island. In the case of cheese traffic there was an increase of 5·5 per cent. in tonnage and 5·86 per cent. in revenue. The returns in this case were satisfactory when regard is had to the fact that during the past three years a decrease was recorded on each occasion.

Fat, skins, tallow, &c., showed an increase of 11,121 tons (38·92 per cent.) and £7,869 in revenue (28·68 per cent.). Killings increased by 5·84 per cent. only, and it would appear that the big increase under this head is mainly due to shipping fluctuations.

Wool traffic was normal this year. During 1935 there was a pronounced falling-off in the traffic on account of low prices, the clips being held over in anticipation of conditions improving. Prices firmed considerably in 1936 and most of the stocks on hand were forwarded for marketing, leaving only a small carry-over. This year the prices for wool were excellent and all available stocks were rushed to the sales, leaving no carry-over whatever.

In products of mines, coal showed an improvement of 144,462 tons (9·71 per cent.) and £62,506 (8·27 per cent.) in revenue. These figures show an improvement on the very low level established during the years 1934 and 1935, but the figures are still well below those of the pre-depression years.

Agricultural lime increased by 48,339 tons (19·59 per cent.) and £16,123 (18·22 per cent.) in revenue, traffic in this commodity having shown considerable improvement this year. The higher prices received for farm products and the improvement in economic conditions, together with the payment of guaranteed prices for dairy products, had a beneficial influence on this industry.

The products of forests increased by 37,769 tons. The timber carried was 452,375 tons, compared with 420,799 tons for last year, an increase of 31,576 tons (7·50 per cent.). The main increase occurred in the North Island, which recorded an improvement of 22,316 tons.

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

		1937.	1936.	Variation.	
		Tons.	Tons.	Tons.	Per Cent.
New Zealand..	..	434,204	407,323	+26,881	6·60
Imported ..	..	18,171	13,476	+ 4,695	34·84

In the "benzine, cement, and manures" group benzine carried in tank wagons again showed a substantial increase, the amount involved being £21,797 (11·06 per cent.). The revenue from benzine, kerosene, &c., in containers increased by £7,166 (25·63 per cent.). The rapid growth of motor transport no doubt accounts for the development in benzine traffic.

With regard to cement, the activity in the building trade continues to increase the volume of this traffic. The improvement for the year was 9,237 tons (19·20 per cent.) and £8,099 in revenue (15·50 per cent.). The main increase occurred in the South Island.

The results from manure traffic during the year were very satisfactory, an increase of 83,307 tons (12·56 per cent.) and £48,161 in revenue (15·18 per cent.) being recorded. This increase can no doubt be attributed to the change in economic conditions and to rising prices for farm products. During the period of the depression conditions were such that the manuring of farm lands fell into arrears, but with the improvement in conditions a more intensive application of fertilizers is being made with the object of bringing farms up to their highest point of productivity.

Assembled motor-cars show an increase of £18,719 (63·07 per cent.), of which £16,006 was recorded in the North Island.

Machinery traffic showed an increase of £9,959 as the result of the year's operations, this increase being no doubt a reflection of the increased activity in new construction works throughout the country.

The traffic in miscellaneous goods amounted to 1,365,277 tons, against 1,229,147 tons for the previous year, an increase of 136,130 tons (11·08 per cent.), which is very satisfactory.

GOODS STATISTICS.

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

	1937.	1936.	Variation.	Per Cent.
Goods-train mileage	6,801,223	6,302,851	+ 498,372	7·91
Goods earnings	£4,846,417	£4,359,750	+£486,667	11·16
Revenue goods tonnage	6,813,240	6,188,805	+ 624,435	10·09
Average haul (miles)	73	72	+ 1	1·39
Average revenue per ton-mile	2·37d.	2·39d.	— 0·02d.	0·84
Average revenue per ton	14s. 5d.	14s. 4d.	+ 1d.	0·58

Goods revenue per goods train-mile increased by 3·02 per cent. The increase in the average haul has resulted in a slight decrease in the average revenue per ton-mile.

	1937.	1936.	Variation.	Per Cent.
Total gross ton-miles revenue freight	1,626,352,414	1,499,094,741	+127,257,673	8·49
Goods-vehicle miles (loaded)	132,714,557	122,293,680	+ 10,420,877	8·52
Goods-vehicle miles (empty)	62,108,142	58,215,380	+ 3,892,762	6·69
Total goods-vehicle miles	194,822,699	180,509,060	+ 14,313,639	7·93

The smaller increase in the empty goods-vehicle miles is no doubt due to the better loading due to the improved trade conditions.

Averages : Revenue, Freight Traffic.

<i>Per Mile of Line :—</i>	1937.	1936.	Variation.	Per Cent.
Goods revenue	£1,474	£1,334	+ £140	10·49
Total tonnage	2,072	1,894	+ 178	9·40
Net ton-miles	150,973	135,797	+15,176	11·18
Gross ton-miles	494,633	458,860	+35,773	7·80
<i>Per Train :—</i>				
Gross load (tons)	239·13	237·84	+ 1·29	0·54
Net load (tons)	72·99	70·38	+ 2·61	3·71
Number of vehicles (loaded)	19·51	19·40	+ 0·11	0·57
Number of vehicles (empty)	9·13	9·24	— 0·11	1·19
<i>Per 1,000 Gross Ton-miles :—</i>				
Revenue	£2·980	£2·908	+£0·072	2·48
Net ton-miles	305	296	+ 9	3·14
<i>Per Train-mile :—</i>				
Revenue	171·02d.	166·01d.	+ 5·01d.	3·02
<i>Wagon User :—</i>				
Revenue per 4-wheeled goods vehicle	£175	£157	+ £18	11·46
Revenue per 4-wheeled live-stock vehicle	£166	£156	+ £10	6·41
Average wagon-load (tons)	3·74	3·63	+ 0·11	3·03
Average miles per wagon per day	24·09	22·24	+ 1·85	8·32
Average net ton-miles per wagon per annum (ordinary goods)	18,592	16,492	+ 2,100	12·73
Average net ton-miles per wagon per annum (live-stock)	12,854	12,092	+ 762	6·30

The above figures all disclose a very satisfactory position.

ADVERTISING SERVICE.

	1937.	1936.	Variation.	Per Cent.
	£	£	£	
Revenue	34,535	31,774	+ 2,761	8·69
Expenditure	31,151	29,391	+ 1,760	5·99
Net revenue	£3,384	£2,383	+£1,001	42·01

	1937.	1936.	Variation.
	£	£	£
An analysis of the revenue is as under :—			
Outdoor advertising	26,067	24,971	+ 1,096
Publications	5,314	4,326	+ 988
Miscellaneous	2,851	2,276	+ 575
Advertising in buses	303	201	+ 102
	<u>£34,535</u>	<u>£31,774</u>	<u>+£2,761</u>

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

	1937.	1936.	1935.	1934.	1933.
	£	£	£	£	£
Outdoor advertising ..	32,056	37,515	30,539	17,235	24,069
Publications ..	5,707	4,827	3,144	2,915	1,295
Miscellaneous ..	..	..	..	613	621
Buses ..	288	973	47	13	127
	<u>£38,051</u>	<u>£43,315</u>	<u>£33,730</u>	<u>£20,776</u>	<u>£26,112</u>

The above table shows a reduction of £5,264 in new business written up during the year when a comparison is made with the returns for last year. A large contract was entered into in the latter part of last year, and if the value of this is excluded the returns for the current year show a satisfactory position.

The following table shows the profit and ratio to turnover for the past eight years :—

					Net Profit.	
					Amount.	Ratio to Turnover.
					£	Per Cent.
1930	..	..	..	..	381	0·71
1931	..	..	..	..	1,249	2·50
1932	..	..	..	..	2,898	7·37
1933	..	..	..	..	3,677	10·94
1934	..	..	..	..	2,548	7·79
1935	..	..	..	..	2,088	6·95
1936	..	..	..	..	2,383	7·50
1937	..	..	..	..	3,384	9·80

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

	1937.	1936.	1935.	1934.	1933.
	£	£	£	£	£
Rent, land, and buildings	800	800	797	800	1,000
Rent, advertising-sites	9,315	8,325	7,259	7,890	7,593
Commission	838	728	737	786	780
Interest	836	890	1,017	1,261	1,413
Railage	171	373	357	390	265
Profit	3,384	2,383	2,088	2,548	3,676
	<u>£15,344</u>	<u>£13,499</u>	<u>£12,255</u>	<u>£13,675</u>	<u>£14,727</u>

REFRESHMENT SERVICE.

				1937.	1936.	Variation.	Per Cent.
				£	£	£	
Revenue	..	..	..	103,351	89,132	+14,219	15·95
Expenditure	..	..	..	101,125	84,976	+16,149	19·00
Net revenue	..	..	..	<u>£2,226</u>	<u>£4,156</u>	<u>+£1,930</u>	<u>46·44</u>

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

				1937.	1936.	Variation.	
				£	£	£	Per Cent
Dining-rooms	..	..	..	11,651	10,315	+ 1,336	12·95
Counter-rooms	..	..	..	90,513	76,071	+ 14,442	18·98
Miscellaneous	..	..	..	1,187	2,746	— 1,559	56·77
Totals	..	..	..	<u>£103,351</u>	<u>£89,132</u>	<u>+£14,219</u>	<u>15·95</u>

The number of meals served in the dining-rooms totalled 116,514, an increase of 28,258 (32·02 per cent.) over the previous year.

From the 5th January, 1936, the charge for meals in the dining-rooms was reduced from 2s. 6d. to 2s., a reduction of 20 per cent. As shown above, the number of meals sold during the current year increased by 32·02 per cent. This increase was no doubt due to the improvement in economic conditions and to the greater volume of passenger traffic handled associated with the reduction in price. The substantial increase in counter sales is mainly due to the improved economic conditions. The decrease shown against miscellaneous is principally attributable to the fact that meals are not now supplied to the staff engaged on the Lake Wakatipu steamers.

The expenditure for the year increased by £16,149 (19·00 per cent.), this being mainly due to the restoration of salaries and wages to the 1931 level, to the introduction of the forty-hour week, and to increased purchases of stores and provisions consequent upon the greater volume of catering necessary to meet the increase in business.

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

	1937.	1936.	1935.	1934.	1933.
	£	£	£	£	£
Rent	9,219	9,230	9,230	9,230	9,100
Commission	842	742	667	620	584
Rail fares	1,066	1,066	1,066	1,066	1,066
Rail freights	2,084	1,790	1,825	1,818	1,851
Interest	1,111	1,108	1,102	1,124	1,129
Net profit	2,226	4,156	2,132	786	2,928
	£16,548	£18,092	£16,022	£14,644	£16,658

BOOKSTALL SERVICE.

	1937.	1936.	Variation.	Per Cent.
	£	£	£	
Revenue	54,417	45,798	+8,619	18·82
Expenditure	51,245	43,042	+8,203	19·06
Net revenue	£3,172	£2,756	+ £416	15·09

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

	1937.	1936.
	£	£
Net profit	3,172	2,756
Rent	5,442	4,580
Railages	191	167
Commission	381	320
	£9,186	£7,823

The Department controls, through its Refreshment Branch, eighteen railway bookstalls. Increased passenger-traffic and the improvement in the economic conditions accounts for the improved showing as the result of the year's operations.

ROAD MOTOR SERVICES.

The year's operations resulted in a profit of £21,698, as compared with £8,598 for the previous year, an improvement of £13,100.

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

	1937.	1936.	Variation.	Per Cent.
	£	£	£	
Revenue	198,751	103,280	+ 95,471	92·44
Expenditure	177,053	94,682	+ 82,371	87·00
Net Revenue	£21,698	£8,598	+£13,100	152·36

In the expenditure provision has been made for interest at $4\frac{1}{4}$ per cent. on capital (including goodwill), 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, 1937. £	Profit, 1936. £	Variation. £
Wellington-Wanganui	1,901	400	+1,501
Napier-Hastings	3,405	1,419	+1,986
Hutt Valley - Wellington	9,894	5,983	+3,911
Wellington-Johnsonville .. }	2,567	..	+2,567
Wellington-Khandallah .. }	..	..	..
Christchurch services	105	..	+ 105
Dunedin services	2,026	702	+1,324
Waipahi-Edievale	78*	94	— 172
Queenstown services	789*	..	— 789
South Westland services	2,667	..	+2,667
Total	£21,698	£8,598	£13,100

* Loss.

During the year the fleet covered 3,531,623 miles, in comparison with 1,792,872 miles last year, an increase of 96·99 per cent., while passenger journeys increased from 3,242,469 last year to 4,556,316 (40·52 per cent.). This rapid expansion is accounted for by the fact that during the year the Department purchased several privately-owned motor-services in the Wellington, Christchurch, South Westland, Dunedin, and Invercargill districts, and also instituted a service of its own between Invercargill-Kingston and Queenstown.

The revenue and expenditure per passenger journey were 10·47d. and 9·33d. respectively, as against 7·64d. and 7·01d. last year.

The Department now operates 70 omnibuses, 96 service cars, 18 lorries, and 9 motor-cars, as compared with 56 omnibuses and 10 service cars last year.

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

WELLINGTON-WANGANUI.					
	1937. £	1936. £	Variation. £	Per Cent.	
Revenue	12,174	10,448	+ 1,726	16·52	
Expenditure	10,273	10,048	+ 225	2·24	
Net revenue	£1,901	£400	+£1,501	375·25	
Passenger journeys	13,633	10,707	+ 2,926	27·33	
Mileage	328,659	332,071	— 3,412	1·03	

This service consists of 9 service cars. Revenue was 8·89d. per mile and expenditure 7·50d., compared with 7·67d. and 7·37d. respectively last year.

Ordinary passenger revenue showed a substantial increase. The increase in expenditure was due to the increase in drivers' wages as a result of the restoration and to the introduction of the forty-four-hour week.

NAPIER-HASTINGS.					
	1937. £	1936. £	Variation. £	Per Cent.	
Revenue	20,224	17,986	+ 2,238	12·44	
Expenditure	16,819	16,567	+ 252	1·52	
Net revenue	£3,405	£1,419	+£1,986	139·96	
Passenger journeys	533,314	512,292	+21,022	4·10	
Mileage	343,124	321,076	+22,048	6·87	

All classes of revenue, with the exception of that from school-children's tickets, showed increases. Revenue from special trips showed a particularly heavy increase of £624 (73·58 per cent.).

The increase in expenditure was due to the restoration of salaries and wages, the introduction of the shorter working-week, together with the employment of additional staff to cope with the extra traffic.

HUTT VALLEY - WELLINGTON.					
	1937. £	1936. £	Variation. £	Per Cent.	
Revenue	73,820	65,180	+ 8,640	13·26	
Expenditure	63,926	59,197	+ 4,729	7·99	
Net revenue	£9,894	£5,983	+ £3,911	65·37	
Passenger journeys	2,731,492	2,437,868	+293,624	12·04	
Mileage	1,044,617	958,531	+ 86,086	8·98	

The increase in revenue of £8,640 (13·26 per cent.) was due to the general improvement in economic conditions and the establishment of further motor industries and other factories in the Hutt Valley, causing a growth in the local population. The increase in expenditure of £4,729 (7·99 per cent.), was due to normal causes, the restoration of salaries and wages, the introduction of the shorter working-week, and the employment of extra staff.

WELLINGTON—JOHNSONVILLE—KHANDALLAH.

	1937.	1936.
	£	£
Revenue	21,296	..
Expenditure	18,729	..
Net revenue	<u>£2,567</u>	<u>..</u>
Passenger journeys	848,554	..
Mileage	298,319	..

This service consists of the Wellington—Ngaio—Khandallah and the Wellington sight-seeing passenger-service licenses which were acquired from the Bell Bus Co., Ltd., on 1st July, 1936, also the Wellington—Johnsonville passenger-service license purchased from Mr. S. A. Crichton on 10th August, 1936.

Sixteen vehicles are in operation in this service and the revenue and expenditure per mile since the two services were taken over by the Department are 17·13d. and 15·07d. respectively. The ordinary passenger revenue was £18,168, special trip revenue £1,649, and sight-seeing revenue £1,406, while the revenue per passenger journey was 6·02d.

CHRISTCHURCH SERVICES.

	1937.	1936.
	£	£
Revenue	3,712	..
Expenditure	3,607	..
Net revenue	<u>£105</u>	<u>..</u>
Passenger journeys	11,618	..
Mileage	74,573	..

The passenger-service license operated by Ramsay's Motors, Ltd., between Christchurch and Akaroa was purchased by the Department on 18th May, 1936, and the license for a service operated by Mr. J. A. Read between Little River and Akaroa was taken over on 22nd June, 1936.

Nine service cars are operated by the Department, the revenue per mile being 11·95d. and the expenditure 11·61d.

The services have now been co-ordinated with the rail between Christchurch and Little River, and it is anticipated that the returns from the road and rail operations will improve considerably as the result of this co-ordination.

DUNEDIN SERVICES.

	1937.	1936.	Variation.	Per Cent.
	£	£	£	
Revenue	42,897	8,470	+ 34,427	406·46
Expenditure	40,871	7,768	+ 33,103	426·15
Net revenue	<u>£2,026</u>	<u>£702</u>	<u>+ £1,324</u>	<u>188·60</u>
Passenger journeys	380,600	272,531	+108,069	39·65
Mileage	1,008,188	150,712	+857,476	568·95

The Department has for some time operated road services between Dunedin and Port Chalmers, Oamaru and Tokarahi, and Dunedin and Eglington Valley. The following additional services operating in the Dunedin district were taken over during the year :—

Previous Operator.	Service.	Date purchased.
Read and Smith	Dunedin—Invercargill	3rd May, 1936.
Earl's Motors	Dunedin—Roxburgh	24th May, 1936.
Hope's Motors	Dunedin—Palmerston	24th May, 1936.
Wanaka Motors, Ltd.	Dunedin—Timaru	} 1st June, 1936.
	Dunedin—Pembroke	
	Palmerston—Cromwell—Pembroke	
	Pembroke—Makarora—Cardrona	
Hunters' D.O.T. Motors, Ltd.	Dunedin—Timaru	} 22nd June, 1936.
	Oamaru—Waitaki Hydro	
	Oamaru—Kia Ora—Cormacks	
O'Fee's South Road Services	Dunedin—Clinton—Tahakopa	} 20th September, 1936.
	Dunedin—Balclutha	

All the above are passenger services with the exception of the Dunedin—Balclutha service, which is also used for the carriage of goods.

The number of vehicles operated was 59 and the mileage run 1,008,188. The revenue per mile was 10·20d. and the expenditure 9·73d. The returns were, however, seriously affected by the infantile paralysis epidemic.

The following are the results of the operation of the various services :—

	Revenue.	Expenditure.	Profit.	Loss.
	£	£	£	£
Dunedin—Port Chalmers	6,694	5,329	1,365	..
Oamaru—Tokarahi	1,921	1,726	195	..
Dunedin—Eglinton Valley	370	372	..	2
Read and Smith	845	1,922	..	1,077
Earl's Motors	5,685	4,653	1,032	..
Hope's Motors	1,443	1,742	..	299
Wanaka Motors, Ltd.	14,127	12,037	2,090	..
Hunters' D.O.T. Motors, Ltd.	8,397	9,566	..	1,169
O'Fee's South Road Services	3,415	3,524	..	109
Total	£42,897	£40,871	£2,026	..

WAIPAHI—EDIEVALE.

	1937.	1936.	Variation.	Per Cent.
	£	£	£	
Revenue	1,103	1,196	— 93	7·78
Expenditure	1,181	1,102	+ 79	7·17
Net revenue	—£78	£94	— £172	182·98
Passenger journeys	8,628	9,071	— 443	4·88
Mileage	29,136	30,482	—1,346	4·42

The revenue from this service showed a decrease of £93 (7·78 per cent.), due to the infantile paralysis epidemic adversely affecting the returns. The increase in expenditure was due to increased wages-costs. Although the year's operations have shown a loss the running of the service has enabled substantial savings to be effected by permitting the cancellation of mixed trains on the branch line.

QUEENSTOWN SERVICES.

	1937.	1936.
	£	£
Revenue	9,703	..
Expenditure	10,492	..
Loss	£789	..
Passenger journeys	15,744	..
Mileage	229,291	..

The first service operated under this group was a service car from Invercargill to Queenstown, the run being inaugurated upon the opening of the lakeside road on 4th April, 1936. An omnibus service from Kingston to Queenstown commenced running on 6th April, 1936, and during the following month a goods-lorry was placed in service between Lumsden and Queenstown. The service-car license operated by Mr. A. R. Porteous between Garston and Invercargill was purchased on 11th May, 1936, and on 9th July, 1936, the Department took over the passenger-service license of the Mount Cook Tourist Co., Ltd., for the Lumsden—Manapouri—Te Anau—Eglinton Valley routes.

The operation of these services resulted in a loss of £631 on the Invercargill—Queenstown route, a loss of £280 on the Invercargill—Garston route, and a profit of £122 on the Lumsden—Manapouri—Te Anau—Eglinton Valley route. The revenue per mile was 10·16d. and the expenditure 10·98d.

The revenue in this district was adversely affected by the infantile paralysis epidemic. The expenditure included items of a non-recurring nature in establishing the new services. It is anticipated that the returns from the services will show considerable improvement in 1937–38.

SOUTH WESTLAND SERVICES.

	1937.	1936.
	£	£
Revenue	13,822	..
Expenditure	11,155	..
Net revenue	£2,667	..
Passenger journeys	12,733	..
Mileage	175,716	..

These services commenced running under the Department's control on 13th September, 1936, when the licenses operated by Newman's Motors, Ltd., were acquired. On 10th November, 1936, the goods-service license operated by Mr. H. M. Cameron between Ross and Weheka was also purchased.

The services now operated under this group are as follows :—

Passenger licenses—

Hokitika-Weheka.

Hokitika - Westland Hospital.

Hokitika - Arthurs Pass (seasonal).

Goods licenses—

Hokitika - Cooks River.

Ross - Okarito Forks.

Ross-Weheka.

Thirty-three vehicles are in use in these services and the revenue and expenditure per mile were 18·88d. and 15·24d. respectively. The number of vehicles taken over from the previous operators has been increased in order to cope with the additional goods and passenger traffic. The net return from the services is satisfactory, more especially in view of the heavy initial expenditure incurred.

LAKE WAKATIPU STEAMERS.

		1937.	1936.	Variation.	Per
		£	£	£	Cent.
Revenue	..	7,112	10,598	— 3,486	32·89
Expenditure	..	10,855	9,399	+ 1,456	15·49
Net revenue	..	<u>—£3,743</u>	<u>£1,199</u>	<u>—£4,942</u>	<u>412·18</u>

The revenue decreased under all heads with the exception of live-stock, which showed an increase of 21·42 per cent. The general decrease in revenue is due to the opening on 4th April, 1936, of the motor road alongside the lake and to the operation of the Department's passenger road service between Queenstown, Lumsden, and Invercargill.

The increase in expenditure is due to the restoration of salaries to the 1931 level, heavy overhaul of steamers, and to extensive repairs to the wharf at Glenorchy.

DEPARTMENTAL DWELLINGS.

		1937.	1936.	Variation.	Per
		£	£	£	Cent.
Revenue	..	131,187	129,255	+ 1,932	1·49
Expenditure	..	164,746	156,692	+ 8,054	5·14
Loss	..	<u>£33,559</u>	<u>£27,437</u>	<u>+£6,122</u>	<u>22·31</u>

The increase in revenue is due to the fact that ordinarily fifty-two weeks' rent are accounted for in each year. In the returns for the current year the rents for fifty-three weeks are included.

The increase in expenditure is due to improvements made to dwellings in the form of porches, bathrooms, &c., also to heavy maintenance-work.

SICK BENEFIT FUND.

The New Zealand Government Railways Employees' Sick Benefit Fund shows a surplus of £6,549, compared with £5,440 for the previous year, an increase of £1,109.

The receipts totalled £29,895, which includes the departmental subsidy of £8,000, as compared with £27,439 for the previous year, an increase of £2,456 (8·95 per cent.), while the expenditure increased from £21,999 to £23,346, an increase of £1,347 (6·12 per cent.). The total membership at 31st March, 1937, was 13,380, compared with 11,746 in 1936, an increase of 1,634 due to an increase in the number of staff employed.

The accumulated funds now stand at £40,959, of which £40,545 is represented by investments.

SUGGESTIONS AND INVENTIONS COMMITTEE.

During the year a total of 558 suggestions and inventions were dealt with by the Suggestions and Inventions Committee, compared with 514 for the previous year. Forty-nine suggestions and inventions were recommended for adoption in whole or in part, 100 were referred to heads of branches, were already in operation or related to matters of policy, 333 were not recommended for adoption, while 76 were under trial or investigation at the end of the financial year.

The suggestions recommended for adoption included 9 in connection with rolling-stock, 6 connected with workshop practice, 1 connected with way and works, 2 connected with signal and electrical work, 17 connected with traffic working, and 14 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 ..	633,094	16	5
Through Trade Commissioner in Australia	110,143	6	5
Through High Commissioner in London	651,226	11	8
Material manufactured in railway workshops	332,062	19	1
Coal and coke	529,037	8	1
Manufactured and used material recovered from other branches, &c. ..	90,019	17	3
Timber from railway sawmill and stores used	29,913	0	11
	<u>£2,375,497</u>	<u>19</u>	<u>10</u>

The net increase in the year's expenditure compared with the previous year was £567,907 12s. 2d. The principal increases were—To merchants, manufacturers, and others in New Zealand, £171,806 1s. 4d.; through High Commissioner in London, £205,171 10s. 3d.; material manufactured in railway workshops, £117,256 10s. 4d.; coal and coke, £57,258 1s. 2d.; and timber from railway sawmill and stores used, £19,095 17s. 5d. There was a decrease of £6,012 19s. 4d. under the head "Through Trade Commissioner in Australia."

The increases enumerated above are due to the purchase of (1) materials for building programmes, (2) extra stocks of native and hardwood timber, and (3) imported materials. The payment of exchange in connection with purchases arranged through the High Commissioner, London, also involved considerable expenditure. There has been a general increase in the costs of material.

The total issues to all branches for the year amounted to £2,301,504 9s. 7d., compared with £1,900,970 2s. 9d. for the previous year, an increase of £400,534 6s. 10d.

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.
	£	£	£	£	£
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
1937	1,971,314	1,719,414	874,800	107,653	982,453

COAL-SUPPLIES.

The average consumption of coal per week during the year ended 31st March, 1937, was 8,830 tons, which was an increase of 315 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, 1937, is as follows :—

Year.	New Zealand.	Per Cent.	Imported.	Per Cent.	Total.
	Tons.	of Total.	Tons.	of Total.	Tons.
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
1936-37	433,795	100·00	..	..	433,795

It will be noted that the purchases during the year were again all in New Zealand coal. Of these purchases 212,060 tons were hard coal and 221,735 tons soft coal.

FORESTRY BRANCH.

During the year 112 piles for use by the Maintenance Branch were cut at the Ngongotaha and Rotorua plantations.

Thinning and clear felling operations were carried out at certain plantations in the South Island, and the following firewood was cut: Rolleston, 38 cords; Burnham, 991 cords; Chertsey, 504 cords; and Stewart's Gully, 164 cords. In addition, certain trees were cleared away from the signal-wires at Weedons and Rolleston, these trees, up to 31st December, 1936, having yielded 62 cords of firewood and 24 piles. At Temuka 30 cords of firewood were cut.

At the Woburn nursery 50,050 plants, which had been raised during the previous year, were lifted and despatched to the Department's forestry area at Athenree (near Katikati). Further sowings were made during the year, and the resultant crop is one of the best that has been obtained.

At Athenree 226 acres of trees were planted during the year. In addition, 1,200 trees were planted alongside the railway in this particular locality.

At the Athenree nursery about 79 lb. of seeds of various kinds were sown, and so far 3,310,297 seedlings have been obtained. In the event of frost being very severe it is probable that some losses will occur, but the present stock is sufficient to plant the entire Athenree area even if a 10-per-cent. loss is experienced before the planting season arrives.

During the year four miles of dirt road and three bridges were constructed, and in consequence easy access is now available over the greater part of the Athenree area. Suitable accommodation for the caretaker and other facilities that were necessary for general requirements were also provided at Athenree during the year.

WORKSHOPS.

Seven class K locomotives were completed in the workshops during the year, making a total of thirty locomotives of this class now in service. Six class G locomotives were under construction in the workshops at the end of the year. Ten locomotives were scrapped during the year, making a total of 217 obsolete locomotives scrapped since 1926.

Eleven new boilers were built for replacement purposes, while two were under construction at the end of the year. Three hundred and eighty-nine locomotives passed through the workshops during the year, and of these, 198 received a major overhaul.

During the year forty-three locomotives were fitted with the new type of "Waikato" spark-arrester, while sixty-eight locomotives were fitted with electric headlights.

As at 31st March, 1937, there were 575 locomotives in service—559 steam, 11 electric, and 5 electric-battery shunting engines. In addition, the Department has twenty-three petrol shunting units in use at various stations.

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

	1937.	1936.	1935.
Number of locomotives in service ..	575	578	593
Total tractive power, in pounds ..	10,691,829	10,594,084	10,685,229
Average tractive power per locomotive in pounds	18,594	18,234	18,172

CARRIAGES.

The number of carriages built during the year was fifteen, while the number in service at 31st March, 1937, was 1,477. There were twenty-two carriages under construction in the workshops at 31st March, 1937. Five of the new carriages and twenty-one existing carriages were fitted with roller-bearing bogies, making a total of 103 carriages in service fitted with these bearings. Eighteen carriages were written off during the year.

Seventy-six carriages had their lavatories improved (water-sealed hoppers fitted), three had new lavatories added, thirty-two were fitted with steam-heating equipment, six had their bogies fitted with "Isothermos" axle-boxes, one had water-heating apparatus installed in lavatory, and six had alterations made in their internal structure. Three first-class carriages were altered to combination day-sleeping carriages.

Fifty-four carriages had the seating rearranged, chairs being installed in all cases. These changes eliminated longitudinal seats in twenty carriages.

The number of carriages that passed through the workshops was 1,443, and of these, 1,100 received heavy repairs.

BRAKE-VANS.

There were 480 brake-vans in service at 31st March, 1937, on which date three others were under construction. Six new brake-vans were built during the year, while six were written off. Four hundred and fifty-three brake-vans passed through the workshops during the year, and of these, 306 received heavy repairs. Four of the new brake-vans were fitted with roller-bearing bogies, making a total of ten brake-vans equipped with these bearings.

There were eleven postal-vans in service at 31st March, 1937, and eleven vans passed through the workshops during the year, eight receiving a major overhaul.

WAGONS.

The number of wagons in service at 31st March, 1937, was 26,836. There were 356 new vehicles built in the workshops and 363 were written off. Seven hundred and twenty-six wagons were under construction at the end of the year.

The number of wagons that passed through the workshops was 21,104, and of these, 14,488 received heavy repairs.

CRANES.

During the year two 40 ton breakdown cranes were imported from England and placed in service in the North Island.

TRANSPORTATION.

The train-mileage for the year (exclusive of shunting and departmental mileage) was 11,868,083, compared with 11,050,376 for the previous year, an increase of 817,707 train-miles. The passenger-miles run were 5,066,860, compared with 4,747,525, an increase of 319,335; the goods-miles were 6,801,223, compared with 6,302,851 for the previous year, an increase of 498,372.

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

Section.						1936-37.	1935-36.	Variation.
Kaihu	..	..	..	..	..	13,392	13,446	— 54
Gisborne	..	..	..	..	..	38,149	42,614	— 4,465
North Island Main Line and Branches	..	..	..	..	..	7,353,727	6,797,905	+555,822
South Island Main Line and Branches	..	..	..	..	..	4,313,028	4,049,706	+263,322
Westport	..	..	..	..	..	65,890	63,305	+ 2,585
Nelson	..	..	..	..	..	39,612	40,394	— 782
Picton	..	..	..	..	..	44,285	43,006	+ 1,279
						11,868,083	11,050,376	+817,707

TRAIN SERVICES.

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, 1937.

Year ended	Period ended														Average for Year, in Minutes.
	April.	May.	June.	July.	August.	Sept.	Oct.	Nov.	Dec.	Jan.	Jan.	Feb.	March.		
<i>Express and Mail Trains.</i>															
1937 ..	..	8.32	6.46	4.69	4.26	3.58	5.81	3.51	3.03	3.45	9.27	6.03	7.94	7.69	5.69
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
<i>Long-distance Mixed Trains.</i>															
1937 ..	..	8.28	8.28	5.16	3.95	3.80	4.41	3.84	4.29	4.75	6.31	3.85	7.19	9.62	5.67
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
<i>Suburban Trains.</i>															
1937 ..	..	0.81	0.85	0.58	0.90	0.78	0.63	0.42	0.59	0.53	0.81	0.50	0.71	0.88	0.69
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

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

The timekeeping of trains for the year compares favourably with that of the previous year. Slips, floods, washouts, and other line interruptions have been unusually severe during the past two years, chiefly on account of unfavourable weather conditions.

On 2nd May, 1936, an electric-power failure in the Christchurch-Lyttelton area slightly disorganized the electric-train services on the Lyttelton line.

On 22nd August, 1936, floods in the North Auckland area prevented through services being run between Kaipara Flats and Whangarei, local services being maintained between Auckland and Kaipara Flats and between Whangarei and Wellsford. Normal services were resumed on 24th August.

The Kaikohe line was blocked by slips on 22nd and 23rd August, 1936.

On 29th and 30th August, 1936, the automatic-signalling system and communications on the Midland line between Cass and Arthurs Pass were dislocated by a heavy fall of snow breaking the power-lines.

A severe storm experienced in Canterbury on the 8th and 9th October dislocated the automatic signalling and telephone systems between Arthurs Pass and Springfield, and in consequence traffic was delayed. On the 9th October a heavy fall of rock at the Otira power-house blocked the intake to the power pipe-line and disorganized the electric-train services through the tunnel.

On 31st December, 1936, heavy floods were experienced in the North Auckland district between Hoteo and Wayby, both the road and the rail communications being cut off between Kaipara Flats and Wellsford until late on the following day.

On the evening of 16th January, 1937, flooding occurred on the line between Tahoraiti and Tapuata in the Hawke's Bay district, necessitating the cancellation of several trains and the transhipment of passengers by road. Normal running was resumed at midday on the 18th January.

The following is a *résumé* of the more important alterations to the train services during the year:—

On 3rd August, 1936, a rail-car service was inaugurated between Christchurch and the West Coast, two units, each with a seating-capacity for nineteen persons, being provided for this route. The service, which is subsidized by the Christchurch Press Newspaper Co., permits of an early delivery of the Christchurch morning paper in West Coast towns and enables passengers from Christchurch and intermediate stations to visit Westland centres and return home the same day.

Rail-car services were also inaugurated between Wellington, Masterton, and Palmerston North on 7th September, 1936. The larger type of rail-car provided for these services was specially constructed to facilitate the negotiation of the Rimutaka Incline, and it is capable of seating forty-nine passengers. The services run by these cars provide fast daily return trips between Palmerston North, Masterton, and Wellington; they also give convenient connections with the Auckland-Wellington "Limited" express trains. This type of rail-car has also been utilized to supplement the Wellington-Upper Hutt suburban train services.

Sunday services, which were established between Wellington, Masterton, and Palmerston North, also between Wellington and Upper Hutt, with the advent of the rail-cars have proved very popular.

A combined passenger and goods rail-car, specially constructed for the conveyance of school-children and local cream traffic, was placed in service between Cross Creek and Masterton on 1st March, 1937. Consequent upon the running of this car an adjustment of the train services was made, the mixed trains being eliminated in this area.

As from 19th October, 1936, the services on the Southbridge Branch were reorganized, the morning mixed train from Southbridge to Christchurch and the return evening mixed train being replaced by separate passenger and goods services.

A reorganization of the goods-services in the Auckland district was made from 6th December, 1936, improvements being effected to the trains serving the Waiuku, Glen Afton, Bay of Plenty, and Rotorua lines. The increasing traffic in the Waihi-Taneatua section necessitated additional goods-services being provided in this area.

In the Tauranga-Taneatua area the express trains to and from Auckland, starting from Tauranga in the morning and terminating at Tauranga in the evening, were extended to run between Taneatua and Tauranga. The new services replaced the morning and evening mixed trains in the Taneatua-Tauranga area and reduced the travelling-time of "Up" trains between the two last-mentioned stations by forty-five minutes and the travelling-time for "Down" trains by forty minutes. This alteration took effect from 6th December, 1936.

The acquisition during the year of the passenger road services operating between Christchurch, Little River, and Akaroa permitted of the co-ordination of the rail and road services in this area as from 14th December, 1936, and the district has been given an improved service at less cost.

Consequent upon the introduction of the forty-hour week, various adjustments to the train services throughout the system were necessary, more particularly in the Auckland and Wellington suburban areas.

As from 29th January, 1937, an additional passenger-train from Hokitika to Greymouth has been run on Fridays to suit the change in the late-shopping night.

In order to permit of South Westland residents visiting Hokitika on Friday nights an additional return service has been provided between Ross and Hokitika on Fridays.

The passenger-trains on the Otago Central line have been accelerated, thus providing improved communication between Dunedin, Otago Central stations, and the Lakes district.

The train services on the Seaward Bush branch were reorganized in order to provide improved transport for passengers and goods traffic, the former four-day-a-week services now being run daily.

In order to permit of necessary alterations being carried out in connection with the Wellington yard rearrangement, the Wairarapa and Hutt Valley line trains formerly dealt with at Lambton Station were diverted to the platforms at the Wellington new station on 20th July, 1936.

GENERAL.

The goods and live-stock tonnage for the year was 6,813,240 tons, as compared with 6,188,805 tons for the previous year, an increase of 624,435 tons, or 10·09 per cent.

A heavy increase in tonnage was experienced in the North Island during January, February, and March, 1937. Heavy overseas cargoes of basic slag were discharged at main North Island ports for distribution to the country farming areas, and coal, lime, and fertilizer traffic also showed substantial increases. This traffic, together with the lateness of the fat-lamb season, threw an additional burden on the railways, which necessitated the running of numerous special trains, substantially increasing the train mileage. The abnormal flow of traffic, together with the difficulties at times experienced in obtaining the prompt release of wagons at country stations and centres, placed a heavy drain upon the available wagon-supply.

SUBURBAN TRAIN FARES.

Following on a comprehensive review of the fares and conditions of travel in suburban areas a number of far-reaching alterations have been decided upon.

By virtue of the number of people affected the most important feature of the adjustments is that both the workers' weekly tickets and the weekly twelve-trip tickets in use in areas where workers' weekly tickets are issuable will in the main be superseded by a new suburban twelve-trip weekly ticket.

The effect of this change is that both 8 o'clock and 9 o'clock workers in such areas, as well as other regular travellers, will be able to use the new suburban twelve-trip tickets, which will be available for six outward and six homeward journeys at any time of the day from Monday to Saturday in each week. The new type of ticket will be a more suitable and generally more useful class of commutation ticket than any previously available to regular suburban travellers, inasmuch as it provides cheap rates for a small outlay at the time of purchase and unrestricted rights with respect to the hours of travel.

The distinction in transport conditions as between the 8 o'clock worker and the 9 o'clock worker, a discrimination which has been maintained for so many years despite frequent agitation for its removal, ceased to exist with the introduction of the new ticket.

The main effect of the change is that for distances over three miles the new suburban twelve-trip ticket will cost 3d. more per week than the old workers' weekly ticket, but for a ¼d. per trip the necessity for completing the outward journey before 8 a.m. is removed; also, in contradistinction to the present workers' weekly ticket, which is restricted to one outward and one homeward trip per day, the new twelve-trip ticket will, as already mentioned, be available for six outward and six homeward trips by the holder at any time during the week from Monday to Saturday.

The rates for the new suburban twelve-trip weekly tickets are, in general, substantially lower than those for twelve-trip tickets, as the standardization aimed at, in effect, strikes a balance in the revenue obtainable from the two rates, the cost of the unrestricted weekly twelve-trip ticket being much higher than the restricted workers' weekly tickets. As an example, the case of three members of a family travelling ten miles to work on both types of existing weekly tickets may be taken. Assuming that one member went to work at 8 o'clock and the other two at 9 o'clock, they would in the aggregate pay 16s. under the old scales, but only 12s. 9d. under the new method.

These two classes of tickets (workers' weekly and twelve-trip) which are now largely replaced by the new suburban weekly twelve-trip ticket, accounted for 50 per cent. of all the types of travel at other than ordinary fares in suburban areas.

As a further encouragement to residents in suburban areas to use the trains to and from the cities a new type of bearer ticket suitable for the use of the suburban residents who are not daily travellers has been introduced. This will be available for six second-class single trips in either direction at any time up to the end of the month following the month of issue, and it will be transferable—that is, more than one person may travel on the ticket. The rates, particularly for the longer distances, are substantially below those for ordinary single or return suburban tickets, and the inducement to use the trains held out by the lower travel cost should be attractive to the public.

A slight increase has been made in the charge for ordinary season tickets for distances from one to three miles in order to bring the charges into conformity with those for the new standard weekly tickets.

Another far-reaching innovation decided upon is that the issue of season tickets at half rates, which had been restricted to young people in employment up to the age of twenty-one, will be extended to include all young people up to twenty-one years of age, whether in employment or not.

FARMERS' EXCURSIONS.

The promotion of special farmers' tours successfully instituted some time ago but abandoned in more recent years on account of adverse economic conditions was revived during the year when arrangements were made to conduct two large parties of farmers—one from Westland on a tour of the North Island, and one from Southland to the West Coast. To the extent that these tours provide those participating with opportunity for obtaining first-hand knowledge of farming and industrial conditions in other parts of the Dominion they must be regarded as having considerable educational value. The organization of further tours of a similar nature will be encouraged during the current year.

PASSENGERS' LUGGAGE.

The facilities provided for the checking of passengers' luggage have been extended by the introduction of a system whereby passengers from the principal centres may, when purchasing their tickets in advance of the travel date, arrange for their luggage to be subsequently checked through to destination by a carrier or other agent acting on the passengers' behalf. The counterpart of the checked luggage ticket is held at the station until claimed by the passenger prior to the commencement of his journey. The arrangement is designed to meet the convenience of travellers who do not desire to attend personally to the checking of their luggage.

Provision has also been made whereby passengers travelling by the air services between Palmerston North, Wellington, Blenheim, Christchurch, and Dunedin may, on payment of an appropriate charge, have their luggage checked and conveyed by rail, or, in the case of inter-Island journeys, by rail and steamer, for the full journey. The service is available irrespective of whether the journey is made exclusively by air or by a combination of rail and air services.

An extensive rolling-stock construction programme is in hand to meet the increasing traffic, and arrangements had been completed for the construction of a large number of additional goods wagons in time for the busy season. Unfortunately, the delivery of material for the construction of these wagons was delayed owing to the high-pressure at which the British manufacturers have been working for some time past, and it was not possible to place any of the vehicles in traffic before the close of the financial year. Since then, however, the material has been received, and regular deliveries of the wagons have been made by our workshops. To date 500 new 12 ton wagons have been placed in traffic.

A considerable number of live-stock and insulated wagons were constructed during the year and a further heavy building programme of rail-cars, carriages, and all classes of wagons has been authorized. This programme will be proceeded with as soon as the necessary material comes to hand. Steady progress is being made in the matter of providing better seating, steam heating, and of carrying out general improvement to carriages.

BRANCH LINES.

The operating revenue from branch lines totalled £350,369, an increase of £28,679 (8·92 per cent.) compared with the previous year. There were increases under practically all heads, the main increase being £27,071 in goods revenue.

The operating expenditure was £494,979, an increase of £60,534 (13·93 per cent.) compared with the previous year. The restoration of salaries and wages to the 1931 level and the introduction of the forty-hour week accounted for the greater portion of the increase shown.

After allowing for the main line "feeder value" of branch line traffic the operating loss on branch lines was £88,802. Interest charges amounted to £386,864, making a total loss of £475,666 as against a loss of £435,585 for the previous year, an increase of £40,081 (9·20 per cent.).

Of the total increase of £28,679 in revenue £15,842 was earned in the North Island, the South Island contributing £12,837.

The increase in the North Island was principally due to an increase in practically all classes of revenue on the Paeroa-Taneatua Branch. In the South Island five branches accounted for an increase of £15,770, while three branches showed a decrease of £6,010. The majority of the other branch lines showed small increases.

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

Branch.	Increase.	Decrease.	Per Cent.
	£	£	
Paeroa-Taneatua	13,396	..	19·29
Te Roti-Opunake	979	..	19·79
Kaiapoi-Bennetts	1,133	..	28·47
Waipara-Parnassus	7,029	..	55·60
Hornby-Southbridge	3,437	..	25·01
Rakaia-Methven	1,962	..	25·12
Washdyke-Eversley	2,209	..	18·32
Wingatui-Cromwell	..	4,078	4·01
Milton-Roxburgh	..	1,270	8·93
Invercargill-Tokanui	..	662	7·63

ISOLATED SECTIONS.

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

Kaihu.—Revenue amounted to £4,325, an increase of £501 (13·10 per cent.). The increase in revenue was attributable to better passenger bookings and to larger quantities of road metal and timber being conveyed. Other commodities showed small increases.

Expenditure amounted to £8,116, an increase of £1,653 (25·58 per cent.). The increase was due to the restoration of salaries and wages to the 1931 level, to the introduction of the forty-hour week, to additional work on track-maintenance, and to heavy repairs to a locomotive.

The total operating loss for the year was £3,791, compared with £2,639 for the previous year.

Gisborne.—Revenue amounted to £18,552, a decrease of £619 (3·23 per cent.). The principal decreases were in wool and road-metal traffic.

Expenditure amounted to £23,368, a decrease of £70 (0·30 per cent.).

The operating loss on the section was £4,816, as compared with £4,267 for the previous year.

Nelson.—Revenue amounted to £11,334, a decrease of £596 (5·00 per cent.). Expenditure amounted to £19,966, and increase of £2,162 (12·14 per cent.).

Traffic on this section showed little variation. There was a falling off in goods revenue, which was principally due to decreased sheep, cattle, and coal traffic. The increase in expenditure was largely due to increased track-maintenance. Traffic transportation and locomotive transportation charges also increased on account of the restoration of salaries and wages to the 1931 level and the introduction of the forty-hour week.

The operating loss on the section was £8,632, compared with £5,874 for the previous year.

Pictou.—Revenue amounted to £33,839, an increase of £5,077 (17·65 per cent.). Expenditure totalled £34,092, an increase of £4,545 (15·38 per cent.).

The revenue on this section increased under all headings, the largest increase being in goods traffic (£4,327). The main reasons for the higher expenditure were increased maintenance of track, heavy repairs to a locomotive, increased charges for working wharf consequent upon increased traffic, the restoration of salaries and wages to the 1931 level, and the introduction of the forty-hour week.

The operating loss on the section was £253, compared with £785 last year.

Westport.—Revenue amounted to £77,437, an increase of £9,358 (13·75 per cent.). Expenditure amounted to £65,489 an increase of £7,740 (13·40 per cent.).

The operating profit on this section was £11,948, an increase of £1,618 (15·66 per cent.).

The principal increase in revenue was derived from coal traffic, the tonnage this year being the highest carried since 1931.

The main increases in expenditure were in maintenance of rolling-stock, locomotive transportation, and traffic transportation charges. The restoration of salaries and wages to the 1931 level and the introduction of the forty-hour week involved additional expenditure.

PUBLICITY.

During the year the Publicity Branch strengthened its hold of ground previously gained and has extended its campaigns. The cumulative effects of long-sustained widespread publicity activities are pleasantly visible in the popular movement "Back to the Rail."

In presenting the case for railway transport this Branch has used every method which could be confidently expected to be effective. Newspaper space has again figured largely in the programme which has included issues of illustrated booklets and folders, posters, Neon signs, and window-displays in railway booking-offices.

A natural development from the series of railway chats from 2YA, Wellington, and other national radio stations during recent years was the decision to use commercial broadcasting stations for special programmes of talented artists, with a "top-dressing" of railway message. The experimental programmes broadcast from 1ZB, Auckland, proved so impressively successful that it was decided to extend this enterprise.

The relations of the Branch with the press have again been happy. The newspapers have shown a ready willingness to open their columns for fair and adequate news and views of railway matters.

The Branch has again taken opportunities to co-operate with local bodies, chambers of commerce, progress leagues, and other organizations, public and private, in the promotion of travel to the districts concerned. In some of these cases the publicity campaigns have ranged beyond New Zealand. The expert assistance of the Branch in the preparation of newspaper advertising, illustrated literature, posters, &c., and in the distribution of the message has been praised by the contributors to the joint schemes. The Branch has reached the position of being one of the principal factors in "selling" the scenic, sporting, and health resorts of New Zealand to New-Zealanders; the Branch is also helping appreciably to "sell" those priceless assets to prospective tourists of other countries.

The *New Zealand Railways Magazine* has strengthened its reputation as "New Zealand's national monthly." The value of this publication from the railway viewpoint has been well maintained, and national features and illustrations have been increased. The success of this progressive policy is seen in the response of the general public and advertisers.

The returns from sales and advertising totalled £3,883 14s. 4d., an increase of £475 10s. 5d. (13·97 per cent.) over the previous year.

Increasing numbers of readers are buying copies of the *Magazine* for despatch to friends or relatives overseas. Altogether, sufficient copies go to residents of other countries to give the *Magazine* an important place among publications planned to attract visitors to the Dominion.

The *Magazine* has a well-recognized value in enabling New-Zealanders to increase, pleasantly, their knowledge of their own country and to obtain helpful inspiration from bright chronicles of the lives of famous men and women who assisted in the making and shaping of the "Brighter Britain of the South."

The *Magazine* has also offered worthwhile scope for talented New Zealand writers of verse and prose, and is thus helping in the evolution of a distinctive New Zealand literature.

COMMERCIAL BRANCH.

Dealing with the activities of the Department on the commercial side the marked improvement in the trading and industrial outlook which has manifested itself during the past year has provided greater opportunity for an expansion of railway business than has been possible under the depressed economic conditions experienced during recent years.

Whilst there has been a pronounced upward trend in the volume of goods carried, competition by commercial vehicles has continued to seriously affect the Department's business. In the past this competition was met in the only way open to the Department—i.e., by reducing the higher railway rates to a level commensurate with those charged by the road operators. From the point of view of the community as owners of the railways it cannot be concluded that the continued existence of the conditions which compelled the adoption of this line of action is in the public interest or that the stability of the railway financial position is likely in the long run to be improved thereby. This is due in some degree to the fact that a lowering of the freight standard to safeguard a section of the business threatened by competition must also have application to all goods of a similar nature moving between the same points regardless of the fact that a substantial portion of such goods would under ordinary circumstances and with the facilities available move by rail at standard freight rates.

A direct outcome of this policy of instituting special rates based on what the traffic will bear in a competitive rather than an economic sense is that there is no uniformity in the standard of the rates which different communities or sections of the same business community are required to pay for their transport services.

It has been contended by those opposed to any form of protection being afforded the railways that the introduction of competitive forms of transport has lessened transport costs. Whilst this is true to the extent that individual transport users in competitive areas have benefited by a lowering of the freight standard, the advantage has been gained at the expense of the community as a whole on whom the burden of the increased cost arising from the unnecessary duplication of transport facilities must necessarily fall. An important aspect bearing on the matter is that the railways have the capacity to handle at a relatively small additional expenditure practically the whole of the business now catered for by competitive road services, and it is only by a full utilization of this potential capacity that the system can operate at its greatest economic efficiency.

The ability of road transport to compete successfully with the railways is due fundamentally to the fact that the operators are able to exercise discrimination as to the areas and individuals which they serve and the quantity and nature of the goods for which they cater. Whilst it is undeniable that, subject to these limitations, they do provide a convenient alternative service to the railways, quality of service in a restricted field is an inadequate criterion on which to determine the value of any form of transport in a highly productive country. The requirements of the Dominion call for the existence of a transport organization capable of providing adequate services in all areas for all persons and for all classes of traffic at all seasons in all circumstances. Obviously such a service can only be given by the State-owned railways operating as they do in the public interest and not primarily for profit, which must be the main consideration of competing commercial concerns.

The development of the railways in New Zealand has always been closely related to the social, commercial, and industrial requirements of the people, and in the interests of national development the future trend must be in the direction of an even more general application of this principle. Operated as they are as a public utility service it is inevitable that the railways should be subject to responsibilities as well as limitations which are not imposed on private operators. It follows that the railways are entitled to enjoy a considerable degree of protection by the State if they are to function efficiently and successfully in that capacity. This result is obviously impossible of achievement when, as is now the case in many areas, the supply of transport considerably exceeds requirements. Under such conditions it is natural that transport users by a process of bargaining should seek to exact from the road operators the most favourable terms for the carriage of their goods, and rate-cutting and wasteful expenditure must occur in an endeavour on the part of each of the operators to maintain his place in the field. By obtaining cut rates business men are able to undercut their competitors when quoting prices, thus the insecurity of the transport position tends to unnecessarily complicate the ordinary processes of buying and selling. On the other hand, under a rationalized system of transport so designed as to bring about a division of function between the different services based on sound economic principles, users will be assured of an adequate and efficient service with fixed rates and fares which will not be subject to fluctuation due to the operation of "catch-as-catch-can" methods on the part of road operators. The present insecurity in regard to the basis on which estimates are framed will cease to exist and the costs of production and delivery assessed with confidence.

A matter of special importance from the community viewpoint is that the elimination of the competitive aspect as a major consideration in connection with matters pertaining to the railway rates structure will permit of the formulation of a tariff policy having for its main objective the promotion of social, commercial, and industrial development. As a preliminary step towards the attainment of this ideal a survey of the existing provisions of the scales of charges has been undertaken with a view to the introduction of modifications in respect of rates and classifications to conform to the changed transport conditions.

During the year many matters pertaining to the commercial side of the Department's activities have engaged the attention of the Branch and have been brought to a successful conclusion. Meetings of chambers of commerce and other representative organizations have been attended as opportunity offered, and first-hand information in regard to various matters of railway interest supplied. As a result of this personal representation it has been possible to meet local requirements in many matters affecting transport conditions, and in this way the good-will already in existence has been consolidated to an extent which has been of definite value to the Department.

FARES FOR BLIND PEOPLE.

It has been the practice in the past to allow a blind person following his occupation and an attendant to travel by train on payment of one adult fare. This privilege has been extended so that a blind person travelling alone in any circumstances may now purchase a ticket at half the appropriate fare for the journey. When travelling with an attendant one full fare will meet the requirements of both persons. The concession is one which although having no reference to any business advantage accruing to the railways will confer a marked benefit on those persons so unfortunate as to be afflicted with blindness.

OVERSEAS TOURIST TRAFFIC.

The marked increase in the number of overseas visitors to the Dominion during the year indicates a continuation of the revival in tourist traffic. A factor contributing to this result is the continued operation by the P. and O. and Orient shipping lines of the special summer cruises from Australia successfully inaugurated during the 1934-35 season. During the current year over three thousand persons visited the Dominion as passengers on cruising ships, and special facilities were offered and availed of to enable the tourists to visit the principal scenic resorts during the limited time at their disposal.

TRAVEL FACILITIES FOR SPORTING AND PLEASURE PARTIES.

The special travel facilities provided to meet the requirements of all branches of sport naturally cover a wide range and every endeavour has been made to bring about the position where these facilities will be availed of to the fullest extent. On the occasions of the more important sports fixtures the provision of special trains and cheap fares has encouraged the movement of large numbers of followers between distant points. An example of the potentialities of this business is found in the results achieved on the occasion of the 1936 Ranfurly Shield football match, Otago versus Southland, at Dunedin, when 3,764 passengers were conveyed to Dunedin from Invercargill and intermediate stations. Of this number over three thousand arrived on the morning of the match by ordinary trains augmented by nine special services.

WAY AND WORKS BRANCH.

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

<i>Permanent-way.</i> —The relaying carried out during the year was as follows :—	M. ch.
Main line and branches, 53 lb., 55 lb., 56 lb., and 70 lb. rails, relaid with new 70 lb. rails	37 35
55 lb. rails relaid with new 55 lb. rails	0 1
Main line and branches relaid with second-hand 53 lb., 55 lb., 56 lb., and 70 lb. rails ..	7 07
Total	44 43

A deviation of the main line so as to obviate the use of the Puketeraki Tunnel in the South Island was completed, and traffic diverted on to the new line on 30th December, 1936.

Good progress was made during the year on the work connected with the deviation of the main line between Greatford and Kakariki in the North Island.

A start was made during the year in duplicating the line between Papakura and Horotiu in the North Island. This work, when completed, will provide a double line from Auckland to Frankton Junction, a distance of 85 miles.

Sleepers and Ballast.—During the year 248,654 new sleepers and 174,305 cubic yards of ballast were laid.

Bridges.—The matter of renewing and strengthening several bridges is in hand, the principal works being as follows, the stage of completion being as stated opposite each :—

Whakatu bridge	Foundations completed by contractor.
Waitangi bridge	Foundations being erected by contractor.
Waitangi washout bridge	Bridge reconstructed on new alignment.
Rangitikei bridge	Foundations being erected by contractor.
Rakaia bridge	Foundations being erected by contractor.

Roads and Level Crossings.—A number of level crossings were tar-sealed during the year. Welded rails were laid at a number of crossings in order to eliminate rail joints on the roadways. The Department, in co-operation with the Public Works Department, is eliminating a number of level crossings throughout the Dominion by the provision of subways and overbridges.

Fences and Cattle-stops.—In pursuance of the policy that the Department should undertake the repair and maintenance of boundary fences paralleling the railway-line in order to ensure an adequate standard of safety against straying stock, several fencing gangs have been employed during the year.

Some old cattle-stops have been replaced with surface cattle-stops of the latest design.

Protective Works.—During the year considerable quantities of concrete and stone were placed on the foreshore between Kaiwarra and Petone, also at Oamaru, in order to prevent sea-erosion.

Platforms and Cattle-yards.—Platforms and cattle-yards have been maintained in good order. Several cattle-yards were enlarged and improved, and new loading facilities were provided at different stations.

Buildings.—All buildings have been maintained in satisfactory condition. A coal-shed was shifted from Kaikohe and re-erected at Tahekeroa as a goods-shed. The engine-shed at Hukerenui was shifted to Helensville. The engine-shed at Springfield and the shelter shed at Howe were destroyed by fire during the year. A dwelling at Cust, one at Timaru, a hut at Taumarunui, and a hut at Rangataua were also burnt down. The following structures were damaged by fire during the year : Signal and Electrical Engineer's office at Wellington, engine-shed at Whangarei, weighbridge-shed at Auckland, dwelling at Wiri (washhouse destroyed), dwelling at Turakina, shunter's shed at Christchurch, and the engine-shed at Southbridge.

Dwellings.—All dwellings have been maintained in good order. A considerable number of dwellings have been painted and renovated under contract. A programme for providing hot-water services and porches at all houses where necessary has been commenced.

Wellington New Station and Yard.—The new station at Wellington was opened for business on 19th June, 1937. In order to facilitate the change-over arrangements were made in July, 1936, to bring four platforms at the new station into use and to discontinue the working of trains from the then existing platforms at Lambton. Goods traffic has been worked from and to Wellington via the Tawa Flat deviation since 22nd July, 1935, but coincident with the opening of the new station all traffic for stations north of Johnsonville was transferred to the deviation.

The garden-plots and approach roads at the new station were laid down by the Wellington City Council, whose officers are to be complimented upon the beauty and general effectiveness of the layout.

Although the new station is now open for business the contractor has yet to complete a portion of the office accommodation in the building in order that the Head Office and branch staffs may transfer to it. The main district offices, also the Signal and Electrical Branch, the Advertising Branch, and the Land Office staffs have already transferred to the building.

The following works have been completed: New engine-shed, locomotive offices and conveniences, rail-car shed, and sleeping-car depot. The new staff social hall and Head Office garage are nearing completion.

Mileage.—The total mileage of track open for traffic on the 31st March, 1937, was 3,278 miles 45 chains.

Unemployed Relief.—During the year an average of 158 men were employed on new works at Wellington (exclusive of contract for erection of station building) and an average of thirty-two men were engaged for forty weeks on the Puketeraki deviation. The wages for these men were subsidized by the Labour Department, as were also the wages of approximately twenty sedentary workers who have been employed assisting in offices. An average of 635 relief workers have been employed 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.

Stratford-Okahukura.—A start has been made on the installation of automatic signalling on this section. This installation will be battery-operated, the signals being approach lighted. Searchlight type signals will be used. Tenders were called for the supply of the necessary material, and delivery has commenced.

Napier-Gisborne.—Preliminary work in connection with the calling of tenders for this installation has been put in hand.

Wellington New Station.—During the year the old platforms and the mechanical signalling which served Lambton Station were dispensed with, four of the platforms constructed for the new station at Wellington being brought into use and worked from the new signal box. The work of installing the remaining interlocking was proceeded with as the construction of the yard progressed. The signals used are of the searchlight type.

Automatic signalling, with power-worked unattended stations, is under construction between Wellington and Johnsonville.

Dunedin-Mosgiel.—The installation of automatic signalling between Dunedin and Mosgiel was completed during the year the mileage involved being 9 miles 31 chains (double line).

The installation includes remote control of the points and signals at Kensington by a small relay interlocking in the Dunedin South signal box.

Signal boxes at Kensington, Caversham, and Abbotsford have been dispensed with. These boxes, which were necessary under the lock and block system previously in operation, are no longer required with automatic signalling.

Power Interlocking.—Relay power interlocking was installed at Huntly and Morrinsville during the year. The control panels for the operation of the installations were designed by the Signal and Electrical Branch staff and manufactured in the railway workshops.

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

General.—The home signals at Morrinsville were replaced by power interlocking, using three-position colour light signals.

Colour-light outer home signals were installed at Palmerston North in order to improve the working of the level-crossing alarms and facilitate shunting.

Colour-light distant signals were installed at Timaru, and the mechanical control between the signal boxes was replaced by electrical control.

Alterations and additions to the existing signalling and interlocking systems have been carried out at Avondale, Frankton Junction, Taumarunui, Aramoho, Palmerston North, Timaru, Oamaru, Dunedin, Burnside, Green Island, Wingatui, and Mosgiel.

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

The total number of signalling installations in use throughout the system is as follows:—

				M. ch.	Number.
Miles of single line automatic signalling	..	..	..	190 41	..
Miles of double line automatic signalling	..	..	..	78 16	..
Automatic crossing-loops	..	..	..	..	33
Automatic switch-locked sidings	..	..	..	..	37
Power interlockings	..	..	..	..	32
Mechanical interlockings	..	..	..	..	94
Interlocked tramway crossings	..	..	..	..	7
Mechanical fixed signals and Woods' locked stations	..	..	..	..	305
Tablet-locked sidings	..	..	..	..	268

Block-working.—During the year Paki Paki was converted into a “switch-out” tablet station and Hastings Racecourse was closed as a “switch-out” station. The Paki Paki installation is a special arrangement, the block being extended over three ordinary sections.

Lock and block working between Dunedin and Mosgiel has been superseded by automatic signalling. This was the final section of lock and block in the Dominion to be dismantled, and all double lines are now equipped with automatic signalling.

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	..	..	..	..	..	867
Number of tablet stations	..	..	..	..	..	356
Number of tablet exchangers	..	..	..	..	..	314
Mileage of double line worked by lock and block	..	..	..	..	..	Nil.
Number of stations	..	..	..	..	..	Nil.
Number of instruments	..	..	..	..	..	Nil.

TELEGRAPH AND TELEPHONE FACILITIES.

During the past year 160 miles of pole-line were rebuilt; 1,016 miles of copper conductors replaced iron conductors on these sections and 129 miles of copper wire were erected in new circuits.

The sections rebuilt were: Whangarei–Opuā, Morrinsville–Waihi, Upper Hutt–Masterton, Rolleston–Darfield, and Invercargill–Makerewa.

New long-distance telephone circuits were erected to facilitate inter-district communications.

The Auckland Station automatic-telephone exchange was extended with a junction unit and a four-position attendants' board. This installation released the Post and Telegraph Department's exchange and enables the railway exchange to work direct to and from the central exchange.

A 500 line automatic-telephone exchange has been installed in the new station at Wellington. This exchange is designed to give direct access to the Post and Telegraph exchange and to all the North Island lines of the railway system. The installation includes a public announcement system for the direction of passengers on platforms and in the main public rooms.

Obsolete pattern telephones were replaced by new instruments on the more important railway long distance circuits.

The statistics of communication facilities are as follows:—

Morse instruments	..	..	..	..	..	162
Telephones	..	..	..	..	..	3,112
Miles of wire	..	..	..	..	..	17,499
Miles of poles	..	..	..	..	..	3,086
Railway exchanges—						
Automatic	..	..	..	..	..	6
Manual	..	..	..	..	..	13
Public exchange connections	..	..	..	..	..	629

LEVEL-CROSSING ALARMS.

Flashing-light signals were installed at Benhar and removed from Styx during the year. The latter installation was removed as a result of an overhead bridge having been brought into use. Crossing-bells at Port Ahuriri were dispensed with.

The total number of level crossings now fitted with automatic warning devices is 123. In addition, there is a number of crossings protected by manually controlled bell signals.

TRACTION.

Otira and Christchurch–Lyttelton.—At Otira the original cable brackets through the tunnel were replaced with new brackets with insulators, and a start has been made to place the positive feeder, originally supplied in cable form, overhead alongside the catenary wire. A portion of the contact wire at Otira which was showing signs of wear has been replaced with standard 0.25 square inch grooved section.

Wellington–Paekakariki–Johnsonville.—Wellington–Paekakariki: During the year practically the whole of the electrical equipment for the rectifier and transmission line substations came to hand. This equipment has been erected and connected up. All work will be completed early in the coming year.

Wellington–Johnsonville: During the year the substation building at Khandallah was constructed and the electrical equipment which came to hand was installed.

The electrical equipment for the Kaiwarra substation portion of this electrification has also been installed and much of the overhead erected.

Wellington New Yard and Station Building.—All work in the main substation for supplying power to the new yard and station at Wellington was completed and power turned on. The ring-main around the yard was completed and livened up so that all the individual substations in the yard are now fed from the Department's bulk supply.

An additional flood-light tower was erected and brought into use.

The wiring of the station building for lighting, heating, power, and electric clocks in that portion of the building now occupied has been completed, and this work in the remaining part of the building is keeping pace with the building progress.

Progress has also been made with lighting and power installations in the following yard buildings: Locomotive depot, rail-car shed, sleeping-car depot, yard staff depot, and signal and electrical depot.

Main Workshops.—Systematic maintenance of workshops' substations and inspections of all workshops' installations have been carried out during the year.

A new 300 k.w. motor alternator set was installed in the Hutt Valley Workshops and it is now supplying power for the butt-welder.

Alterations have been carried out in the various workshops to suit requirements of the staff. Additional lights and motors have been installed where required.

Motor Installations.—Fourteen motor installations were made at various places during the year, while nine motors were taken out in three localities.

ELECTRICAL RETICULATION.

During the year electric lighting was installed in the station buildings and yards at Ellerslie Racecourse, Waharoa, Hinuera, Whangarata, Whangamarino, Ranui, Whakatane West, New Plymouth Breakwater, Waipara, Kaimata, Ikamatua, Templeton, Sefton, Ashburton Saleyards, Mount Somers, Willowbridge, Warrington, Stewart's Gully, Tokanui, and in the bus-garage at Tokarahi. Two hundred and eighty dwellings were also reticulated for electric lighting.

Statistics of electrical equipment are as follow:

Number of houses electrically lighted	..	..	..	..	2,767
Number of stations electrically lighted	..	..	..	..	368
Number of substations	..	..	..	..	21
Total capacity of substations	..	..	..	..	12,890 kv.a.
Number of station yards flood-lighted	..	..	..	..	13.

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.

STAFF.

The total number of staff employed at the 31st March, 1937, including those on works chargeable to capital, was 20,729, as compared with 17,908 for the previous year. The average number actually at work throughout the year was 19,115, as compared with 17,073 the previous year.

Of the average number of staff at work during the year 13,267 were permanent and 5,848 were casual employees. The average number of men engaged on works chargeable to capital was 1,366, as compared with 1,348 during the previous year.

During the year 114 members of the permanent staff resigned, 91 retired on superannuation, 35 died, and 12 were dismissed or paid off.

Employees to the number of 1,565 were engaged.

Eighty-two members of the Second Division were promoted to the First Division.

A total of £40,997 was paid under the Workers' Compensation Act during the year to members of the Second Division who suffered injury in the course of their employment.

In conclusion, I desire to take this opportunity of placing on record my appreciation of the excellent work performed by all members of the Service during the year, and of their loyal co-operation in the carrying-on of the Department's operations.

G. H. Mackley

General Manager.



NEW RAILWAY-STATION, WELLINGTON (OPENED 19TH JUNE, 1937).

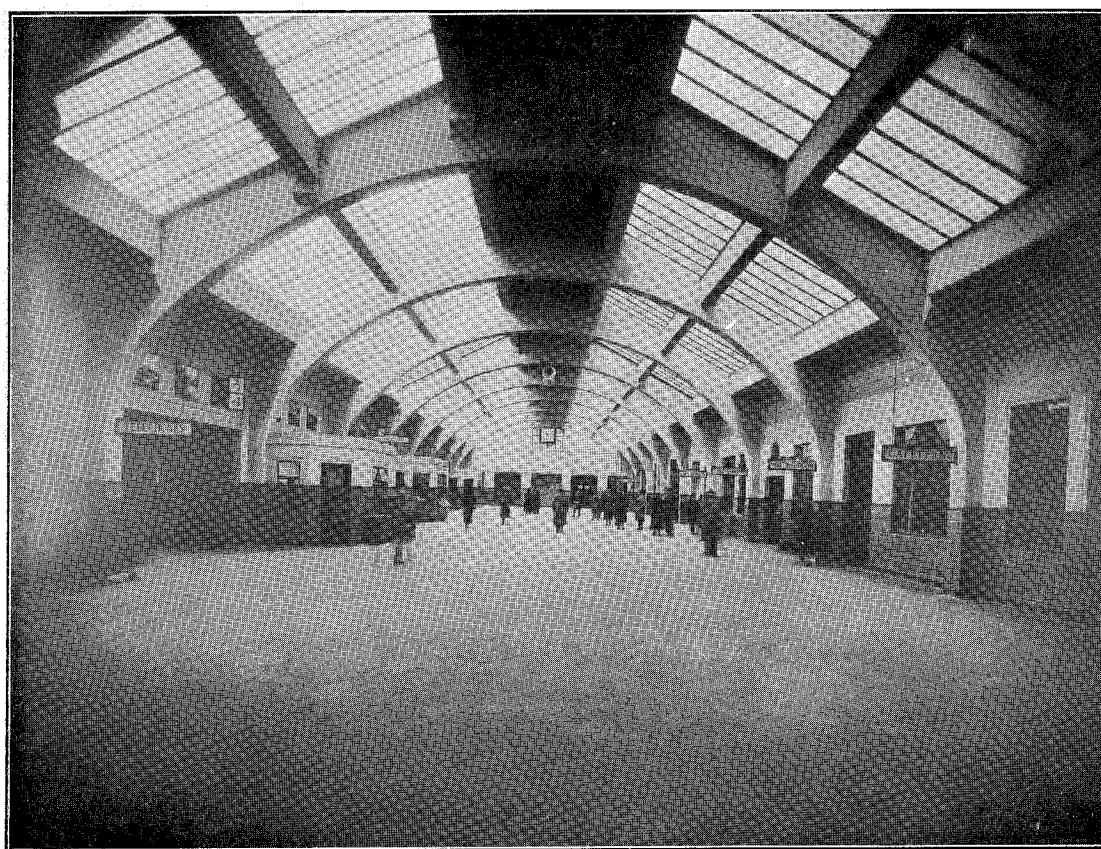


NEW RAILWAY-STATION, WELLINGTON (BY NIGHT, WITH FLOOD-LIGHTING).

D.—2.



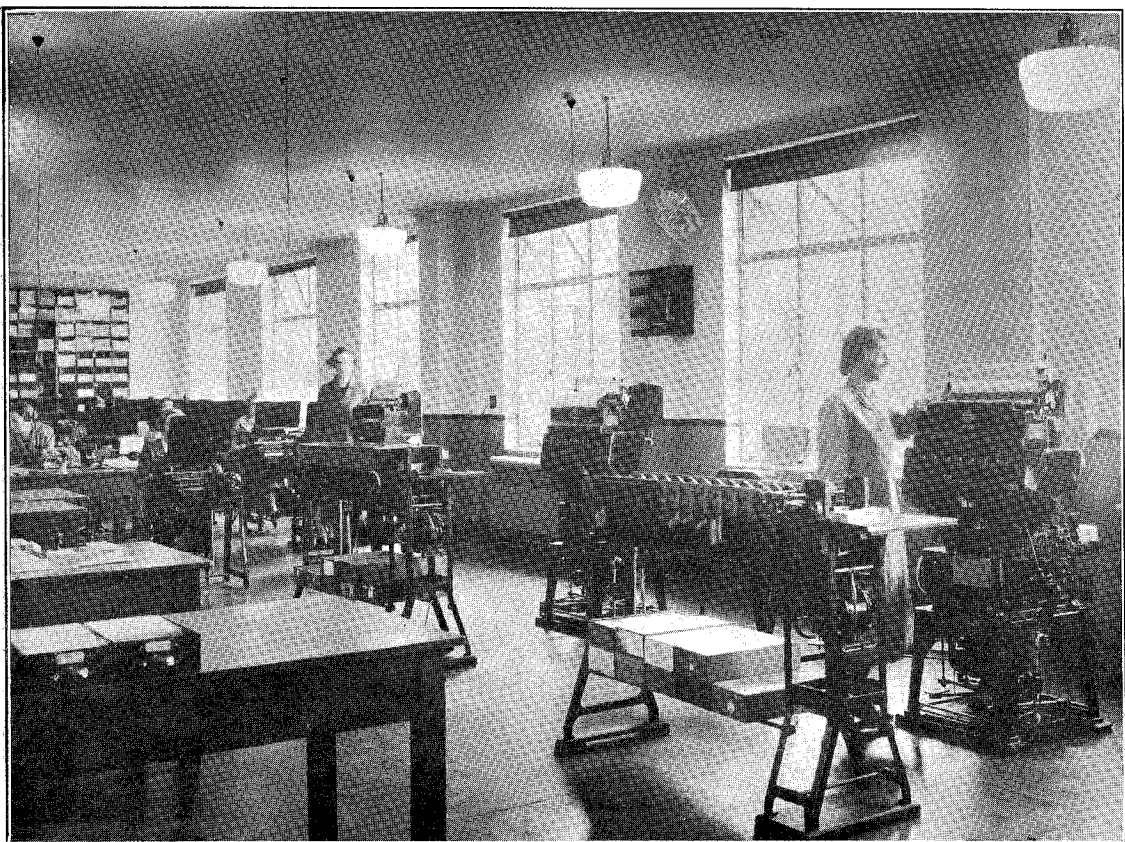
MAIN BOOKING-HALL, WELLINGTON NEW STATION.



PLATFORM CONCOURSE, WELLINGTON NEW STATION.



CHIEF ACCOUNTANT'S OFFICE (EXPENDITURE SECTION), WELLINGTON NEW STATION BUILDING.



CHIEF ACCOUNTANT'S OFFICE (GOODS MACHINE-ACCOUNTING ROOM), WELLINGTON NEW STATION BUILDING.

BALANCE-SHEETS,
STATEMENTS OF ACCOUNTS,
AND
STATISTICAL RETURNS,
1937.

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STATEMENT NO. 1.
CAPITAL ACCOUNT AS AT 31ST MARCH, 1937.

— —	Total to 31st March 1936.	Year ended, 31st March, 1937.	Total to 31st March, 1937.	— —	Total to 31st March, 1936.	Year ended, 31st March, 1937.	Total to 31st March, 1937.
<i>Expenditure.</i>				<i>Receipts.</i>			
Permanent-way—Works, buildings, machinery, plant, and dwellings	£ 50,015,491 10 3	£ 636,972 3 7	£ 50,652,463 13 10	Capital included in public debt	£ 55,588,785 7 11	£ 439,986 0 10	£ 56,028,771 8 9
Rolling-stock, lake steamers, and road motors	11,085,152 17 4	370,040 19 10	11,455,193 17 2	Other capital	9,033,902 6 6	..	9,033,902 6 6
Lines closed for traffic	290,981 17 10	..	290,981 17 10		64,622,687 14 5	439,986 0 10	65,062,673 15 3
	61,391,626 5 5	1,007,013 3 5	62,398,639 8 10	Deduct accrued depreciation and other losses of capital written off in accordance with subsection (2), section 23, of the Government Railways Amendment Act, 1931	10,400,000 0 0	..	10,400,000 0 0
Deduct accrued depreciation on existing assets	7,578,511 13 10	335,180 14 6	7,913,692 8 4				
Add unexpended balance: Depreciation Reserve	53,813,114 11 7	671,832 8 11	54,484,947 0 6				
	439,944 5 8	Cr.228,454 8 9	211,489 16 11	Outstanding liabilities	54,222,687 14 5	439,986 0 10	54,662,673 15 3
	£54,253,058 17 3	£443,378 0 2	£54,696,436 17 5		30,371 2 10	3,391 19 4	33,763 2 2
					£54,253,058 17 3	£443,378 0 2	£54,696,436 17 5

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

GENERAL BALANCE-SHEET AS AT 31ST MARCH, 1937.

W. BISHOP, A.R.A.N.Z., Chief Accountant.

I hereby certify that the Balance-sheet and accompanying accounts have been duly examined and compared with the relative books and documents submitted for audit, and correctly set out the position as disclosed thereby, subject to the above departmental note, and to the exception that the cost of exchange in respect of interest payments made in London during the year for the purposes of this account has not been charged to the account but has been borne by the Consolidated Fund.—J. H. FOWLER, Controller and Auditor-General.

STATEMENT NO. 3.

INCOME AND EXPENDITURE IN RESPECT OF RAILWAY OPERATION FOR THE YEAR ENDED 31st MARCH, 1937.

EXPENDITURE.	See Abstract.	1936-37.		1935-36.		Per Cent. of Operating Revenue.		REVENUE.	See Statement No.	1936-37.		1935-36.		Per Cent. of Operating Revenue.	
		£	s. d.	£	s. d.	1936-37.	1935-36.			£	s. d.	£	s. d.	1936-37.	1935-36.
Maintenance of way and works ..	A	1,171,963	12 8	1,070,085	4 1	16.98	17.14	Passengers, ordinary	..	1,421,632	12 11	1,286,059	1 4	20.59	20.60
Maintenance of signals and electrical appliances	B	154,107	15 8	147,442	2 10	2.23	2.36	Passengers, season tickets	..	189,672	5 6	180,557	13 0	2.75	2.89
Maintenance of rolling-stock ..	C	1,565,082	16 8	1,406,685	6 5	22.67	22.53	Parcels, luggage, and mails	..	305,525	11 8	299,964	1 3	4.43	4.80
Examination, lubrication, and lighting of vehicles	D	65,047	16 4	57,599	2 11	0.94	0.92	Goods	..	4,846,417	4 0	4,359,750	1 0	70.20	69.83
Locomotive transportation ..	E	1,347,129	4 11	1,144,036	13 11	19.51	18.32	Labour, demurrage, &c.	..	140,356	6 2	117,188	1 2	2.03	1.88
Traffic transportation ..	F	1,797,058	4 7	1,465,051	15 3	26.03	23.47								
General charges ..	G	69,690	17 11	63,663	13 11	1.01	1.02								
Superannuation subsidy ..															
Less amount allocated to subsidiary services, &c.															
	..	168,304	16 6	163,628	19 7	2.44	2.70								
Total operating expenses ..	..	6,338,385	5 3	5,523,192	18 11	91.81	88.46								
Net operating revenue ..	..	565,218	15 0	720,325	18 10	8.19	11.54								
	..	6,903,604	0 3	6,243,518	17 9	100.00	100.00		..	6,903,604	0 3	6,243,518	17 9	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 expense —	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£
Branch ..	7	0.3	30	0.5	6,572	4.4	4,201	2.6	124	3.4	18	0.3	55	1.0	11,007	3.3
District ..	81	3.4	338	5.6	21,843	14.7	18,242	11.4	362	10.1	296	4.6	345	6.2	41,507	12.5
Road-bed ..	772	32.2	3,116	51.9	103,512	69.7	91,275	57.3	2,600	72.2	2,789	43.6	3,211	57.3	207,275	62.4
Track renewals ..	1,308	54.5	2,744	45.7	286,773	193.0	243,695	153.0	5,718	158.9	2,927	45.6	2,868	51.2	546,033	164.5
Ballasting ..	151	6.3	75	1.3	37,653	25.3	12,331	7.7	44	1.2	25	0.4	56	1.0	50,335	15.2
Slips and floods ..	90	3.7	405	6.8	18,228	12.3	14,616	9.2	426	11.8	21	0.3	113	2.0	33,899	10.2
Fences, gates, cattle-stops	67	2.8	779	13.0	14,447	9.7	15,578	9.8	129	3.6	327	5.1	173	3.1	31,500	9.5
Roads, level-crossings, approaches	76	3.2	50	0.8	4,541	3.1	3,195	2.0	48	1.3	55	0.9	129	2.3	8,094	2.4
Bridges, viaducts, culverts, &c.	603	25.1	1,453	24.2	60,710	40.8	46,280	29.0	253	7.0	1,066	16.7	816	14.6	111,181	33.5
Water-services, cranes, weigh-bridges, &c.	20	0.8	70	1.2	7,939	5.3	8,293	5.2	1,389	38.6	204	3.2	97	1.7	18,012	5.4
Wharves ..	6	0.2	..	..	288	0.2	..	..	932	25.9	..	..	4	0.1	1,230	0.4
Cattle-yards, loading-banks, platforms, coal-stages	29	1.2	95	1.6	10,647	7.2	5,149	3.2	78	2.2	30	0.5	88	1.6	16,116	4.9
Operating buildings ..	887	37.0	650	10.8	54,380	36.6	38,141	23.9	712	19.8	433	6.8	571	10.2	95,774	28.8
	4,097	170.7	9,805	163.4	627,533	422.3	500,996	314.3	12,815	356.0	8,191	128.0	8,526	152.3	1,171,963	353.0
Per cent. of operating revenue	94.73		52.85		15.26		18.94		16.55		72.28		25.20		16.98	
Per cent. of operating expenditure	50.48		41.96		17.13		19.84		19.57		41.02		25.01		18.49	
Per train-mile (pence)	73.42		61.68		20.48		27.88		46.68		49.63		46.21		23.70	

ABSTRACT B.—MAINTENANCE OF SIGNALS AND ELECTRICAL APPLIANCES.

General expenses ..	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£
Signals and interlocking ..	4	0.2	17	0.3	3,658	2.5	2,328	1.5	68	1.9	10	0.2	31	0.6	6,116	1.8
Automatic and power signalling	..	..	10	0.2	19,200	12.9	12,503	7.9	188	5.2	25	0.4	49	0.9	31,975	9.6
Level-crossing signals	..	..	..	..	18,604	12.5	11,785	7.4	..	..	..	..	..	..	30,389	9.2
Instruments, block-working, tablets, &c.	..	..	..	..	2,276	1.5	1,153	0.7	..	..	..	..	..	..	3,429	1.0
Overhead lines, block-working, tablets, &c.	..	..	16	0.3	11,837	8.0	6,219	3.9	148	4.1	13	0.2	16	0.3	18,249	5.5
Overhead lines, automatic signalling	27	1.1	39	0.6	13,610	9.2	10,802	6.8	46	1.3	65	1.0	116	2.1	24,705	7.4
Electric lighting used in operation	..	..	..	..	4,003	2.7	4,201	2.6	..	..	..	..	..	..	8,204	2.5
Overhead electrification and bonding	..	..	18	0.3	7,738	5.2	5,121	3.2	145	4.0	23	0.4	140	2.4	13,185	4.0
Electric power appliances	..	..	..	..	1,630	1.1	10,523	6.6	..	..	..	..	..	..	12,153	3.7
Buildings ..	..	..	..	..	1,182	0.8	826	0.5	109	3.0	8	0.1	2	..	2,127	0.6
	..	..	..	..	2,085	1.4	1,423	0.9	68	1.9	..	..	..	..	3,576	1.1
	31	1.3	100	1.7	85,823	57.8	66,884	42.0	772	21.4	144	2.3	354	6.3	154,108	46.4
Per cent. of operating revenue	0.71		0.54		2.09		2.53		1.00		1.27		1.05		2.23	
Per cent. of operating expenditure	0.38		0.43		2.34		2.65		1.18		0.72		1.04		2.43	
Per train-mile (pence)	0.56		0.63		2.80		3.72		2.81		0.87		1.92		3.12	

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	37	0.2	8,122	0.3	5,180	0.3	152	0.6	22	0.1	68	0.4	13,590	0.3
District	..	..	..	..	3,235	0.1	3,068	0.2	..	..	..	..	..	..	6,303	0.1
Locomotives.. ..	541	9.8	1,182	7.4	385,742	12.6	243,246	13.5	4,398	15.9	943	5.8	4,158	22.5	640,210	12.8
Cars	51	0.9	237	1.5	166,558	5.4	101,212	5.6	869	3.2	381	2.3	295	1.6	269,603	5.5
Vans and postal vans	4	0.1	127	0.8	22,314	0.7	15,516	0.9	263	1.0	115	0.7	134	0.7	38,473	0.8
Wagons	218	3.9	1,836	11.6	324,100	10.6	203,331	11.3	12,013	43.7	844	5.1	1,799	9.7	544,141	11.0
Service vehicles	..	..	32	0.2	7,007	0.2	3,627	0.2	44	0.2	7	..	11	0.1	10,728	0.2
Tarpaulins, ropes, and nets	1	..	33	0.2	21,058	0.7	20,507	1.1	273	1.0	124	0.8	39	0.2	42,035	0.9
	824	14.9	3,484	21.9	938,136	30.6	595,687	33.1	18,012	65.6	2,436	14.8	6,504	35.2	1,565,083	31.6
Per cent. of operating revenue	19.05		18.78		22.81		22.51		23.26		21.49		19.22		22.67	
Per cent. of operating expenditure	10.15		14.91		25.61		23.60		27.50		12.20		19.08		24.69	
Per mile of railway £	34.33		58.07		631.32		373.71		500.33		38.06		116.14		471.41	

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	32	0.6	70	0.4	18,669	0.6	15,464	0.9	762	2.8	150	0.9	104	0.6	35,251	0.7
Gas lighting of vehicles	4	0.1	42	0.3	8,294	0.3	3,725	0.2	146	0.5	42	0.3	59	0.3	12,312	0.2
Electric lighting of vehicles	..	..	..	..	9,420	0.3	4,380	0.2	..	..	..	..	..	..	13,800	0.3
Depot expenses ..	2	..	..	..	2,245	0.1	1,437	0.1	1	..	..	..	..	..	3,685	0.1
	38	0.7	112	0.7	38,628	1.3	25,006	1.4	909	3.3	192	1.2	163	0.9	65,048	1.3
Per cent. of operating revenue	0.88		0.60		0.94		0.95		1.17		1.69		0.48		0.94	
Per cent. of operating expenditure	0.47		0.48		1.05		0.99		1.39		0.96		0.48		1.03	
Per mile of railway £	1.58		1.87		25.99		15.69		25.25		3.00		2.91		19.59	

ABSTRACT E.—LOCOMOTIVE TRANSPORTATION.

	£	d.	£	d.	£	d.	£	d.	£	d.	£	d.	£	d.	£	d.
General expenses—																
Branch	4	0.1	18	0.1	3,994	0.1	2,556	0.1	75	0.3	11	0.1	33	0.2	6,691	0.1
District	..	..	..	..	4,561	0.2	3,133	0.2	..	..	..	..	..	..	7,694	0.2
Depot supervision ..	..	..	3	..	25,160	0.8	16,423	0.9	221	0.8	7	..	40	0.2	41,854	0.8
Wages, allowances, and expenses	636	11.3	1,794	11.3	325,183	10.6	204,852	11.3	4,795	17.6	1,686	10.2	2,703	14.6	541,649	11.0
Fuel	496	8.9	2,842	17.9	410,910	13.4	182,979	10.2	2,759	10.0	1,877	11.4	2,600	14.1	604,463	12.2
Water	14	0.3	55	0.3	14,934	0.5	6,356	0.4	111	0.4	51	0.3	69	0.4	21,590	0.4
Stores	10	0.2	72	0.5	12,580	0.4	7,374	0.4	149	0.5	53	0.3	75	0.4	20,313	0.4
Shed-expenses ..	273	4.9	233	1.5	62,991	2.1	37,241	2.1	1,304	4.7	230	1.4	603	3.3	102,875	2.1
	1,433	25.7	5,017	31.6	860,313	28.1	460,914	25.6	9,414	34.3	3,915	23.7	6,123	33.2	1,347,129	27.2
Per cent. of operating revenue	33.13		27.04		20.92		17.42		12.16		34.55		18.09		19.51	
Per cent. of operating expenditure	17.66		21.47		23.49		18.26		14.37		19.61		17.96		21.25	
Per mile of railway £	59.71		83.62		578.95		289.16		261.50		61.17		109.34		405.76	

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.

	£	d.	£	d.	£	d.	£	d.	£	d.	£	d.	£	d.	£	d.
General expenses—																
Branch ..	26	0.5	110	0.7	24,170	0.8	15,522	0.9	462	1.7	67	0.4	198	1.1	40,555	0.8
District ..	2	..	953	6.0	64,653	2.1	48,460	2.7	1,066	3.9	1,074	6.5	1,441	7.8	117,649	2.4
Station expenses—																
Supervision and Office	822	14.7	1,248	7.9	252,819	8.3	209,071	11.6	3,301	12.0	1,747	10.7	2,794	15.2	471,802	9.6
Platform ..	60	1.1	114	0.7	85,434	2.8	43,006	2.4	619	2.3	88	0.5	267	1.4	129,588	2.6
Signalling ..	1	..	238	1.5	104,644	3.4	58,872	3.3	1,196	4.4	2	..	25	0.1	164,978	3.3
Shunting and marshalling yards	58	1.0	205	1.3	120,473	3.9	94,215	5.2	3,229	11.7	272	1.6	604	3.3	219,056	4.4
Goods-sheds and goods-yards	48	0.9	93	0.6	96,881	3.2	110,547	6.2	597	2.2	304	1.8	1,054	5.7	209,524	4.2
Wharves ..	26	0.5	..	..	24,346	0.8	92,177	5.1	8,467	30.7	..	..	3,510	19.1	128,526	2.6
Fuel, water, stationery, and other expenses	62	1.1	285	1.8	14,784	0.5	10,148	0.6	220	0.8	231	1.4	173	0.9	25,903	0.5
Train expenses—																
Running ..	407	7.3	781	4.9	114,833	3.7	73,416	4.1	1,528	5.6	635	3.8	883	4.8	192,483	3.9
Cleaning and heating vehicles	38	0.7	102	0.6	44,934	1.5	23,884	1.3	146	0.5	223	1.4	261	1.4	69,588	1.4
Sleeping-cars	..	..	..	..	9,473	0.3	580	..	..	..	..	..	..	..	10,053	0.2
Miscellaneous	Cr. 4	0.1	78	0.5	13,155	0.4	3,988	0.2	17	0.1	60	0.4	59	0.3	17,353	0.4
	1,546	27.7	4,207	26.5	970,599	31.7	783,886	43.6	20,848	75.9	4,703	28.5	11,269	61.1	1,797,058	36.3
Per cent. of operating revenue	35.75		22.68		23.60		29.63		26.92		41.50		33.20		26.03	
Per cent. of operating expenditure	19.05		18.00		26.50		31.05		31.83		23.56		33.05		28.35	
Per mile of railway £	64.42		70.12		653.16		491.77		579.11		73.48		201.23		541.28	

ABSTRACT G.—GENERAL CHARGES.

	£	d.	£	d.	£	d.	£	d.	£	d.	£	d.	£	d.	£	d.
Head Office ..	27	0.5	117	0.7	25,804	0.8	16,594	0.9	495	1.8	70	0.4	210	1.1	43,317	0.9
Appeal Board ..	..	..	2	..	443	..	285	..	8	..	1	..	4	..	743	..
Chief Accountant ..	15	0.3	64	0.4	14,172	0.5	9,114	0.5	272	1.0	38	0.2	115	0.6	23,790	0.5
Training-school ..	1	..	5	0.1	1,097	0.1	705	0.1	21	0.1	3	0.1	9	0.1	1,841	..
	43	0.8	188	1.2	41,516	1.4	26,698	1.5	796	2.9	112	0.7	338	1.8	69,691	1.4
Per cent. of operating revenue	0.99		1.01		1.01		1.01		1.03		0.99		0.99		1.01	
Per cent. of operating expenditure	0.53		0.80		1.56		1.06		1.03		0.56		0.99		1.10	
Per mile of railway £	1.8		3.1		27.9		16.7		22.1		1.8		6.0		21.0	
Superannuation subsidy	£	d.	£	d.	£	d.	£	d.	£	d.	£	d.	£	d.	£	d.
	104	1.9	455	2.9	100,261	3.3	64,475	3.6	1,923	7.0	272	1.6	815	4.4	168,305	3.4

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 ..	4,097	9,805	627,533	500,996	12,815	8,191	8,526	1,171,963
B.—Maintenance of Signal and Electrical Appliances	31	100	85,823	66,884	772	144	354	154,108
C.—Maintenance of Rolling-stock ..	824	3,484	938,136	595,687	18,012	2,436	6,504	1,565,083
D.—Examination, Lubrication, and Lighting of Vehicles	38	112	38,628	25,006	909	192	163	65,048
E.—Locomotive Transportation ..	1,433	5,017	860,313	460,914	9,414	3,915	6,123	1,347,129
F.—Traffic Transportation ..	1,546	4,207	970,599	783,886	20,848	4,703	11,269	1,797,058
G.—General Charges ..	43	188	41,516	26,698	796	112	338	69,691
Superannuation Subsidy ..	104	455	100,261	64,475	1,923	272	815	168,305
	8,116	23,368	3,662,809	2,524,546	65,489	19,965	34,092	6,338,385
Per cent. of operating revenue	187.65	125.96	89.07	95.42	84.57	176.17	100.75	91.81
Per mile of railway ..	£ 338.17	£ 389.47	£ 2,464.88	£ 1,583.78	£ 1,819.14	£ 311.95	£ 608.79	£ 1,909.15
Per train-mile (pence) ..	145.45	147.01	119.54	140.48	233.54	120.96	184.76	128.18

STATEMENT No. 4.

INCOME AND EXPENDITURE IN RESPECT OF LAKE WAKATIPU STEAMERS.

EXPENDITURE.	1936-37.	1935-36.	Per Cent. of Revenue.		REVENUE.	1936-37.	1935-36.	Per Cent. of Revenue.	
			1936-37.	1935-36.				1936-37.	1935-36.
	£	£				£	£		
Salaries and wages, shore staff ..	1,359	992	19·12	9·36	Ordinary passengers ..	2,316	4,442	32·56	41·91
Salaries and wages, steamer staff ..	3,914	4,119	55·04	38·86	Season tickets ..	30	47	0·42	0·44
Coal and stores ..	1,447	1,566	20·36	14·77	Parcels, luggage, and mails ..	494	859	6·95	8·10
Repairs, steamers ..	1,278	941	17·98	8·88	Goods ..	4,253	5,215	59·80	49·22
Repairs, wharves, &c. ..	612	292	8·61	2·76	Miscellaneous ..	19	35	0·27	0·33
Insurance, depreciation, &c. ..	844	786	11·82	7·42					
Motor-lorry expenses ..	719	..	10·11	..					
	10,173	8,696	143·04	82·05		7,112	10,598	100·00	100·00
Operating profit ..	..	1,902	..	17·95	Operating loss ..	3,061	..	43·04	..
	10,173	10,598	143·04	100·00		10,173	10,598	143·04	100·00
Operating loss ..	3,061	..	43·04	..	Operating profit ..	..	1,902	..	17·95
Payments to railway revenue—									
Interest on capital ..	682	703	9·59	6·63	Net loss ..	3,743	..	52·63	..
Net profit ..	..	1,199	..	11·32		3,743	1,902	52·63	17·95
	3,743	1,902	52·63	17·95					

STATEMENT No. 5.

INCOME AND EXPENDITURE IN RESPECT OF REFRESHMENT SERVICE.

EXPENDITURE.	1936-37.	1935-36.	Per Cent. of Revenue.		REVENUE.	1936-37.	1935-36.
			1936-37.	1935-36.			
	£	£				£	£
Salaries and wages ..	31,887	26,418	30·86	29·64	Receipts from Refreshment-rooms ..	103,351	89,132
Provisions used ..	45,036	37,349	43·58	41·90			
Light, fuel, and water ..	1,823	1,761	1·76	1·98			
Renewals and depreciation ..	2,747	2,642	2·66	2·96			
Insurance and miscellaneous ..	6,152	3,613	5·94	4·06			
	87,645	71,783	84·80	80·54			
Operating profit ..	15,706	17,349	15·20	19·46			
	103,351	89,132	100·00	100·00		103,351	89,132
Payments to railway revenue—							
Interest on capital ..	1,111	1,108	1·07	1·24	Operating profit ..	15,706	17,349
Rent ..	9,219	9,230	8·93	10·35			
Freights and fares ..	3,150	2,855	3·05	3·21			
Net profit ..	2,226	4,156	2·15	4·66			
	15,706	17,349	15·20	19·46		15,706	17,349

STATEMENT No. 5A.

INCOME AND EXPENDITURE IN RESPECT OF BOOK-STALL SERVICE.

EXPENDITURE.	1936-37.	1935-36.	Per Cent. of Revenue.		REVENUE.	1936-37.	1935-36.
			1936-37.	1935-36.			
	£	£				£	£
Wages ..	4,997	4,363	9·18	9·53	Receipts ..	54,417	45,798
Stores ..	39,625	33,164	72·82	72·41			
Miscellaneous ..	990	768	1·82	1·68			
	45,612	38,295	83·82	83·62			
Operating profit ..	8,805	7,503	16·18	16·38			
	54,417	45,798	100·00	100·00		54,417	45,798
Payments to railway revenue—							
Rents ..	5,442	4,580	10·00	10·00	Operating profit ..	8,805	7,503
Rail freights ..	191	167	0·35	0·36			
Net profit ..	3,172	2,756	5·83	6·02			
	8,805	7,503	16·18	16·38		8,805	7,503

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

EXPENDITURE.	1936-37.	1935-36.	Per Cent. of Revenue.		REVENUE.	1936-37.	1935-36.
			1936-37.	1935-36.			
	£	£				£	£
Salaries, wages, and allowances	7,388	7,018	21·39	22·09	Advertising-signs, publications, &c.	34,535	31,774
Stores and materials ..	1,853	1,525	5·37	4·80			
Insurance and depreciation ..	7,243	7,096	20·97	22·33			
Office and general expenses ..	2,707	2,636	7·84	8·30			
	19,191	18,275	55·57	57·52	Operating profit	34,535	31,774
Operating profit	15,344	13,499	44·43	42·48			
	34,535	31,774	100·00	100·00			
Payments to railway revenue—					Operating profit	15,344	13,499
Interest on capital	836	890	2·42	2·80			
Rent of premises and sites ..	10,115	9,125	29·28	28·72			
Commission	838	728	2·43	2·29			
Freights	171	373	0·50	1·17	Operating profit	15,344	13,499
Net profit	3,384	2,383	9·80	7·50			
	15,344	13,499	44·43	42·48			

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

EXPENDITURE.	1936-37.	1935-36.	Per Cent. of Revenue.		REVENUE.	1936-37.	1935-36.
			1936-37.	1935-36.			
	£	£				£	£
Wages and charges	46,081	38,444	35·12	29·75	Rentals	131,187	129,255
Materials	19,179	14,716	14·62	11·39			
Insurance	1,294	3,519	0·99	2·72			
Depreciation	33,927	34,211	25·86	26·46			
	100,481	90,890	76·59	70·32	Operating profit	131,187	129,255
Operating profit	30,706	38,365	23·41	29·68			
	131,187	129,255	100·00	100·00			
Payments to railway revenue—					Operating profit	30,706	38,365
Interest	64,265	65,802	48·98	50·91			
	64,265	65,802	48·98	50·91			
					Net loss	33,559	27,437
						64,265	65,802

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

EXPENDITURE.	1936-37.	1935-36.	Per Cent. of Revenue.		REVENUE.	1936-37.	1935-36.
			1936-37.	1935-36.			
	£	£				£	£
Wages and charges	2,297	1,502	12·07	8·39	Rentals	19,019	17,909
Materials	563	320	2·96	1·79			
Insurance and depreciation ..	3,330	3,513	17·51	19·61			
	6,190	5,335	32·54	29·79			
Operating profit	12,829	12,574	67·46	70·21	Operating profit	12,829	12,574
	19,019	17,909	100·00	100·00			
Payments to railway revenue—					Operating profit	12,829	12,574
Interest	6,043	6,129	31·77	34·22			
Net profit	6,786	6,445	35·69	35·99			
	12,829	12,574	67·46	70·21			

STATEMENT No. 9.

INCOME AND EXPENDITURE IN RESPECT OF ROAD SERVICES.

EXPENDITURE.	1936-37.	1935-36.	Per Cent. of Revenue.		REVENUE.	1936-37.	1935-36.	Per Cent. of Revenue.	
			1936-37.	1935-36.				1936-37.	1935-36.
	£	£				£	£		
Superintendence — Salaries and office expenses	18,595	8,493	9.36	8.22	Passengers	173,864	99,718	87.48	96.54
Maintenance charges	28,279	17,381	14.23	16.83	Parcels, mails, and newspapers	23,808	3,462	11.98	3.36
Running-expenses	87,074	45,850	43.80	44.39	Miscellaneous	1,079	100	0.54	0.10
License fees	6,202	3,512	3.12	3.40					
Insurance and depreciation ..	32,548	18,144	16.38	17.57					
	172,698	93,380	86.89	90.41					
Operating profit	26,053	9,900	13.11	9.59					
	198,751	103,280	100.00	100.00		198,751	103,280	100.00	100.00
Payments to railway revenue—									
Interest on capital	4,355	1,303	2.19	1.26	Operating profit	26,053	9,900	13.11	9.59
Net profit “.. .. .	21,698	8,597	10.92	8.33					
	26,053	9,900	13.11	9.59		26,053	9,900	13.11	9.59

STATEMENT No. 10.

RAILWAY EMPLOYEES' SICK BENEFIT SOCIETY.

Income and Expenditure.

Expenditure.	1936-37.	1935-36.	Income.	1936-37.	1935-36.
	£	£		£	£
To Sick pay paid to members	23,346	21,999	By Contributions	20,359	18,189
Balance carried down, being excess of income over expenditure	6,549	5,440	Entrance fees	281	205
			Interest on investments	1,255	1,045
			Subsidy as per section 5, subsection (1), of Government Railways Amendment Act, 1928, charged to Working Railways Account	8,000	8,000
	29,895	27,439		29,895	27,439
To Balance accumulated funds as at 31st March	40,959	34,410	By Accumulated funds brought forward on 1st April	34,410	28,970
			Balance brought down	6,549	5,440
	40,959	34,410		40,959	34,410

Balance-sheet.

Liabilities.	£	£	Assets.	£	£
Accumulated funds	40,959	34,410	Investments	40,545	34,091
Sick pay due not paid	5	2	Cash in Working Railways Account	417	317
			Contributions outstanding at 31st March ..	2	4
	40,964	34,412		40,964	34,412

STATEMENT No. 11.

STATEMENT OF LOSSES ON DEVELOPMENTAL BRANCH LINES FROM 1ST MARCH, 1936, TO 27TH FEBRUARY, 1937,
AND ISOLATED SECTIONS FROM 1ST APRIL, 1936, TO 31ST MARCH, 1937.

Branch.	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.
Kaikohe	25	£ 8,159	£ 3,230	£ 4,929	£ 19,347	£ 215	£ 129	£ 344	£ 541	£ 577	£ 774
Kirikopuni	14	6,068	2,004	4,064	48,538	216	143	359	650	3,177	3,467
Waiuku	13	4,872	2,116	2,756	11,162	461	163	624	836	647	859
Taneatua	111	37,180	14,652	22,528	135,557	746	132	878	1,081	1,018	1,221
Opunake	23	6,942	2,957	3,985	21,967	258	129	387	559	782	955
Greytown	3	1,971	597	1,374	1,811	114	199	313	771	146	604
North Island totals	189	65,192	25,556	39,636	238,382	548	135	683	893	1,051	1,261
Eyreton-Oxford	43	3,458	720	2,738	6,781	119	17	136	201	92	158
Cheviot	44	3,675	2,542	1,133	15,850	447	58	505	530	334	360
Little River	23	4,988	317	4,671	9,275	290	14	304	507	200	403
Southbridge	26	1,393*	1,190	2,583*	1,111	661	46	707	607	142	43
Whitecliffs	12	900	968	68*	585	214	81	295	289	54	49
Methven	23	1,960	2,289	329*	3,205	425	100	524	510	154	139
Springburn	28	2,643	731	1,912	4,358	139	26	165	234	87	156
Fairlie	36	913	1,461	548*	5,262	396	41	437	422	161	146
Waimate	13	4,236	1,949	2,287	4,313	211	150	361	537	156	332
Kurow	37	5,136	1,544	3,592	7,536	250	42	292	389	* 107	204
Ngapara	15	891	778	113	3,579	317	52	369	376	231	239
Waihemo	9	521	1,050	539*	762	223	117	339	281	143	85
Otago Central	147	22,065	3,043	19,022	81,209	664	21	685	814	423	552
Outram	9	1,591	361	1,230	2,761	133	40	173	310	170	307
Roxburgh	61	13,278	1,431	11,847	41,751	212	23	236	430	490	684
Catlins River	43	3,773	2,884	889	20,328	330	67	397	418	452	473
Tapanui	27	2,833	1,780	1,053	5,982	249	66	315	354	183	222
Waikaka	13	1,328	859	469	3,255	156	66	222	258	214	250
Switzers	14	1,369	621	748	3,804	97	44	141	195	218	272
Wyndham	4	1,109	827	382	884	215	207	422	492	150	221
Seaward Bush	34	2,865	873	1,992	9,203	236	26	261	320	212	271
Orawia	9	493	500	7*	4,422	98	56	154	153	492	491
Forest Hill	13	902	856	46	935	145	66	211	215	68	72
Mararoa	12	206*	678	884*	133	100	56	157	83	85	11
South Island totals	695	79,418	30,252	49,166	237,284	355	43	399	469	271	341
Total, both Islands	884	144,610	55,808	88,802	475,666	396	63	459	560	438	538
Isolated Sections.											
Kaihu	24	3,775	..	3,775	10,647	..	..	199	356	286	443
Gisborne	60	3,879	..	3,879	36,898	..	..	340	404	550	614
Nelson	64	8,185	..	8,185	29,962	..	..	192	319	340	467
Pictou	56	950*	..	950*	23,724	..	..	634	617	441	424
Total	204	14,889	..	14,889	101,231	..	..	358	430	423	495
Grand total	1,088	159,499	55,808	103,691	576,897	..	..	..	..	..	..

* Indicates profit.

STATEMENT No. 12.

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

Receipts.				Payments.			
	£	s.	d.		£	s.	d.
Balance brought forward	1,146,763	8	7	Investments, Sick Benefit Fund	5,200	0	0
Revenue receipts	7,851,694	11	2	Wages and vouchers	7,661,802	16	9
"Credits-in-aid" (Working Railways expen- diture)	517,841	6	6	Refunds to Harbour Boards, shipping com- panies, and other carriers	337,796	18	10
Contributions to Sick Benefit Fund	28,693	11	3	Interest on capital	903,858	3	9
Interest on investments	30,800	12	7	Payments from Sick Benefit Fund	21,783	4	0
Investments realized	528,000	0	0	Investments	500,000	0	0
				Balance as per general balance-sheet	673,352	6	9
	£10,103,793	10	1		£10,103,793	10	1

Reconciliation Statement.

Credit balance in Working Railways Account as per Treasury figures	£	s.	d.
Add—			
Imprests outstanding	58,240	18	2
Cash in transit	98	11	8
Balance as per above statement	£673,352	6	9

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

	£	s.	d.
Balance	£1,144,552	17	8

INSURANCE RESERVE ACCOUNT.

<i>Expenditure.</i>				<i>Income.</i>			
	£	s.	d.		£	s.	d.
Losses	4,147	12	10	Balance from previous year	93,197	10	5
Upkeep railway fire brigades and fire appliances..	1,768	2	3	Premiums debited to working-expenses ..	11,176	15	3
Balance	98,458	10	7				
	£104,374	5	8		£104,374	5	8
				Balance	£98,458	10	7

WORKERS' COMPENSATION RESERVE ACCOUNT.

<i>Expenditure.</i>				<i>Income.</i>			
	£	s.	d.		£	s.	d.
Accident payments	40,996	13	7	Balance from previous year	45,216	8	1
Balance	44,217	3	2	Premiums debited to working-expenses ..	39,997	8	8
	£85,213	16	9		£85,213	16	9
				Balance	£44,217	3	2

SLIPS, FLOODS, AND ACCIDENTS EQUALIZATION RESERVE ACCOUNT.

<i>Expenditure.</i>				<i>Income.</i>			
	£	s.	d.		£	s.	d.
Repairs to bridges, slips, and washouts ..	68,406	3	3	Balance from previous year	102,753	3	11
Balance	54,147	0	8	Contributions debited to working-expenses ..	19,256	0	0
	£122,553	3	11	Interest	544	0	0
					£122,553	3	11
				Balance	£54,147	0	8

BETTERMENTS RESERVE ACCOUNT.

<i>Expenditure.</i>				<i>Income.</i>			
	£	s.	d.		£	s.	d.
Refreshment Branch	361	0	4	Balance from previous year	3,452	8	1
Balance	3,091	7	9				
	£3,452	8	1		£3,452	8	1
				Balance	£3,091	7	9

RENEWALS RESERVE ACCOUNT.

<i>Expenditure.</i>				<i>Income.</i>			
	£	s.	d.		£	s.	d.
Relaying of track	206,975	4	11	Balance from previous year	748,009	13	11
Balance	748,467	9	0	Contributions debited to working-expenses ..	204,412	0	0
	£955,442	13	11	Interest	3,021	0	0
					£955,442	13	11
				Balance	£748,467	9	0

DEPRECIATION RESERVE ACCOUNT.

<i>Expenditure.</i>				<i>Income.</i>			
	£	s.	d.		£	s.	d.
Way and works	25,436	5	1	Balance from previous year	439,944	5	8
Bridges	60,265	3	5	Contributions—			
Operating buildings	10,415	7	1	Way and works	12,903	3	6
Signalling and interlocking	78,351	7	3	Bridges	70,140	0	0
Rolling-stock	478,101	19	2	Operating buildings	42,046	0	0
Locomotive running and car and wagon depot plant	2,070	5	9	Signals, interlocking, and electric traction ..	48,589	4	4
Dwellings	8,160	14	10	Rolling-stock	330,935	14	7
Refreshment, advertising, and road service buildings	15,509	7	2	Locomotive running and car and wagon depot plant ..	2,689	0	0
Stores and workshops: Buildings and plant ..	29,651	9	7	Dwellings	34,601	0	0
Road services	132,995	13	11	Head Office buildings and plant	2,396	0	0
Wharves	2,621	12	0	Refreshment, advertising, book-stalls, and road service buildings	3,204	0	0
Balance	211,489	16	11	Stores buildings and plant	2,941	0	0
	£1,055,069	2	2	Workshops buildings and plant	38,143	0	0
				Lake Wakatipu service	525	0	0
				Road services	22,933	0	4
				Wharves	815	13	9
				Portable plant	2,263	0	0
					£1,055,069	2	2
				Balance	£211,489	16	11

STATEMENT No. 14.

EXPENDITURE ON CONSTRUCTION OF RAILWAYS, ROLLING-STOCK, ETC., TO 31ST MARCH, 1937; NET REVENUE AND RATE OF INTEREST EARNED ON CAPITAL EXPENDED ON OPENED LINES FOR YEAR ENDED SAME DATE.

Section of Railway.	Opened Lines.			Unopened Lines.	Net Revenue.	Rate of Interest earned.
	Lines and Works.	Rolling-stock.	Total.			
	£	£	£	£	£	£ s. d.
Kaihu	159,654	586	160,240	..	-3,791	..
"	..	..	..	..	..	..
Gisborne	746,186	20,840	767,026	..	-4,816	..
"	..	..	..	1,565,136	..	..
North Island Main Line and Branches ..	28,483,084	3,802,521	32,285,605	..	449,484	1 7 10
"	..	..	..	2,623,272	..	..
South Island Main Line and Branches ..	15,856,734	2,394,816	18,251,550	..	121,280	0 13 3
"	..	..	..	419,522	..	..
Westport	309,638	45,054	354,692	..	11,948	3 7 5
"	..	..	..	649,044	..	..
Nelson	497,235	10,498	507,733	..	-8,633	..
"	..	..	..	252,618	..	..
Picton	562,554	16,565	579,119	..	-253	..
"	..	..	..	397,476	..	..
	46,615,085	6,290,880	52,905,965	..	565,219	1 1 9
Lake Wakatipu steamer service	17,645	..	17,645	5,907,068	..	..
Subsidiary services, &c.	1,762,931	..	1,762,931	..	-3,743	..
<i>In suspense—</i>					342,382	..
Surveys, North Island	..	..	..	31,235	..	..
Surveys, South Island	..	..	..	5,763	..	..
General	9,896	..	9,896	10,337	..	..
P.W.D. stock of permanent-way ..	..	..	..	8,943	..	..
	48,405,557	6,290,880	54,696,437	5,963,346	903,858	1 13 0
	..	..	..	..	..	..
Total cost of opened and unopened lines at 31st March, 1937	..	..	60,659,783	..	..	..

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, 1937.

Way and Works Branch: Particulars of Works.	Working Railways Depreciation Fund.	Public Works Fund.	Total.
	£	£	£
Land	2,849	9,782	12,631
Grading and formation	6,720	44,752	51,472
Tunnels	..	Cr. 904	Cr. 904
Bridges (structures only)	60,265	110	60,375
Overbridges	..	1,287	1,287
Culverts	1,521	282	1,803
Fences, gates, and cattlestops	620	134	754
Permanent-way	6,794	26,706	33,500
Station buildings and platforms	3,099	127,654	130,753
Cattleyards, loading-banks	1,777	..	1,777
Engine-sheds, car and wagon depots, and other operating buildings	7,316	40,296	47,612
Dwellings	8,161	..	8,161
Wharves	2,622	..	2,622
Water-services	372	323	695
Locomotive workshops buildings	3,911	180	4,091
Locomotive depot plant	76	2,703	2,779
Refreshment, advertising, and book-stall buildings	2,208	..	2,208
Road service buildings	12,798	..	12,798
Cranes, weighbridges, capstans, and turntables	4,227	88	4,315
Maintenance, movable plants	..	538	538
Miscellaneous (roads, sewerage, drainage, fire-fighting appliances, &c.)	556	1,180	1,736
Signalling and interlocking	9,802	570	10,372
Tablet-installations	375	..	375
Automatic and power signalling	31,967	18,885	50,852
Electric lighting	2,652	4,088	6,740
Communication lines and apparatus	27,875	12,906	40,781
Level-crossing warning-signals	75	..	75
Electrical pneumatic interlocking	..	94,642	94,642
Electric traction and power appliances	..	3,792	3,792
Overhead wires for automatic and power signalling	5,523	4,910	10,433
Signal-cabins	82	233	315
	204,243	395,137	599,380
Expenditure by Public Works Department—			
Turakina-Okoia grade easement	..	32,346	32,346
Tawa Flat deviation	..	2,556	2,556
Plimmerton-Paekakariki duplication	..	6,937	6,937
Totals	204,243	436,976	641,219

STATEMENT NO. 15—continued.

EXPENDITURE OUT OF WORKING RAILWAYS ACCOUNT (DEPRECIATION FUND) FOR THE YEAR ENDED 31ST MARCH, 1937—continued.

Locomotive Branch : Particulars of Rolling-stock.

Description of Stock ordered.	Number Incomplete on 31st March, 1936.	Number Complete on 31st March, 1937.	Number Incomplete on 31st March, 1937.	Expenditure, Year ended 31st March, 1937.
				£
Locomotives, Class K	7	7	..	33,820
Spares for locomotives, Class K	..	..	..	14
Convert three Garratt locomotives to six G locomotives	..	..	6	19,188
Six internal-combustion shunting-locomotives	..	6	..	12,431
Electric head and tail lights for locomotives	..	..	..	7,266
Fitting exhaust steam injectors to locomotives	..	..	..	2,668
Fitting thermic syphons to ten X locomotives	..	..	..	88
Fitting superheaters to locomotives	..	..	..	889
Fitting steam heat to locomotives	..	..	..	100
Build seven A boilers	..	..	..	6,697
Build one AB boiler	..	..	..	1,449
Build three Wf boilers	..	..	..	942
Build three X boilers	..	..	..	5,852
Boiler for crane No. 139	..	..	..	232
Rail cars	10	9	6	58,227
Carriages, Class A	22	15	7	18,758
Carriages, Class AA	15	..	15	2,645
Fitting new and improving lavatories in existing carriages	..	..	..	7,991
Fitting steam heat to carriages	..	..	..	2,485
Improve seating in carriages	..	..	..	21,727
Roller-bearing bogies for carriages	..	..	..	16,934
Four S.K.F. roller-bearing bogies for carriages	..	..	..	Cr. 824
Brake-vans, Class F	9	6	3	14,687
Fitting steam heat to brake-vans	..	..	..	6
Bogies for sixteen brake-vans	..	..	..	Cr. 1,799
Wagons, Class H	40	..	40	9,356
Wagons, Class J	190	190	..	36,269
Two J wagon bodies for Nelson	..	..	..	195
Wagons, Class LA	..	..	600	77,662
Wagons, Class Q	20	20	..	6,821
Rebuild Class Q coal-hopper bodies	..	..	..	2,017
Wagons, Class S	10	10	..	1,437
Wagons, Class T	16	..	16	8,060
Ten U underframes and bogies transferred to S wagons	..	..	..	Cr. 252
Wagons, Class U	10	10	..	2,722
Wagons, Class UB	..	..	50	10,604
Wagons, Class UG	14	14	..	11,382
Wagons, Class VB	25	25	..	15,963
Wagons, Class W	30	30	..	12,833
Wagons, Class XA	45	45	..	15,930
Wagons, Class YB	20	..	20	4,456
Wagons, Class Z	12	12	..	14,599
Two breakdown cranes	..	2	..	15,651
Tarpaulins written-off, Nelson	..	..	..	Cr. 76
	495	401	763	478,102
SUMMARY.				
Locomotives	7	7	6	..
Rail cars	10	9	6	..
Carriages	37	15	22	..
Brake-vans	9	6	3	..
Wagons, bogie	87	71	66	..
Wagons, four-wheeled	345	285	660	..
Cranes	..	2	..	..
Internal-combustion shunting-locomotives	..	6	..	..
	495	401	763	..

Particulars of Workshop and Depot Machinery and Motor-buses.

	£
Workshop equipment	25,740
Machinery and equipment for locomotive running and car and wagons depots	1,995
Motor-buses	132,996
Motor-garage	503

RECONCILIATION STATEMENT, PUBLIC WORKS FUND.

	£	s.	d.	£	s.	d.	Expenditure—	£	s.	d.
Expenditure charged by Treasury	492,514	13	2				Way and Works Branch	436,975	14	8
Vouchers outstanding previous year	30,371	2	10							
Less recoveries				462,143	10	4				
				60,402	17	10				
				401,740	12	6				
Public Works Department: Administration charges				1,472	0	0				
Vouchers outstanding at 31st March, 1937				33,763	2	2				
				£436,975	14	8				
								£436,975	14	8

STATEMENT NO. 16.

STATEMENT OF SEASON TICKETS ISSUED FOR THE YEARS ENDED 31ST MARCH, 1934 TO 1937.

Description of Tickets.	1936-37.		1935-36.		1934-35.		1933-34.	
	Number.	Amount.	Number.	Amount.	Number.	Amount.	Number.	Amount.
		£		£		£		£
Annual, all lines	10	1,019	9	1,078	13	1,172	9	785
Annual, North Island	55	4,629	49	4,223	49	4,200	52	4,416
Annual, South Island	4	279	4	274	5	390	6	423
Sectional annual, North Island	191	11,240	199	11,752	208	11,401	227	12,232
Sectional annual, South Island	84	4,075	98	4,745	101	4,910	101	4,700
Reporters' annual	16	679	16	677	15	639	18	768
Tourist, all lines	50	809	76	1,185	101	1,557	97	1,504
Tourist, North Island	206	1,995	247	2,397	251	2,488	256	2,551
Tourist, South Island	32	299	45	396	21	203	16	187
School	25,693	21,865	26,148	22,218	25,568	22,034	25,206	21,926
Bearer twelve-trip	72,920	15,741	72,607	16,339	73,047	16,174	76,071	17,015
Bearer six-trip	10,673	1,658	..	..	..	..	..	..
Weekly twelve-trip	110,844	21,252	109,418	20,882	103,981	19,824	99,863	19,055
Weekly workmen's	257,843	43,364	243,120	40,508	226,877	37,681	214,819	35,571
All other season	34,442	60,768	30,110	53,884	27,309	52,644	26,001	50,470
Totals	513,063	189,672	482,146	180,558	457,546	175,317	442,742	171,603
Total passenger journeys	12,950,472	..	12,394,700	..	11,845,432	..	11,535,840	..

STATEMENT NO. 17.

STATEMENT OF OPERATING TRAFFIC AND REVENUE FOR THE YEAR ENDED 31st MARCH, 1937.

(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.	Goods.			
												Timber.		Goods.	Total.
Kaihu	24	180	15,911	16,091	64	4	..	88,128	947	89,890	4	1,224	4,867	6,091	6,092
Gisborne	60	719	14,618	15,337	47	815	..	4,784,845	665,523	6,470,270	3,844	9,066	28,273	37,339	41,183
North Island Main Line and Branches	1,486	268,823	4,406,996	4,675,819	376,431	344,450	675,452	4,784,845	665,523	6,470,270	373,259	227,355	2,658,780	2,886,135	3,259,394
South Island Main Line and Branches	1,594	158,189	3,286,946	3,445,135	134,726	89,498	17,607	4,554,047	48,356	4,709,508	215,295	210,553	2,645,698	2,856,251	3,071,546
Westport	36	183	52,562	52,745	732	259	..	378	..	637	101	1,133	360,485	361,618	361,719
Nelson	64	221	27,765	27,986	618	488	1,208	22,737	2,063	26,496	1,236	1,075	18,394	19,469	20,705
Picton	56	4,079	47,764	51,843	445	747	194	158,466	..	159,407	6,597	1,969	44,035	46,004	52,601
Total railway operation ..	3,320	432,394	7,852,562	8,284,956	513,063	436,261	694,461	9,608,601	716,889	11,456,212	600,333	452,375	5,760,532	6,212,907	6,813,240
Lake Wakatipu steamers	..	..	14,749	14,749	5	167	..	16,970	..	18,137	734	497	5,768	6,265	6,999

(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	1,084	279	1,190	2,553	1,747	25	1,772	4,325	180	77.51	13,392	2,703	16,095
Gisborne	60	1,254	633	1,360	3,247	15,250	55	15,305	18,552	309	116.71	38,149	8,333	46,482
North Island Main Line and Branches ..	1,486	939,908	128,287	204,950	1,273,145	2,768,959	70,188	2,839,147	4,112,292	2,767	134.21	7,353,727	2,353,145	9,706,872
South Island Main Line and Branches ..	1,594	471,451	57,534	95,912	624,897	1,957,764	63,165	2,020,929	2,645,826	1,660	147.23	4,313,028	1,670,428	5,983,456
Westport	36	2,827	908	785	4,520	68,790	4,127	72,917	77,437	2,151	282.06	65,890	47,171	113,061
Nelson	64	1,640	1,141	290	3,071	8,209	53	8,262	11,333	177	68.66	39,612	10,166	49,778
Pictou	56	3,469	890	1,039	5,398	25,698	2,743	28,441	33,839	604	183.39	44,285	24,753	69,038
Total railway operation ..	3,320	1,421,633	189,672	305,526	1,916,831	4,846,417	140,356	4,986,773	6,903,604	2,079	139.61	11,868,083	4,116,699	15,984,782
Lake Wakatipu steamers ..	..	2,316	30	494	2,840	4,253	9	4,262	7,102	..	..	..	..	..

STATEMENT No. 18.

STATEMENT OF TRAFFIC AND REVENUE FOR EACH STATION FOR THE YEAR ENDED 31st MARCH, 1937.

Stations.	OUTWARD.														INWARD.			
	TRAFFIC.								REVENUE.						TRAFFIC.			
	Number of Passenger Journeys.			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.	Cattle and Calves.	Sheep and Pigs.	Timber, Hundreds of Superficial Feet.	Other Goods.
	First-class.	Second-class.	Total.															
NORTH ISLAND MAIN LINES AND BRANCHES—				No.	No.	No.		Tons.	£	£	£	£	£	£	No.	No.		Tons.
Auckland—																		
Coaching	21,067	477,488	498,555	23,372	..	2,101	54,938	355,581	114,442	7,157	49,538	356,784	1,229	172,366	450	1,190	47,688	248,530
Goods	..	..	..	..	183	..	..	..	..	..	..	..	10,193	366,977	..	..	..	..
Newmarket	1,352	77,663	79,015	8,590	9	1	3,719	4,840	4,980	1,454	844	9,668	106	17,052	24	..	65,603	17,258
Mount Eden	492	39,793	40,285	3,041	22	..	941	4,789	3,409	545	446	3,779	107	8,286	392	..	43,485	54,584
Avondale	552	66,323	66,875	22,318	338	..	217	5,478	2,602	3,700	309	5,490	21	12,122	556	178	46,618	7,434
Henderson	372	100,580	100,952	9,849	11,044	25,201	302	7,644	3,592	2,523	730	7,834	21	14,700	1,341	6,218	4,950	8,872
Helensville	538	43,062	43,600	445	18,333	55,643	4,715	12,467	4,122	257	1,258	12,337	128	18,102	3,820	17,390	4,529	31,683
Wellsford	183	7,507	7,690	56	13,148	38,713	983	8,407	1,654	44	1,097	8,685	83	11,563	1,526	7,944	5,829	13,190
Maungaturoto	337	13,060	13,397	2	20,669	41,780	333	2,197	2,615	2	110	6,758	10	9,495	1,953	5,089	4,739	8,707
Paparoa	79	2,671	2,750	..	5,707	16,650	232	2,537	693	..	87	2,716	3	3,499	241	785	2,273	2,752
Waioira	44	6,613	6,657	30	27,317	66,597	1,841	17,332	820	25	302	29,739	331	31,217	1,247	4,944	2,739	83,104
Whangarei	1,904	47,070	48,974	316	31,354	49,625	1,593	36,074	11,431	288	1,256	17,544	634	31,153	1,666	8,147	3,681	21,186
Hikurangi	138	6,664	6,802	98	3,907	10,417	6,573	55,340	1,423	77	182	18,036	44	19,762	725	3,471	445	6,328
Otiria Junction	487	8,789	9,276	68	5,816	9,712	4,926	2,578	3,728	52	518	6,236	7	10,541	827	868	796	6,768
Kawakawa	245	8,024	8,269	..	1	229	258	6,919	1,219	..	164	3,095	6	4,484	53,011	66,002	873	8,710
Opua	454	18,098	18,552	123	233	161	1,305	894	2,765	49	217	4,427	111	3,569	10	..	1,931	7,469
Kaikohe	361	13,753	14,114	64	3,686	29,385	3,188	4,431	3,836	52	696	8,799	15	13,398	603	652	1,244	10,322
Remuera	143	5,527	5,670	3,058	814	73	21	43	128	426	32	517	4	1,107	778	620	18,179	1,383
Greenlane	282	26,017	26,299	5,535	11	..	..	37	576	896	43	438	3	1,956	18	..	1,654	2,274
Ellerslie	120	39,609	39,729	7,780	458	..	..	82	820	1,310	90	1,728	6	3,954	461	..	547	843
Penrose	146	31,296	31,442	4,217	492	2,905	586	105,208	554	627	119	49,066	52	50,418	347,408	947,429	13,081	41,267
Onehunga Town	62	7,969	8,031	5,082	..	..	4,478	1,889	519	925	183	1,876	100	3,603	68	137	9,208	44,506
Otahuhu	663	126,452	127,115	16,064	1,452	19,603	179	140,987	3,613	4,180	302	68,066	66	76,227	61,425	156,391	15,413	121,774
Papatoetoe	260	60,151	60,411	11,386	1,155	1,164	398	945	2,227	2,444	169	812	8	5,660	6,186	13,876	14,649	6,865
Papakura	2,050	123,364	125,414	13,616	12,473	6,464	23	6,984	5,966	3,197	312	2,710	23	12,208	4,913	17,937	3,709	9,778
Drury	94	9,142	9,236	193	4,080	16,479	45	8,393	595	162	63	7,159	21	8,000	1,101	4,309	732	8,209
Waiuku	55	11,048	11,103	8	19,078	19,414	1	496	1,015	7	89	1,600	12	2,723	1,342	12,658	8,228	30,560
Pukekohe	2,417	51,865	54,282	229	20,258	21,083	136	12,838	6,326	129	611	15,143	60	22,269	3,375	12,145	8,145	24,702
Tuakau	840	23,267	24,107	495	10,492	59,762	719	5,684	2,383	253	261	6,293	105	9,295	2,094	27,188	3,855	14,774
Pokeno	9	6,910	6,919	91	9,200	17,992	14	437	483	74	92	1,218	5	1,872	721	3,320	1,832	6,682
Mercer	734	18,826	19,560	111	1,270	12,324	1,857	27,636	1,434	85	89	9,213	53	10,874	164	1,325	393	5,214
Te Kauwhata	83	6,832	6,915	27	17,590	50,783	1,068	8,061	1,041	28	1,555	8,154	5	10,783	2,678	8,387	3,462	9,596
Huntly	1,055	65,580	66,635	12,672	4,660	11,041	197	253,439	6,524	2,912	378	187,986	205	198,005	2,587	6,069	6,501	15,136
Glen Afton	48	13,232	13,280	160	1,370	15,336	241	187,483	921	46	53	127,607	115	128,742	961	5,915	1,272	12,615
Taupiri	38	6,876	6,914	143	4,489	17,470	..	5,826	811	86	93	6,176	98	7,264	1,089	3,987	1,581	10,805
Ngaruawahia	370	14,211	14,581	199	1,339	4,762	13	67,610	2,271	167	216	63,567	1,746	67,967	114,880	115,614	3,174	21,621
Frankton Junction	5,735	106,180	111,915	133	19,160	137,131	559	29,534	29,417	161	1,457	35,075	639	66,749	6,022	80,160	64,226	57,330
Hamilton	3,814	70,137	73,951	578	23,372	23,252	2,574	16,400	19,526	768	3,989	24,738	230	49,251	1,675	7,948	47,584	30,701
Cambridge	139	5,631	5,770	94	20,391	56,396	24	3,206	1,100	85	253	5,815	24	7,277	3,133	14,885	3,726	36,899
Morrinsville	882	28,517	29,399	364	54,823	174,577	87	20,905	4,762	239	1,209	40,489	21	46,720	17,783	132,655	12,729	35,513
Matamata	552	21,873	22,425	69	39,657	118,235	5,148	4,355	4,685	56	514	17,087	26	22,368	2,518	29,716	3,645	38,766
Putaruru	545	21,752	22,297	329	10,190	49,675	57,589	3,524	4,538	321	394	18,119	81	23,453	4,750	64,577	3,678	30,341
Mamaku	71	12,331	12,402	108	2,343	31,391	68,097	5,477	1,223	154	221	22,361	4	23,963	123	2,645	..	1,903
Rotorua	2,361	34,707	37,068	177	7,549	23,979	28,495	11,762	13,916	136	2,481	16,498	131	33,162	3,161			

STATEMENT No. 18—continued.

STATEMENT OF TRAFFIC AND REVENUE FOR EACH STATION FOR THE YEAR ENDED 31ST MARCH, 1937—continued.

Stations.	OUTWARD.															INWARD.			
	TRAFFIC.								REVENUE.							TRAFFIC.			
	Number of Passenger Journeys.			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.	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	17	2,407	2,424	No. 123	No. 602	No. 3,059	Tons. 22	1,337	£ 232	£ 64	£ 15	£ 1,006	£ 2	£ 1,319	No. 15	No. 2,040	425	Tons. 2,813	
Midhurst	60	4,616	4,676	198	4,998	307	..	2,804	260	82	10	2,128	1	2,481	21	544	672	5,651	
Stratford	1,477	45,943	47,420	308	14,309	47,744	128	7,121	10,426	234	903	7,007	72	18,642	3,615	18,174	9,979	18,024	
Te Wera	4	906	910	1	1,368	8,056	3	2,154	108	1	30	1,457	..	1,596	592	6,023	272	3,582	
Whangamomona ..	34	2,764	2,798	5	3,504	51,033	4,247	4,177	507	6	101	7,372	1	7,987	935	9,239	531	2,561	
Ohura	125	8,671	8,796	32	4,252	49,123	9,725	2,514	1,616	25	696	9,081	72	11,490	1,720	15,272	1,485	12,223	
Eltham	456	24,472	24,928	301	36,202	44,039	280	13,484	3,914	214	273	13,613	28	18,042	10,284	35,646	6,619	22,926	
Normanby	27	5,123	5,150	92	16,088	17,860	130	10,777	396	53	40	9,549	3	10,041	1,570	13,176	3,627	22,904	
Hawera	1,507	48,437	49,944	243	18,958	57,506	301	17,053	11,045	251	794	13,873	309	26,272	5,443	80,624	18,452	32,410	
Patea	361	13,378	13,739	114	2,221	21,841	45	14,432	2,552	106	231	24,490	342	27,721	43,811	164,520	6,673	39,002	
Waverley	172	10,763	10,935	106	10,256	64,376	49	8,030	1,693	72	193	8,208	32	10,198	3,281	41,180	5,652	7,547	
Aramoho	816	20,692	21,508	40	8,320	43,186	327	58,889	4,289	29	411	28,535	19	33,283	1,931	15,085	6,479	48,243	
Wanganui	2,835	62,670	65,505	209	3,817	29,423	2,174	16,868	15,660	208	1,739	14,351	1,556	33,514	42,325	217,292	32,369	34,935	
„ (Wharf)	..	..	..	..	..	102	2,029	51,010	..	..	..	14,244	7,713	21,957	2	2	321	4,349	
Fordell	261	4,314	4,575	44	1,744	47,124	332	241	568	39	87	2,529	15	3,238	1,379	18,744	3,923	3,037	
Turakina	87	5,886	5,973	17	768	22,068	..	756	505	12	91	1,953	10	2,571	270	21,720	604	3,661	
Greatford	75	2,415	2,490	40	2,806	46,696	152	8,183	340	33	38	5,835	1	6,247	393	17,890	948	3,747	
Halcombe	44	7,589	7,633	87	436	28,128	12	1,626	565	78	39	2,998	5	3,685	192	14,797	351	3,830	
Feilding	1,426	21,535	22,961	59	21,859	239,412	2,195	15,170	6,493	61	565	29,912	39	37,070	30,540	168,511	11,148	32,927	
Palmerston North ..	11,389	163,628	175,017	187	5,579	30,255	1,421	44,897	42,637	325	3,835	62,369	521	109,687	11,901	107,582	90,369	77,220	
Ashhurst	116	8,217	8,333	29	1,212	28,007	..	961	619	27	46	3,073	2	3,767	3,323	28,421	737	3,081	
Longburn	188	12,441	12,629	26	9,686	31,690	10	9,705	629	16	68	18,242	9	18,964	10,517	151,780	92	4,793	
Foxton	..	..	..	..	1,004	1,364	1	10,414	Cr. 1	..	34	6,398	372	6,803	412	10,267	9,692	6,998	
Shannon	237	35,397	35,634	396	7,700	64,749	46	4,366	2,772	312	169	6,928	11	10,192	836	24,853	2,509	5,220	
Levin	1,057	42,515	43,572	307	11,529	45,371	8	3,986	6,783	258	656	5,439	40	13,176	1,843	28,220	6,495	11,233	
Otaki	660	30,646	31,306	198	2,672	38,761	1,077	2,192	4,176	203	2,175	3,801	20	10,375	1,240	13,533	829	7,704	
Patekakariki	1,726	69,099	70,825	837	903	28,997	2,863	4,321	5,733	405	1,663	3,262	46	11,109	1,053	8,751	3,002	5,644	
Johnsonville	895	48,592	49,487	9,002	532	20,586	29	335	2,812	2,130	146	945	9	6,042	15,235	73,572	2,141	3,682	
Thorndon (Coaching) ..	19,989	239,474	259,463	14,809	..	..	..	73,363	3,944	17,564	..	1,642	96,513	..	..	..	..	..	
Lambton	69,226	208,205	277,431	35,409	..	..	..	22,176	11,480	2,314	..	634	36,604	..	..	..	..	..	
Wellington—	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	
Goods	..	..	..	..	476	2,839	47,152	200,095	..	..	..	226,775	2,430	229,383	674	1,473	45,603	173,196	
Wharf	..	..	..	..	..	..	..	4,662	..	..	..	408	..	408	..	..	..	49,815	
Courtney Place Book- ing	2,077	19,563	21,640	1,876	..	..	..	14,948	1,795	7,142	..	19	23,904	..	..	..	..	..	
Ngahauranga	18	3,750	3,768	1,371	20	..	..	12,382	92	272	5	642	2	1,013	9,245	677,118	114	3,168	
Petone	5,955	162,810	168,765	94,220	50	4,850	1,133	35,572	5,002	18,931	306	68,570	230	93,039	7,713	470,596	20,170	33,559	
Lower Hutt	2,216	41,209	43,425	30,735	258	248	136	2,814	2,577	6,948	440	1,975	17	11,957	329	1,475	17,092	3,068	
Upper Hutt	1,106	104,565	105,671	20,469	372	5,259	..	559	5,618	6,235	294	1,774	24	13,945	1,353	5,916	199	3,755	
Featherston	1,188	21,557	22,745	144	5,246	143,460	3	8,485	2,911	107	984	13,579	22	17,603	591	5,252	4,547	12,605	
Carterton	525	9,765	10,290	42	2,230	71,648	136	18,701	2,209	36	692	25,213	20	28,170	11,974	85,260	7,332	9,442	
Masterton	2,343	35,648	37,991	28	3,262	125,960	4,480	8,294	8,477	43	785	13,759	63	23,127	2,724	12,048	16,102	22,997	
Mauriceville	36	2,572	2,608	46	188	4,803	..	12,607	338	38	29	6,646	1	7,052	323	527	183	1,456	
Eketahuna	246	6,189	6,435	46	6,948	50,348	532	3,362	1,294	34	143	6,420	6	7,897	547	3,237	1,556	5,442	
Hukanui	18	1,792	1,810	24	1,419	8,391	15	502	218	24	104	1,066	..	1,412	191	649	275	3,199	
Pahiatua	376	5,805	6,181	7	7,961	84,968	69	4,435	1,506	10	265	7,341	3	9,125	541	3,132	6,207	6,974	
Mangatainoka	77	1,466	1,543	1	1,297	31,231	21	1,729	322	1	69	4,272	1	4,665	418	1,680	422	3,370	
Woodville	766	22,925	23,691	75	13,964	185,693	99	6,116	3,048	67	162	17,364	22	20,663	3,137	24,719	1,474	5,774	
Dannevirke	1,182	26,360	27,542	214	10,741	76,634	995	4,723	6,053	195	706	9,309	71	16,334	2,235	13,700	7,508	20,223	
Ormondville	66	10,792	10,858	14	2,829	70,799	100	2,231	1,034	11	100	5,935	3	7,083	215	5,707	786	5,272	
Takapau	213	4,948	5,161	59	2,447	89,650	7	7,803	1,125	54	123	8,126	2	9,430	337	5,082	117	4,737	
Waipukurau	955	14,845	15,800	27	7,886	252,434	845	5,714	4,161	13	432	13,989	31	18,626	1,121	7,516	4,170	13,765	
Waipawa	343	10,932	11,275	23	2,027	69,944	..	7,573	2,097	7	229	6,821	16	9,170	106	1,776	236	6,225	
Otane	162	8,709	8,871	109	12,728	109,569	..	2,333	966	82	87	11,294	3	12,432	134	4,755	27	2,365	
Hastings	2,315	32,987	35,302	101	694	19,848	1,161	22,903	15,787	154	1,570	30,601	239	48,351	1,140	33,211	9,905	40,834	
Clive	7	323	330	..	242	2,502	..	33,179	78	..	28	12,678	7	12,791	16,928	407,267	1,180	7,986	
Napier	3,041	36,967	40,008	176	28	26,822	793	3,865	18,819	159	1,627	5,864	113	26,582	309	5,160	6,467	18,450	
Port Ahuriri	..	..	..	..	1	2,410	3,249	27,747	..	..	17	16,569	1,089	17,675	12	423	2,342	48,218	
Chief Accountant	55,682	164,292	219,974	8,194	..	..	..	210,118	33,214	63,111	132,935	26,898	466,276	..	..	..	..	..	
Overseas Traffic	..	..	..	..	519	128	280	4,271	..	..	..	32,798	..	32,798	519	128	280	4,271	
Totals	268,823	4,406,996	4,675,819	376,431	101,9902	5,450,368	1,023,099	2,658,780	939,908	128,287	204,950	2,768,959	70,188	4,112,292	101,9902	5,450,368	1,023,099	2,658,780	
KAIHU SECTION—																			
Dargaville	180	15,413	15,593	64	4	..	5,508	4,867	2,293	43	1,121	1,409	25	4,891	4	..	5,508	4,867	
District Office	..	498	498	..	..	..	..	..	Cr. 1,209	236	69	9	..	Cr. 895	..	..	..	..	
Overseas Traffic	..	..	..	..	..	..	..	..	..	..	..	329	..	329	..	..	..	..	
Totals	180	15,911	16,091	64	4	..	5,508	4,867	1,084	279	1,190	1,747	25	4,325	4	..	5,508	4,867	
GISBORNE SECTION—																			
Gisborne	272	4,679	4,951	47	482	9,474	477	4,301	1,431	44	209	2,029	45	3,758	333	79,601	40,316	23,946	
Motuhora	447	8,709	9,156	..	333	79,601	40,316	23,946	877	..	1,043	13,056	6	14,982	482	9,474	477	4,301	
District Office	..	1,230	1,230	..	..	..	..	..	Cr. 1,054	589	108	164	4	Cr. 189	..	..	..	..	
Overseas Traffic	..	..	..	..	..	..	..	26	..	..	..	1	..	1	..	..	..	26	
Totals	719	14,618	15,337	47	815	89,075	40,793	28,273	1,254	633									

STATEMENT No. 18—continued.

STATEMENT OF TRAFFIC AND REVENUE FOR EACH STATION FOR THE YEAR ENDED 31ST MARCH, 1937—continued.

Stations.	OUTWARD.														INWARD.			
	TRAFFIC.								REVENUE.						TRAFFIC.			
	Number of Passenger Journeys.			Season Tickets.	Cattle and Calves.	Sheep and Pigs.	Timber, in Hundreds of Superficial Feet.	Other Goods.	Ordinary Passengers.	Season Tickets.	Parcels, Luggage, and Mails.	Total Goods.	Miscellaneous.	Total.	Cattle and Calves.	Sheep and Pigs.	Timber, in Hundreds of Superficial Feet.	Other Goods.
	First-class.	Second-class.	Total.															
SOUTH ISLAND MAIN LINES AND BRANCHES—				No.	No.	No.		Tons.	£	£	£	£	£	£	No.	No.		Tons.
Lytelton ..	25,718	218,134	243,852	11,328	222	37,095	34,837	344,279	9,897	3,389	7,089	137,825	17,307	175,507	785	11,417	9,678	268,778
" (Wharf) ..								10,718				2,199		2,199				47,321
Heathcote ..	592	62,161	62,753	3,721			2	3,588	1,027	902	72	2,418	1	4,420	1		707	8,235
Woolston ..	674	43,874	44,548	8,669	4			3,941	1,016	1,364	99	1,892	2	4,373	20	12	634	13,545
Opawa ..	309	25,059	25,368	4,495					528	690	24			1,246				
Christchurch—																		
Coaching ..	46,176	524,868	571,044	13,474					70,436	4,032	16,705		707	91,880				
Goods ..					465	49	3,461	100,123				84,909	2,015	86,924	407	115	82,429	339,404
Central Booking-office	12,200	45,500	57,700	213					31,594	1,141	854		23	33,612				
Addington ..	289	16,274	16,563	899	4,271	210,764	6,062	36,393	1,331	156	216	22,443	265	24,411	24,441	393,557	111,168	62,665
Riccarton ..	216	3,536	3,752	215			2,641	4,641	356	66	37	2,029	3	2,491	4		54,176	18,067
Papanui ..	321	6,405	6,726	993	46		358	6,142	681	245	114	4,633	3	5,676	90		22,508	8,102
Belfast ..	84	6,725	6,809	189	103	7,295	12	25,286	293	164	44	14,466	18	14,985	7,642	715,446	3,201	9,354
Kaipoi ..	182	16,185	16,367	267	209	10,222	914	18,028	1,122	199	196	8,574	67	10,158	164	188,595	4,360	10,522
Rangiora ..	273	39,092	39,365	417	845	21,930	1,544	15,863	2,969	381	318	8,801	125	12,594	552	14,596	8,921	10,883
East Oxford ..	2	1,561	1,563		450	37,024		2,712	131		24	2,689	2	2,846	143	11,383	1,400	4,508
Sefton ..	10	4,151	4,161	125	175	7,258	90	6,253	291	88	21	3,020	7	3,427	44	7,810	142	3,908
Amberley ..	43	3,058	3,101	75	416	63,171	727	3,013	359	69	164	3,486	8	4,086	126	23,324	639	3,184
Waipara ..	113	3,257	3,370	22	1,355	130,295	263	5,181	396	20	248	7,884	19	8,567	322	9,887	934	1,563
Mina ..	48	1,306	1,354	27	1,059	66,059	1,190	3,979	366	20	278	5,412	6	6,082	452	7,921	3,181	4,229
Parnassus ..	1,488	3,219	4,707		2,946	84,164	129	2,551	1,167		253	7,263	283	8,966	279	4,284	13,091	8,840
Waikari ..	31	3,385	3,416	26	221	27,249		12,366	472	21	94	6,174	6	6,767	120	5,425	1,475	2,217
Hawarden ..	17	2,099	2,116	1	728	101,606	360	5,590	302	1	242	7,290	11	7,846	147	10,419	1,321	2,674
Culverden ..	75	2,029	2,104	1	2,498	77,842	185	5,043	483	2	158	7,199	10	7,852	309	3,804	2,188	6,301
Waiau ..	48	1,203	1,251		395	60,940	51	2,144	352		102	4,811	5	5,270	258	2,522	817	2,685
Hornby ..	67	6,924	6,991	116	1,100	3,124	117	51,588	582	89	45	18,358	1	19,075	1,389	13,922	1,943	58,014
Lincoln ..	8	5,804	5,812	133	928	54,201	1	15,805	335	86	25	6,021	13	6,480	114	7,064	773	2,979
Leeston ..	45	4,149	4,194	17	799	22,490		6,721	420	17	21	3,463	7	3,928	319	26,623	1,784	5,660
Southbridge ..	1	7,672	7,673	6	338	36,254		9,437	660	6	305	5,392	3	6,366	146	15,568	713	2,393
Little River ..	14	6,982	6,996	60	6,364	111,346	12	1,586	1,086	55	693	4,933	19	6,786	1,320	32,070	1,205	2,366
Islington ..	19	5,315	5,334	46	45	3,576	8	18,523	290	39	56	8,149	39	8,573	5,512	303,825	3,069	8,495
Rolleston ..	87	6,759	6,846	27	292	38,673	200	6,555	538	24	58	3,735	4	4,359	266	11,008	159	1,543
Kirwee ..	13	1,535	1,548	34	76	18,982		4,221	167	34	32	2,339	1	2,573	87	20,505	94	2,112
Darfield ..	105	2,716	2,821	69	195	52,655	1	9,244	379	61	87	5,227	2	5,756	135	9,038	1,765	1,616
Coalgate ..	2	73	75		308	55,066	2	14,283	10		95	9,000	32	9,137	109	8,945	1,574	3,511
Sheffield ..	32	1,859	1,891	48	131	28,739		3,775	279	42	87	2,876	9	3,293	98	8,026	269	1,441
Springfield ..	663	10,541	11,204	38	334	13,926	189	3,058	1,525	37	183	4,508	41	6,294	111	5,508	1,076	3,394
Arthurs Pass ..	74	3,320	3,394		2	145	50	249	556		62	319	4	931	41	935	1,318	1,332
Otira ..	561	19,502	20,063	8	1,090	6,222	91,902	2,174	2,427	5	251	29,248	27	31,958	109	329	1,097	4,430
Moana ..	46	4,001	4,047	80	472	790	42,801	1,729	706	72	245	11,612	12	12,647	367	1,469	880	2,621
Stillwater ..	286	13,273	13,559	86	136	474	29,072	80,756	1,571	71	102	31,221	5	32,970	149	83	1,276	829
Ngahere ..	42	7,405	7,447	79	889	10,044	110,196	2,108	658	48	104	21,501	1	22,312	300	1,254	260	1,324
Blackball ..	19	5,154	5,173	249				43,363	611	195	27	23,041	4	23,878	1		240	1,089
Ikamatua ..	99	4,081	4,180	38	331	5,647	24,718	6,698	904	31	110	11,309	5	12,359	153	1,700	163	4,775
Reefton ..	574	13,026	13,600	46	325	3,591	6,228	38,592	3,312	37	228	33,535	365	37,477	402	2,031	2,501	3,567
Inangahua Junction	15	802	817		358	3,455	3,060	2,197	152		75	5,467	13	5,707	418	11	425	1,448

STATEMENT NO. 18—continued.

STATEMENT OF TRAFFIC AND REVENUE FOR EACH STATION FOR THE YEAR ENDED 31ST MARCH, 1937—continued.

Stations.	OUTWARD.														INWARD.			
	TRAFFIC.							REVENUE.							TRAFFIC.			
	Number of Passenger Journeys.			Season Tickets.	Cattle and Calves.	Sheep and Pigs.	Timber, in Hundreds of Superficial Feet.	Other Goods.	Ordinary Passengers.	Season Tickets.	Parcels, Luggage, and Mails.	Total Goods.	Miscellaneous.	Total.	Cattle and Calves.	Sheep and Pigs.	Timber, in Hundreds of Superficial Feet.	Other Goods.
	First-class.	Second-class.	Total.															
SOUTH ISLAND MAIN LINES AND BRANCHES—contd.				No.	No.	No.		Tons.	£	£	£	£	£	£	No.	No.		Tons.
Port Chalmers ..	1,891	73,951	75,842	10,118	4	..	32	44,820	2,740	3,013	143	12,159	1,762	19,817	37	..	1,333	53,708
St. Leonard's ..	309	12,056	12,365	2,919	18	..	..	2	337	722	7	13	1	1,080	3	..	80	9
Ravensbourne ..	881	31,618	32,499	4,892	..	..	..	42,508	457	1,073	13	19,633	5	21,181	..	..	228	4,973
Dunedin (Coaching) ..	19,575	440,178	459,753	13,837	..	..	..	76,754	5,214	11,273	..	..	391	93,632	..	..	..	..
„ (Goods) ..	..	..	..	..	872	591	11,008	116,761	..	..	..	141,891	1,147	143,038	999	1,549	105,618	202,095
„ (Bus Office) ..	19	352	371	..	..	..	..	135	..	..	..	..	..	135	..	..	..	..
Caversham ..	423	22,300	22,723	1,541	2	..	35	549	1,314	209	141	581	4	2,249	1	..	4,094	5,259
Burnside ..	530	22,493	23,023	4,425	1,708	17,768	24	54,201	496	715	118	46,275	45	47,649	20,487	516,067	2,845	82,273
Green Island ..	820	43,451	44,271	6,218	..	..	..	4,946	1,243	1,355	38	2,574	26	5,236	..	80	563	10,364
Abbotsford ..	148	43,027	43,175	5,945	..	..	8	651	1,011	1,237	18	471	7	2,744	..	..	179	89
Wingatui ..	117	24,043	24,160	1,165	1,004	26,360	..	2,634	965	353	69	4,836	3	6,226	574	2,637	157	1,468
Middlemarch ..	104	2,005	2,109	..	1,219	78,639	14	1,992	433	..	501	6,947	3	7,884	270	12,576	1,140	3,155
Waipia ..	57	2,382	2,439	..	569	43,592	..	701	719	..	105	3,899	1	4,724	253	3,849	1,405	4,805
Ranfurly ..	212	3,731	3,943	..	314	53,207	28	1,176	1,153	..	216	4,878	7	6,254	161	4,439	1,760	4,225
Oturehau ..	26	1,106	1,132	1	666	72,227	3	1,534	369	1	221	7,267	..	7,858	28	4,912	292	1,787
Omaka ..	114	2,483	2,597	2	601	55,802	47	1,059	962	..	395	5,570	2	6,929	269	3,304	2,322	4,490
Alexandra ..	121	2,546	2,667	6	114	10,356	72	1,998	1,225	24	303	3,763	9	5,324	182	4,654	4,537	7,749
Clyde ..	40	1,990	2,030	79	18	3,335	75	1,007	592	59	171	2,141	3	2,966	30	728	1,394	1,544
Cromwell ..	251	4,924	5,175	3	616	48,126	7	5,415	2,208	1	468	11,044	8	13,729	167	3,328	3,253	6,813
Mosgiel ..	1,820	87,152	88,972	7,423	303	5,403	5	3,050	4,445	2,417	244	1,701	9	8,816	390	7,382	836	3,588
Outram ..	8	4,224	4,232	158	176	4,020	..	1,047	307	71	16	625	3	1,022	98	1,496	554	5,441
Allanton ..	219	8,450	8,669	28	617	19,143	4	2,999	561	20	161	2,102	1	2,845	1,021	10,583	698	3,362
Milburn ..	29	1,456	1,485	14	96	10,869	..	65,368	115	19	25	21,136	275	21,570	213	1,492	359	9,852
Milton ..	641	21,222	21,863	72	1,405	35,770	31	9,417	3568	75	730	6,212	72	10,657	551	15,613	1,913	9,255
Lawrence ..	44	2,274	2,318	1	404	19,501	179	1,096	228	1	176	2,213	3	2,621	199	3,182	833	6,172
Miller's Flat ..	6	331	337	..	143	28,632	12	2,004	63	..	71	4,421	2	4,557	103	835	633	3,257
Roxburgh ..	15	448	463	..	35	10,007	..	3,632	107	..	74	6,599	3	6,783	28	375	1,360	3,334
Lovell's Flat ..	74	2,354	2,428	48	173	12,527	1	9,209	209	25	34	5,231	94	5,593	87	2,310	611	3,559
Stirling ..	117	9,489	9,606	207	5,899	5,971	..	104,468	1,149	203	181	54,553	1,317	57,403	827	2,758	1,458	4,512
Balclutha ..	1,042	30,263	31,305	83	2,140	61,432	1,588	17,592	6,118	129	785	20,473	86	27,591	3,378	136,272	4,789	16,166
Owaka ..	22	5,062	5,084	3	1,327	32,776	37,286	6,578	1,006	3	258	12,976	9	14,252	344	8,919	1,022	6,601
Tahakopa ..	2	9,355	9,357	..	147	3,119	20,434	527	1,148	..	146	4,981	1	6,276	57	3,650	9	2,629
Waiwera ..	2	2,618	2,620	..	386	10,493	395	1,710	308	..	431	1,986	1	2,726	82	1,538	389	7,864
Clinton ..	283	14,625	14,908	44	474	34,342	5,990	1,061	1,989	46	91	3,748	16	5,890	141	3,471	230	6,024
Waipahi ..	111	7,872	7,983	13	2,146	46,519	455	2,182	1,529	11	224	4,236	1	6,001	377	4,193	420	8,963
Tapanui ..	25	1,128	1,153	..	495	33,018	391	2,245	424	..	36	4,808	2	5,270	203	1,164	537	5,976
Heriot ..	3	204	207	..	541	76,953	10	1,745	77	..	106	6,268	2	6,453	335	3,211	1,071	10,611
Gore ..	1,626	50,590	52,216	337	1,849	158,200	1,194	16,803	11,262	241	1,279	20,113	109	33,004	1,183	7,817	3,409	47,340
Riversdale ..	42	3,555	3,597	129	1,293	106,061	2	5,391	401	108	152	9,704	9	10,374	321	5,349	699	20,109
Mataura ..	221	27,933	28,154	393	454	30,930	1,411	15,538	3,088	230	122	20,334	26	23,800	335	96,741	172	19,891
Edendale ..	237	16,180	16,417	259	2,290	34,072	239	5,248	2,643	187	173	6,848	68	9,919	552	19,484	439	14,255
Wyndham ..	4	84	88	..	655	9,684	683	2,562	54	..	43	3,369	..	3,466	94	1,424	352	10,449
Woodlands ..	47	8,280	8,327	73	1,086	22,047	19	2,382	870	48	73	2,383	6	3,380	225	16,058	32	8,785
Invercargill (Coaching) ..	5,158	188,457	193,615	3,741	..	..	..											

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

23

D.—2.

Commodity.	Year ended 31st March, 1937.										Year ended 31st March, 1936.									
	Tonnage carried.	Per Cent. of Gross.	Tons Onr Mile (1000 omitted).	Average Haul.	Revenue.				Tonnage carried.	Per Cent. of Gross.	Tons Onr Mile (1000 omitted).	Average Haul.	Revenue.				Tonnage carried.	Per Cent. of Gross.	Tons Onr Mile (1000 omitted).	Average Haul.
					Total.	Per Cent. of Gross.	Per Ton.	d.					Total.	Per Cent. of Gross.	Per Ton.	d.				
<i>Products of Agriculture.</i>				Miles.	£	2-67	0 9 10	2-32					£	2-11	0 10 1	2-32				
Grain	265,610	3-89	13,481	51	130,816	1-43	0 11 9	2-25	185,754	3-00	9,627	52	93,404	2-11	0 10 1	2-32	185,754	3-00	9,627	52
Meals	118,494	1-74	7,427	63	69,902	1-29	0 11 9	2-25	113,992	1-84	7,566	66	68,479	1-55	0 12 0	2-17	113,992	1-84	7,566	66
Fruit and vegetables	43,231	0-64	7,934	184	63,342	1-29	0 11 9	2-25	36,978	1-84	7,566	181	54,973	1-24	0 12 0	2-17	36,978	1-84	7,566	181
Root crops and fodder	128,612	1-89	9,221	72	76,831	1-56	0 11 11	1-99	114,614	1-85	8,658	76	70,221	1-58	0 12 3	1-94	114,614	1-85	8,658	76
Flax, green and pressed	12,275	0-18	1,033	84	11,190	0-22	0 18 2	2-60	10,315	0-17	752	73	8,335	0-19	0 16 2	2-65	10,315	0-17	752	73
Seeds	20,033	0-29	1,131	56	15,107	0-30	0 15 1	3-20	16,275	0-26	927	57	12,221	0-28	0 15 0	3-16	16,275	0-26	927	57
	588,255	8-63	40,227	68	367,188	7-47	0 12 6	2-18	477,928	7-72	34,230	72	307,633	6-95	0 12 11	2-15	477,928	7-72	34,230	72
<i>Animals and their Products.</i>																				
Cattle, calves, horses	180,142	2-65	15,436	86	200,235	4-07	1 2 2	3-11	171,576	2-77	14,171	83	184,967	4-18	1 1 7	3-13	171,576	2-77	14,171	83
Sheep and pigs	420,191	6-17	31,653	75	406,745	8-29	0 19 4	3-08	398,752	6-44	29,786	75	381,574	8-61	0 19 1	3-07	398,752	6-44	29,786	75
Meat	227,453	3-35	7,823	34	191,759	3-90	0 16 10	5-88	227,993	3-68	7,291	32	192,005	4-33	0 16 10	6-32	227,993	3-68	7,291	32
Butter	155,161	2-28	11,408	74	166,003	3-39	1 1 4	3-49	146,765	2-37	10,938	75	157,465	3-55	1 1 5	3-45	146,765	2-37	10,938	75
Cheese	75,007	1-11	3,976	53	69,970	1-42	0 18 8	4-23	71,095	1-15	3,781	53	66,094	1-49	0 18 7	4-19	71,095	1-15	3,781	53
Wool	158,743	2-33	9,975	63	154,391	3-14	0 19 5	3-71	162,045	2-62	9,492	59	154,882	3-50	0 19 1	3-91	162,045	2-62	9,492	59
Dairy by-products	25,138	0-37	2,092	83	24,158	0-50	0 19 2	2-76	23,308	0-41	2,238	49	24,291	0-55	0 19 2	2-60	23,308	0-41	2,238	49
Fat, hides, skins	47,039	0-69	2,188	47	45,193	0-92	0 19 2	4-95	37,035	0-60	1,821	48	37,554	0-85	1 0 3	4-94	37,035	0-60	1,821	48
Fish	9,974	0-14	1,696	170	15,322	0-32	1 10 9	2-16	8,434	0-14	1,454	172	13,151	0-30	1 11 2	2-17	8,434	0-14	1,454	172
	1,298,848	19-09	86,247	66	1,273,776	25-95	0 19 7	3-54	1,249,003	20-18	80,972	65	1,211,983	27-36	0 19 5	3-59	1,249,003	20-18	80,972	65
<i>Products of Mines.</i>																				
Agricultural lime	295,055	4-33	18,833	64	104,598	2-13	0 7 1	1-33	246,716	3-99	15,949	65	88,475	2-00	0 7 2	1-33	246,716	3-99	15,949	65
Coal, imported	26,089	0-38	668	26	10,445	0-21	0 8 0	3-75	32,676	0-53	640	20	11,792	0-27	0 7 2	4-41	32,676	0-53	640	20
Coal, N.Z. hard	766,209	11-25	32,572	43	255,456	5-20	0 6 8	1-88	632,637	10-54	29,194	45	219,397	4-95	0 6 9	1-80	632,637	10-54	29,194	45
Coal, N.Z. brown	840,018	12-32	104,856	125	552,484	11-26	0 13 1	1-26	802,541	12-97	96,604	120	524,690	11-85	0 13 1	1-30	802,541	12-97	96,604	120
Road-metal	109,963	1-62	3,343	30	27,934	0-56	0 5 1	2-00	132,096	2-13	4,454	34	34,584	0-78	0 5 3	1-86	132,096	2-13	4,454	34
Lime and coke	32,873	0-48	2,670	81	19,257	0-39	0 11 8	1-75	23,225	0-46	2,373	84	16,914	0-38	0 12 0	1-71	23,225	0-46	2,373	84
	2,070,207	30-38	162,942	79	970,174	19-75	0 9 4	1-42	1,894,891	30-62	149,214	79	895,852	20-23	0 9 5	1-44	1,894,891	30-62	149,214	79
<i>Products of Forests.</i>																				
Timber, imported	18,171	0-26	1,038	57	16,825	0-35	0 18 6	3-89	13,476	0-22	679	50	11,834	0-27	0 17 9	4-18	13,476	0-22	679	50
Timber, N.Z.	434,204	6-37	51,953	120	413,677	8-43	0 19 0	1-91	407,923	6-58	46,797	115	379,779	8-57	0 18 8	1-94	407,923	6-58	46,797	115
Firewood, posts, &c.	78,736	1-16	6,862	87	37,471	0-76	0 9 6	1-31	72,543	1-17	6,314	87	34,353	0-78	0 9 6	1-30	72,543	1-17	6,314	87
	531,111	7-79	59,853	113	467,973	9-54	0 17 7	1-87	493,342	7-97	53,790	109	425,966	9-62	0 17 3	1-90	493,342	7-97	53,790	109
<i>Manufactures, &c.</i>																				
Benzene, gasoline, kerosene	154,061	2-27	13,893	90	254,069	5-17	1 13 0	4-38	131,510	2-13	11,851	90	225,106	5-08	1 14 3	4-55	131,510	2-13	11,851	90
Cement	58,989	0-86	7,442	126	63,002	1-29	1 1 4	2-03	49,799	0-80	6,677	134	53,964	1-22	1 1 8	1-93	49,799	0-80	6,677	134
Manure	746,492	10-95	49,342	66	365,493	7-44	0 9 9	1-77	663,185	10-72	41,591	63	317,332	7-16	0 9 7	1-83	663,185	10-72	41,591	63
	959,542	14-08	70,677	74	682,564	13-90	0 14 2	2-31	844,494	13-65	60,119	71	596,402	13-46	0 14 1	2-38	844,494	13-65	60,119	71
Miscellaneous	1,365,277	20-03	76,454	56	1,148,609	23-39	0 16 10	3-60	1,229,147	19-86	65,323	53	991,464	22-38	0 16 1	3-64	1,229,147	19-86	65,323	53
Totals	6,813,240	100-00	496,400	73	4,910,284	100-00	0 14 5	2-37	6,188,805	100-00	443,647	72	4,429,300	100-00	0 14 4	2-39	6,188,805	100-00	443,647	72

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, 1937.

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	11,050,376	20,358,524	1,466,617	299,964	1,124,340	9,801,356	420,799
1936-1937 ..	3,320	52,905,965	11,868,083	21,235,428	1,611,305	305,526	1,130,722	10,325,490	452,375

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
1936-1937 ..	5,760,532	6,212,907	4,846,417	140,356	6,903,604	139.61

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	1,562,698	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
1936-1937 ..	1,171,963	16.98	353.00	154,108	2.23	46.42	1,565,083	22.67	31.65

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
1936-1937 ..	1,412,177	20.45	28.56	1,797,058	26.03	36.34	237,996	3.45	4.81	6,338,385	128.18	91.81

STATEMENT NO. 21.
COMPARATIVE STATEMENT OF THE NUMBER OF EMPLOYEES FOR YEARS 1936-37 AND 1935-36.

Branch.	Kaihu.	Gisborne.	North Island Main Line and Branches.	South Island Main Line and Branches.	Westport.	Nelson.	Picton.	Stores Branch.	Refreshment Service.	Advertising Service.	Road Service.	Total.
1936-37.												
General ..	1	2	626	153	3	3	3	379	378	38	237	1,823
Traffic ..	4	11	2,945	2,499	52	12	30	..	..	..	..	5,553
Maintenance ..	9	24	2,545	1,418	33	20	24	..	..	..	..	4,073
Locomotive ..	4	10	4,622	2,948	51	10	21	..	..	..	..	7,666
Totals ..	18	47	10,738	7,018	139	45	78	379	378	38	237	19,115
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

* 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, 1937.

Section.	Train Accidents.				Accidents on Line (other than Train Accidents).				Shunting Accidents.				Employees proceeding to or from Duty within the Railway Boundary.		Persons killed or injured at Crossings.		Total.	
	Passengers.		Employees.		Passengers.		Employees.		Passengers.		Employees.		Other Persons.		Killed.		Total.	
	Killed.		Injured.		Killed.		Injured.		Killed.		Injured.		Killed.		Injured.		Total.	
	Injured.		Injured.		Injured.		Injured.		Injured.		Injured.		Injured.		Injured.		Injured.	
Kaihu	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Gisborne	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
North Island Main Line and Branches	1	24	6	..	..	..	21	..	..	..	..	..	..	..	..	..	17	146
South Island Main Line and Branches	1	15	3	..	..	..	..	..	..	..	..	..	..	..	..	..	19	93
Westport	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	1
Nelson	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	1
Picton	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	2	3
Totals	2	39	..	9	..	16	21	..	..	7	4	109	7	..	1	40	39	245

NOTE.—This return includes only casualties in connection with train-working and the movement of rolling-stock.

STATEMENT NO. 23.

STATEMENT OF CARRIAGE, RAIL-CAR, BRAKE-VAN, AND WAGON STOCK, AND TARPAULINS, FOR
THE YEAR ENDED 31ST MARCH, 1937.

Description.	Class.	Kahu.	North Island Main Line and Branches.	Gisborne.	South Island Main Line and Branches.	Westport.	Nelson.	Pictou.	Total.
CARRIAGES—									
First class	..	..	143	..	109	..	..	3	255
Second class	..	3	468	..	349	10	7	4	841
Composite	..	1	211	6	127	..	7	5	357
Sleeping	..	..	13	..	4	..	..	..	17
Combination day-sleeping	..	..	7	..	..	..	..	..	7
Totals	..	4	842	6	589	10	14	12	1,477
RAIL-CARS									
.. .. .	..	..	8	..	3	..	..	..	11
VANS—									
Postal vans	..	..	7	..	4	..	..	..	11
Brake-vans	..	2	266	4	194	7	3	4	480
Totals	..	2	273	4	198	7	3	4	491
WAGONS—									
Special-purpose wagons	E	..	520	..	154	..	..	..	674
Horse-boxes	G	..	73	1	76	1	1	4	156
Cattle	H	..	353	4	219	4	4	8	592
Sheep	J	..	1,304	40	1,087	..	11	43	2,485
Covered goods	K	1	277	2	191	5	6	3	485
Sleeping-vans	K	..	19	..	32	1	1	..	53
High sides	L	4	3,256	32	3,710	12	83	137	7,234
High sides	LA	..	3,152	..	3,024	..	..	..	6,176
High sides	LB	..	647	15	580	5	20	37	1,304
Low sides	M	12	519	29	880	24	14	18	1,496
Work-train hopper	M	..	..	..	34	..	..	..	34
Low sides, steel	MA	..	132	12	..	..	..	..	144
Low sides	MB	..	9	11	19	..	..	..	39
Timber	N	40	112	..	157	32	8	..	349
Iron hopper	O	..	10	..	..	..	..	..	10
Iron hopper for ballast	OB	..	12	..	..	..	..	..	12
Platform, coal	P	..	196	..	..	..	..	..	196
Petrol inspection	Pw	..	..	..	1	..	..	..	1
Movable hopper	Q	..	..	..	492	723	..	..	1,215
Frozen meat	W	..	214	..	43	..	..	..	257
Frozen meat	WA	..	240	3	51	..	15	..	309
Covered goods	X	..	147	..	21	..	..	..	168
Cool, ventilated	XA	3	329	..	441	1	..	7	781
Cool, ventilated	XB	..	86	..	31	..	..	..	117
Work-train	Y	..	81	..	18	..	..	..	99
Work-train hopper	YB	..	248	..	138	..	..	..	386
Special-purpose wagons, bogie	E	..	26	..	10	..	..	1	37
High sides, bogie	R	2	199	..	82	..	..	..	283
High sides, bogie	RB	..	70	..	26	..	..	..	96
High sides, bogie	RD	..	3	..	..	..	..	..	3
High sides, bogie	RN	..	23	..	..	..	..	..	23
Sheep, bogie	S	..	23	..	37	..	..	..	60
Cattle, bogie	T	..	24	..	16	..	..	..	40
Platform, bogie	U	..	201	40	113	4	4	10	372
Gas storeholder, bogie	UA	..	10	..	4	..	..	..	14
Platform, bogie	UB	..	138	..	234	..	..	..	372
Horse-boxes, bogie	UG	..	54	..	55	..	..	..	109
Frozen meat, bogie	V	..	56	..	66	..	..	..	122
Chilled beef, bogie	V	..	6	..	..	..	..	..	6
Frozen meat, bogie	VB	..	138	..	85	..	..	..	223
Chilled beef, bogie	VB	..	30	..	..	..	..	..	30
Covered goods, bogie	Z	..	75	..	47	..	..	..	122
Sleeping-vans, bogie	Z	..	..	..	1	..	..	..	1
Covered goods, bogie	ZP	..	76	..	75	..	..	..	151
Totals	..	62	13,088	189	12,250	812	167	268	26,836
TARPAULINS									
.. .. .	..	28	11,868	113	11,345	52	145	287	23,838

STATEMENT No. 24.

LOCOMOTIVE STOCK FOR YEAR ENDED 31ST MARCH, 1937.

Class.	Type.	Number superheated.	Number Thermic Syphons.	Kaihu.	Gisborne.	North Island Main Line and Branches.	South Island Main Line and Branches.	Westport.	Nelson.	Picton.	Total.
A	Tender (4 cyl. balanced compound) ..	53	10	..	..	18	39	..	..	..	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	..	..	20	..	..	..	22
FA	„	..	..	..	..	..	2	2	..	..	4
G	Tender	3	3	..	..	..	3	..	..	..	3
H	Tank (Fell)	..	..	..	..	6	..	..	..	..	6
K	Tender	30	..	..	..	30	..	..	..	..	30
L	Tank	..	..	..	..	2	..	..	..	..	2
Q	Tender	13	1	..	..	..	13	..	..	..	13
U	„	9	..	..	..	..	9	..	..	..	9
UB	„	7	..	..	..	..	7	..	..	..	7
UC	„	7	..	..	..	..	7	..	..	..	7
W	Tank	..	..	..	..	..	2	..	..	..	2
WA	„	..	..	..	5	..	3	..	..	..	8
WAB	„	30	..	..	..	20	10	..	..	..	30
WB	„	..	..	..	..	..	..	4	..	..	4
WE	„	2	..	..	..	..	2	..	..	..	2
WF	„	16	..	..	..	12	21	..	3	5	41
WG	„	8	..	..	2	18	..	..	..	..	20
WW	„	50	..	..	..	47	..	3	..	..	50
X	Tender (4 cyl. balanced compound) ..	15	10	..	..	18	..	..	..	..	18
		463	28	2	7	312	237	9	3	5	575

Three WD class locomotives written off in North Island not included in total, but retained for special services.

STATEMENT NO. 25.

ALL SECTIONS.

LOCOMOTIVE RUNNING COSTS, YEAR ENDED 31ST MARCH, 1937.

Section.	Number of Locomotives.	Locomotive-mileage.				Quantity of Stores.		Cost.				Section.	
		Details.			Average Mileage per Locomotive.	Running.		Repairs.	Running.		Total.		
		Train.	Shunting, Assisting, Light, and Miscellaneous.			Coal.	Oil.		Stores.	Fuel.			Wages.
			Total.										
N.I.M.L. and branches.	316	7,363,786	2,217,590	9,581,376	30,321	5,740,060	Quarts.	£	£	£	£	£	N.I.M.L. and branches.
S.I.M.L. and branches.	221	4,124,720	1,538,265	5,662,985	25,624	2,801,501	226,508	169,837	9,573	155,284	192,925	527,619	S.I.M.L. and branches.
Kaihu ..	2	13,392	2,703	16,095	8,048	6,455	437	507	20	494	779	1,800	Kaihu.
Gisborne ..	7	38,149	8,333	46,482	6,640	21,481	2,159	894	75	2,769	1,693	5,431	Gisborne.
Westport ..	9	65,990	47,071	113,061	12,562	52,292	4,675	3,867	260	2,759	4,892	11,778	Westport.
Nelson ..	6	39,612	10,166	49,778	8,296	21,045	1,777	577	64	1,942	1,608	4,191	Nelson.
Pictou ..	6	44,412	24,626	69,038	11,506	22,375	2,464	3,620	90	2,596	2,707	9,013	Pictou.
Total steam	567	11,690,061	3,848,754	15,538,815	27,405	8,665,209	605,272	461,810	26,798	559,458	523,504	1,571,570	
Electric locos, E. 2-6	5	45,465	58,684	104,149	20,830	1,872,200	2,728	7,563	133	15,586	2,012	25,294	E 2-6.
Electric locos., E 7-12	6	114,266	23,435	137,701	22,950	2,239,960	2,105	6,785	123	4,674	2,620	14,202	E 7-12.
Petrol rail-cars ..	7	116,250	5,574	121,824	17,403	23,291	1,628	2,533	181	1,888	1,801	6,403	Petrol rail-cars.
Diesel rail-cars ..	3	79,350	1,207	80,557	26,852	4,582	1,121	1,381	103	130	814	2,428	Diesel rail-cars.
Steam rail-car ..	1	1,516	220	1,736	1,736	119	79	151	5	15	46	217	Steam rail-car.
Grand total	589	12,046,908	3,937,874	15,984,782	27,405	..	612,933	480,223	27,343	581,751	530,797	1,620,114	
Section.	Number of Locomotives.	Cost per Locomotive-mile.				Quantity of Stores.			Cost.				Section.
		Details.			Average Mileage per Locomotive.	Running.		Repairs.	Running.		Total.		
		Train.	Shunting, Assisting, Light, and Miscellaneous.			Coal.	Oil.		Stores.	Fuel.		Wages.	
			Total.										
N.I.M.L. and branches.	243	7.08	0.42	9.86	71.418	£	£	d.	d.	d.	d.	£	N.I.M.L. and branches.
S.I.M.L. and branches.	223	7.20	0.41	6.58	41.765	6,356	14	0.27	0.51	0.37	0.27	657,752	S.I.M.L. and branches.
Kaihu ..	149	7.56	0.30	7.37	22.36	133	0.51	0.21	1.98	0.21	0.21	1,981	Kaihu.
Gisborne ..	65	4.62	0.39	14.29	26.84	445	1.49	0.28	2.30	0.28	0.28	6,219	Gisborne.
Westport ..	191	8.21	0.55	5.86	28.04	1,427	1.13	0.24	3.02	1.13	0.24	13,847	Westport.
Nelson ..	86	2.78	0.31	9.37	366	51	1.76	0.25	1.27	1.76	0.25	4,871	Nelson.
Pictou ..	137	12.58	0.31	9.02	538	69	1.87	0.24	2.46	1.87	0.24	10,327	Pictou.
Total steam	229	7.13	0.41	8.64	114,940	21,590	1.78	0.33	2.89	1.78	0.33	1,935,610	
Electric locos., E 2-6	268	17.43	0.31	35.90	2,288	..	5.28	..	1.78	0.33	0.33	28,354	E 2-6.
Electric locos., E 7-12	184	11.82	0.21	4.57	1,845	..	3.22	..	0.46	0.33	0.33	16,311	E 7-12.
Petrol rail-cars ..	116	4.98	0.36	3.72	1,500	..	2.96	..	..	..	..	7,903	Petrol rail-cars.
Diesel rail-cars ..	77	4.10	0.31	0.39	383	..	1.14	..	..	..	..	2,811	Diesel rail-cars.
Steam rail-car ..	24	20.88	0.69	2.07	455	..	62.90	..	..	..	..	672	Steam rail-car.

STATEMENT NO. 25—continued.
PERFORMANCES OF LOCOMOTIVES FOR THE YEAR ENDED 31ST MARCH, 1937.

Type.	Number of Locomotives.	Locomotive-mileage.			Quantity of Stores.			Cost.				Cost per Locomotive-mile.					Days in Steam.	Average Number of Locomotives per Day in Steam.	Type.		
		Train.	Details.		Average Mileage per Locomotive.	Running.		Repairs.	Running.			Running.			Total.						
			Shunting, Assisting, Light, and Miscellaneous.	Total.		Coal.	Oil.		Stores.	Wages, Material, and Overhead.	Stores.	Fuel.	Wages.	Total.							
A	18	438,471	102,663	541,134	30,063	303,225	22,164	29,069	921	22,542	17,357	69,889	d.	12.89	0.41	10.00	7.70	d.	251	A.	
AA	10	265,981	71,687	337,668	33,767	224,043	12,419	9,242	530	11,330	11,496	32,598	d.	6.57	0.38	8.05	8.17	d.	267	AA.	
AB	87	3,314,530	465,226	3,779,756	43,445	2,032,279	126,394	93,223	5,565	139,553	100,556	338,897	d.	5.93	0.35	8.86	6.38	d.	276	AB.	
BB	30	265,998	384,899	650,897	21,697	432,709	29,277	15,322	1,295	24,495	33,306	74,418	d.	5.65	0.48	9.03	12.28	d.	253	BB.	
C	12	2,866	208,070	210,936	17,578	167,110	7,241	4,485	335	9,125	13,687	27,632	d.	5.10	0.38	10.38	15.58	d.	232	C.	
F	..	..	..	..	..	..	..	75	..	..	..	75	d.	..	..	..	..	..	..	..	F.
G	3	..	..	..	..	..	..	537	..	..	..	537	d.	..	..	..	..	..	..	..	G.
H	6	12,329	23,341	35,670	5,945	44,813	4,201	4,984	174	4,749	3,802	13,709	d.	33.54	1.17	31.95	25.58	d.	198	H.	
K	30	1,314,039	76,451	1,390,490	46,350	961,394	48,734	32,649	3,002	76,242	34,347	146,240	d.	5.64	0.52	13.15	5.93	d.	252	K.	
L	2	7,784	4,888	12,672	6,336	3,279	171	16	12	351	453	832	d.	0.30	0.23	6.05	8.58	d.	169	L.	
WAB.	20	516,348	151,932	668,280	33,414	427,722	25,705	14,322	1,096	23,600	21,738	60,756	d.	5.14	0.39	8.48	7.81	d.	268	WAB.	
WD	3	181	11,505	11,686	3,895	5,042	310	68	14	368	597	1,047	d.	1.40	0.29	7.56	12.25	d.	126	WD.	
WF	12	47,382	131,389	178,771	14,898	102,041	6,425	7,007	294	7,067	9,927	24,295	d.	9.40	0.39	9.49	13.33	d.	207	WF.	
WG	18	67,588	212,222	279,810	15,545	171,964	11,884	16,357	523	11,082	15,973	43,935	d.	14.03	0.45	9.50	13.70	d.	190	WG.	
WW	47	689,093	319,278	1,008,371	21,455	524,619	39,619	36,409	1,739	37,718	39,679	115,545	d.	8.67	0.41	8.98	9.44	d.	232	WW.	
X	18	421,196	54,039	475,235	26,402	339,820	32,708	18,743	1,216	25,392	15,982	61,333	d.	9.47	0.61	12.82	8.07	d.	203	X.	
Total steam	316	7,363,786	2,217,590	9,581,376	30,321	5,740,060	367,252	282,508	16,716	393,614	318,900	1,011,738	d.	7.08	0.42	9.86	7.98	d.	243	Total steam.	

NORTH ISLAND MAIN LINE AND BRANCHES.

STATEMENT NO. 25—continued.
PERFORMANCES OF LOCOMOTIVES FOR THE YEAR ENDED 31ST MARCH, 1937—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.			Running.		Repairs.	Running.		Repairs.	Running.		Total.							
			Shunting, Assisting, Light, and Miscellaneous.	Total.		Coal.	Oil.		Wages, Material, and Overhead.	Stores.		Fuel.	Wages.								
															Total.				Stores.	Fuel.	Wages.
A	40	769,562	132,788	902,350	22,559	453,740	42,941	29,648	1,740	24,639	27,983	84,010	7-89	d.		d.	d.	d.			
AB	54	2,031,638	331,298	2,362,936	43,758	1,159,808	86,449	59,395	3,636	65,389	60,469	188,889	7-20	d.	d.	d.	d.	d.	14,438	267	AB.
B	8	96,660	51,894	148,554	18,569	74,186	6,260	4,455	268	4,286	6,166	15,175	6-57	d.	d.	d.	d.	d.	1,762	220	B.
BA	10	81,107	126,105	207,212	20,721	119,737	9,758	5,673	409	6,407	10,680	23,169	6-57	d.	d.	d.	d.	d.	2,309	231	BA.
C	12	70,798	196,619	267,417	22,285	126,439	9,266	2,436	440	7,315	15,051	25,242	2-19	d.	d.	d.	d.	d.	3,297	275	C.
F	20	1,130	249,972	251,102	12,555	86,806	8,917	3,426	422	4,817	16,002	24,667	3-27	d.	d.	d.	d.	d.	4,301	215	F.
FA	2	54	22,592	22,646	11,323	7,687	673	130	32	415	1,455	2,032	1-38	d.	d.	d.	d.	d.	517	259	FA.
Q	13	266,614	56,115	322,729	24,825	168,475	13,637	13,655	542	9,177	10,243	33,617	10-16	d.	d.	d.	d.	d.	2,788	214	Q.
U	9	139,411	23,535	162,946	18,105	87,921	5,574	5,702	249	4,300	4,965	15,216	8-40	d.	d.	d.	d.	d.	1,611	179	U.
UA	1	178	142	320	320	133	13	51	1	7	11	70	38-25	d.	d.	d.	d.	d.	3	3	UA.
UB	7	68,816	24,634	93,450	13,350	44,460	4,041	8,138	166	2,544	3,493	14,341	20-90	d.	d.	d.	d.	d.	1,046	149	UB.
UC	7	125,142	22,045	147,187	21,027	69,271	4,671	3,438	215	3,995	4,451	12,099	5-61	d.	d.	d.	d.	d.	1,450	207	UC.
W	2	13,694	17,309	31,003	15,502	14,968	1,149	1,574	55	859	1,574	4,076	12-29	d.	d.	d.	d.	d.	380	190	W.
WA	3	17,881	30,674	48,555	16,185	22,247	1,786	2,912	86	1,284	2,539	6,821	14-38	d.	d.	d.	d.	d.	627	309	WA.
WAB	10	341,439	35,428	376,921	37,692	181,547	16,433	14,557	661	10,358	10,165	35,741	9-28	d.	d.	d.	d.	d.	2,710	271	WAB.
WE	2	22,084	8,928	31,012	15,506	21,169	1,442	636	57	1,225	1,594	3,512	4-92	d.	d.	d.	d.	d.	465	233	WE.
WF	21	78,512	208,133	286,645	13,650	162,907	13,478	13,997	594	8,267	16,084	38,942	11-72	d.	d.	d.	d.	d.	3,874	184	WF.
Total steam	221	4,124,720	1,538,265	5,662,985	25,624	2,801,501	226,508	169,837	9,573	155,284	192,925	527,619	7-20	d.	d.	d.	d.	d.	49,329	223	Total steam.

STATEMENT NO. 25—continued.
PERFORMANCES OF LOCOMOTIVES FOR THE YEAR ENDED 31ST MARCH, 1937—continued.
SMALL SECTIONS

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.	Running.	Coal.	Oil.	Repairs.	Running.		Total.	Repairs.	Running.				Total.												
			Shunting, Light, and Miscellaneous.	Assisting.							Fuel.	Stores.			Wages.					Wages, Material, and Overhead.	Stores.	Fuel.	Wages.								
F ..	2	13,392	2,703	16,095	8,048	Cwt.	6,455	Qrts.	£	507	£	20	£	494	£	779	£	1,800	d.	7-56	d.	0-30	d.	7-37	d.	11-61	d.	26-84	297	149	F.
WA ..	5	19,425	4,120	23,545	4,909	9,706	1,106	1,106	472		38	1,252	872	2,634	4-81	0-39	12-76	8-89	26-85	236									47	WA.	
WG ..	2	18,724	4,213	22,937	11,469	11,775	1,053	1,053	422		37	1,517	821	2,797	4-42	0-39	15-87	8-59	29-27	221									111	WG.	
Total	7	38,149	8,333	46,482	6,640	21,481	2,159	894	894		75	2,769	1,693	5,431	4-62	0-39	14-29	8-74	28-04	457								65	Total.		
GISBORNE SECTION.																															
FA ..	2	1,708	13,800	15,508	7,754	6,298	694	694	1,014		37	334	976	2,361	15-70	0-57	5-17	15-10	36-54	334								167	FA.		
WB ..	4	22,310	24,250	46,560	11,640	22,059	1,903	1,903	1,476		108	1,169	2,220	4,973	7-60	0-56	6-03	11-44	25-63	727								182	WB.		
WW ..	3	41,972	9,021	50,993	16,998	23,935	2,078	2,078	1,377		115	1,256	1,696	4,444	6-48	0-54	5-91	7-99	20-92	658								219	WW.		
Total	9	65,990	47,071	113,061	12,562	52,292	4,675	4,675	3,867		260	2,759	4,892	11,778	8-21	0-55	5-86	10-38	25-00	1,719								191	Total.		
WESTPORT SECTION.																															
FA ..	3	1,141	458	1,599	533	648	59	59	24		2	60	64	150	3-60	0-30	9-00	9-61	22-51	29								10	FA.		
WF ..	3	38,471	9,708	48,179	16,060	20,397	1,718	1,718	553		62	1,882	1,544	4,041	2-75	0-31	9-37	7-69	20-12	487								162	WF.		
Total	6	39,612	10,166	49,778	8,296	21,045	1,777	1,777	577		64	1,942	1,608	4,191	2-78	0-31	9-37	7-75	20-21	516								86	Total.		
NELSON SECTION.																															
FA ..	1	205	2,284	2,489	2,489	882	110	110	24		5	101	153	283	2-31	0-48	9-74	14-75	27-23	76								76	FA.		
WF ..	5	44,207	22,342	66,549	13,310	21,493	2,354	2,354	3,596		85	2,495	2,554	8,730	12-97	0-31	9-00	9-20	31-48	748								150	WF.		
Total	6	44,412	24,626	69,038	11,506	22,375	2,464	2,464	3,620		90	2,596	2,707	9,013	12-58	0-31	9-02	9-42	31-33	824								137	Total.		
PICTON SECTION.																															

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NEW ZEALAND GOVERNMENT RAILWAYS.

