

1942.
NEW ZEALAND.

RAILWAYS STATEMENT

(BY THE MINISTER OF RAILWAYS, HON. R. SEMPLE).

MR. SPEAKER,—

At the close of the fiscal year 1940–41 and with the prospect of a continuance of war conditions, indications were not lacking that the Dominion's railways would be operated under conditions of increased pressure during the succeeding twelve months. The results of working for the financial year which ended on 31st March last reveal that this expectation has been realized to the full, more business having been handled by the railways during the past twelve months than in any previous year in the history of the Dominion.

FINANCIAL.

The financial results of the year's working may be regarded as very satisfactory. The gross revenue reached a new high level of £11,938,338, eclipsing the previous record figure established last year by no less a sum than £778,120 (6·97 per cent.), and maintaining the progressive gain in earnings which has been so marked a feature of railway working since 1935.

Expenditure for the twelve months was £10,056,034, and the net revenue £1,882,304. These figures represent an increase of £590,460 (6·24 per cent.) and £187,660 (11·07 per cent.) respectively compared with 1940–41. On a percentage basis the net return on capital was 2·90 per cent., compared with 2·64 per cent. in the preceding twelve months and 1·96 per cent. in 1940.

Both earnings and expenditure were affected by the abnormal conditions arising from the war. Revenue benefited by the diversion to rail of road traffic due to restrictions on the sale and consumption of petrol, to shipping difficulties, and as the outcome of the Government's policy of co-ordinating rail and road transport, and was further augmented by the carriage of military personnel and large quantities of war supplies and equipment. Expenditure was higher by reason of an increase in maintenance and transportation expenses necessitated by the increased volume of traffic handled and of the payment to the lower-paid staff of the cost-of-living bonus for a full twelve months, as against only seven months in the previous year.

RAILWAYS AND THE WAR.

Both on the productive side and in its fundamental sphere—the maintenance of transport services—the railways contribution to the Dominion's war effort has been particularly comprehensive, the Department's well maintained and equipped workshops establishments and operating plant having enabled it to meet, efficiently and expeditiously, all calls made upon it as a result of the expansion of national productive activities and the carriage of military personnel and war supplies.

The manufacturing facilities of the railway workshops are being used increasingly for the production of war materials, and a wide diversity of munitions, ranging from universal carriers, beaverettes, Bren-gun carriers, trench mortars, and casings for bombs to such smaller items as camp-kitchen utensils, are being produced on an ever-increasing scale. Nearly one thousand of the workshops staff of skilled artisans and technicians are now exclusively engaged on munitions work. Many of these members are working long hours daily and at week-ends in order that defence orders may be fulfilled to schedule.

The transport of troops and their equipment during the year has thrown a heavy burden on the Department's operating-plant and resources and has aggravated an already very difficult staffing position. During the twelve months under review no less than 2,176 special trains were made available for the conveyance of approximately 1,250,000 members of the armed forces. These special trains were provided without the necessity of cancelling or curtailing any of the regular time-table services available to the public and were scheduled during a year of record freight traffic, much of it being primary produce for overseas despatch which required rapid rail transport to main ports in order to keep shipping moving during the still critical stages of the battle of the oceans.

Associated with the movement of troops by rail has been the provision of meals, the Department's catering services having been extensively availed of to provide set meals and light counter refreshments to members of the armed forces undertaking journeys by rail. The result was the highest revenue in the history of the catering branch of the Service and a great strain on a staff depleted by war conditions.

In addition to the services rendered by members of the railways staff in connection with the foregoing activities, a total of 5,935 employees have been released for service with the armed forces, while a further 141 have been loaned to outside organizations engaged on works of national importance.

Further depletion of the staff establishment may be anticipated as the war continues, additional personnel being released for military service from time to time. Appeals by the Department for the retention in their civil occupation of trained personnel have been reduced to a minimum consistent with the urgent need for maintaining railway supply and transport services. Large numbers of temporary male workers, also women, and in recent months retired railwaymen, have been recruited to replace those members of the staff who are now serving with the defence forces. A recent innovation has been the employment of women on portering duties, an experiment which has given satisfactory results and is now being extended to all main railway centres.

Because of the necessity for conserving paper-supplies, the usual extensive review of the Department's operations has been omitted on this occasion. While to the members of the community generally the significance and extent of the railways' services in this time of national crisis can only be conjectured, it is probably true to say there is universal recognition and appreciation throughout the Dominion that, both directly and indirectly, the railways are making a most impressive and vital contribution towards the defence of our country.

CONCLUSION.

In conclusion, I desire to record my keen appreciation of the manner in which the General Manager, Mr. E. Casey; the Assistant General Manager, Mr. J. Sawers; together with the executive officers and all sections of the staff have responded to the onerous demands made upon them in connection with the prosecution of the national war effort during the most trying as well as the most successful twelve months of the railways' existence. I would like also to mention that at no time have the men of the railway service been more loyal and worked to better advantage and that the relationships between the Minister, the Management, and the employees are thoroughly harmonious.

RESULTS OF WORKING.

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

PARTICULARS.	Year ended 31st March,				
	1942.	1941.	1940.	1939.	1938.
Total miles open for traffic	3,390	3,390	3,390	3,319	3,323
Average miles open for year	3,390	3,390	3,371	3,319	3,322
Capital cost of opened and unopened lines	£73,723,888	£73,048,958	£71,087,455	£67,075,908	£63,189,260
Capital cost of open lines	£64,904,020	£64,762,794	£63,059,188	£58,676,608	£56,065,187
Capital cost per mile of open lines ..	£19,146	£19,104	£18,602	£17,679	£16,872
Gross earnings	£11,938,338	£11,160,218	£10,199,070	£9,345,387	£8,634,186
Working-expenses	£10,056,034	£9,465,574	£9,010,039	£8,644,324	£8,001,389
NET EARNINGS	£1,882,304	£1,694,644	£1,189,031	£701,063	£632,797
Interest charges	£2,756,146	£2,746,544	£2,575,196	£2,418,116	£2,335,808
PERCENTAGE OF TOTAL WORKING-EXPENSES TO GROSS EARNINGS	84·23	84·82	88·34	92·50	92·67
PERCENTAGE OF NET EARNINGS TO AVERAGE CAPITAL INVESTED IN OPEN LINES	2·90	2·64	1·96	1·23	1·15
Railway operating earnings	£10,383,880	£9,694,190	£8,761,637	£8,005,059	£7,591,825
Railway operating expenses	£8,902,592	£8,406,790	£7,943,120	£7,663,632	£7,291,785
NET RAILWAY OPERATING EARNINGS	£1,481,288	£1,287,400	£818,517	£341,427	£300,040
PERCENTAGE OF RAILWAY OPERATING EXPENSES TO EARNINGS ..	85·73	86·72	90·66	95·73	96·05
Operating earnings per average mile open	£3,063	£2,860	£2,599	£2,412	£2,285
Operating expenses per average mile open	£2,626	£2,480	£2,356	£2,309	£2,195
NET OPERATING EARNINGS PER AVERAGE MILE OPEN	£437	£380	£243	£103	£90
Operating earnings per train-mile ..	d. 178·28	d. 171·58	d. 157·31	d. 146·96	d. 142·59
Operating expenses per train-mile ..	152·85	148·80	142·62	140·70	136·95
NET OPERATING EARNINGS PER TRAIN-MILE	25·43	22·78	14·69	6·26	5·64
Passengers, ordinary	11,105,627	9,440,087	8,283,067	7,813,436	8,069,018
Season tickets	1,167,115	1,055,742	972,769	888,844	750,497
Total passenger journeys	28,610,945	26,276,923	24,454,014	23,265,768	22,441,212
Goods tonnage	7,734,650	7,754,768	7,077,298	6,917,257	6,847,974
Live-stock tonnage	739,115	671,414	596,652	621,755	668,075
Train-mileage revenue	13,978,961	13,559,646	13,366,798	13,072,615	12,777,852
Engine-mileage	19,147,871	18,625,115	18,199,622	17,817,799	17,312,921

For the current year it is anticipated that the revenue will reach £12,100,000 and the expenditure £10,352,000.

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

New Zealand Government Railways Department,
Head Office, Wellington, 26th June, 1942.

The Hon. the MINISTER OF RAILWAYS.

SIR,—

I have the honour to submit my annual report on the working of the New Zealand Railways for the financial year ended 31st March, 1942.

The report covers only the more important aspects of the year's operations, the usual comprehensive review of activities having been dispensed with on this occasion in view of the urgent need to conserve paper-supplies.

WORKING RESULT (Whole Undertaking).

	Estimate.	Actual.		Variation 1942 with 1941.	
		1942.	1941.		Per Cent.
Revenue	£11,085,000	£11,938,338	£11,160,218	+£778,120	6·97
Expenditure	£9,585,000	£10,056,034	£9,465,574	+£590,460	6·24
Net revenue	£1,500,000	£1,882,304	£1,694,644	+£187,660	11·07
Return on average capital invested in open lines, per cent. .. .. .	..	2·90	2·64	+ 0·26	9·85
Interest charges .. .. .	..	£2,756,146	£2,746,544	+ £9,602	0·35
Excess of interest charges (at 4½ per cent.) over net revenue .. .. .	..	£873,842	£1,051,900	—£178,058	16·93

Revenue.—The gross revenue earned, £11,938,338, was a record and exceeded the previous record figure established in the previous year by no less a sum than £778,120 (6·97 per cent.). The increased revenue was mainly due to conditions arising from the war—i.e., limited use of motor transport as a result of restrictions on the sale of petrol, movement of the armed forces, carriage of war equipment and supplies, and to longer haulages of goods consequent upon the centralization of shipping at main ports.

Expenditure.—The expenditure for the year amounted to £10,056,034 and exceeded last year's figure by £590,460 (6·24 per cent.). Most of the increase was in maintenance and transportation expenses and was brought about by the greater volume of traffic handled. The payment of the cost-of-living bonus to the lower-paid staff for a full year, as against only seven months of the previous financial year, absorbed an additional £97,000.

The ratio of operating expenditure to revenue was 85·73, compared with 86·72 in 1941 and 90·66 in 1940.

Net Revenue.—The net revenue amounted to £1,882,304, an improvement of £187,660 compared with the preceding financial year. This satisfactory result was achieved notwithstanding that in the twelve months under review the sum of £1,378,461 was set aside from the revenue account for depreciation, renewals and other reserves, and superannuation subsidy prior to arriving at net revenue.

INTEREST CHARGES.

The net revenue fell short of the full interest charge for the year by £873,842. Interest charges for 1941-42 amounted to £2,756,146, compared with £2,746,544 in the previous year, an increase of £9,602.

MILEAGE OF LINES OPEN FOR TRAFFIC.

The total mileage of lines open for traffic on 31st March, 1942, was 3,389 miles 74 chains.

CAPITAL ACCOUNT.

On the 31st March, 1942, the capital invested in the lines open for traffic, including the steamers and plant on Lake Wakatipu and other subsidiary services, was £64,904,020. This represents an increase of £141,226 as compared with the previous year.

RENEWALS, DEPRECIATION, AND EQUALIZATION RESERVE FUNDS.

The position with regard to the renewals, depreciation, betterments, and equalization accounts is as under:—

Account.	Credit Balance brought forward from 1941.	Contributions, 1941-42.	Expenditure, 1941-42.	Credit Balance at 31st March, 1942.
	£	£	£	£
Renewals (track)	637,856	217,544	167,739	687,661
Depreciation	1,390,837	885,355	842,240	1,433,952
Betterments	3,766	2,800	600	5,966
Slips, floods, and accidents	21,223	19,881	15,000	26,104
Workers' compensation	71,424	53,621	65,446	59,599
Insurance	100,281	8,451	17,297	91,435
	2,225,387	1,187,652	1,108,322	2,304,717

RAILWAY OPERATION.

The results of railway operation (excluding subsidiary services and miscellaneous non-operating revenue) on the various sections for the year ended 31st March, 1942, were as under:—

Section.	Revenue.	Expenditure.	Net Revenue.
	£	£	£
North Island Main Line and Branches ..	6,603,533	5,511,535	1,091,998
South Island Main Line and Branches ..	3,586,282	3,204,456	381,826
Gisborne	25,998	35,380	—9,382
Westport	114,629	81,984	32,645
Nelson	11,211	20,204	—8,993
Pieton	42,227	49,033	—6,806
Total	10,383,880	8,902,592	1,481,288

OPERATING REVENUE.

The following table shows the *operating revenue* under the main headings, together with appropriate comparisons with the previous year's figures. Information regarding receipts from *subsidiary services* and miscellaneous non-operating revenue appears later in this report.

Operating Revenue.	Amount.		Variation 1942 with 1941.		Per Cent. of Operating Revenue.	
	1942.	1941.			1942.	1941.
	£	£	£	Per Cent.		
Passengers, ordinary	2,335,907	2,054,152	+281,755	13·72	22·49	21·19
Season tickets	322,871	291,566	+ 31,305	10·74	3·11	3·01
Parcels, luggage, and mails	325,897	317,819	+ 8,078	2·55	3·14	3·28
Goods	7,174,060	6,818,603	+355,457	5·21	69·09	70·34
Labour, demurrage, &c.	225,145	212,050	+ 13,095	6·18	2·17	2·18
Total operating	10,383,880	9,694,190	+689,690	7·11	100·00	100·00

With the exception of luggage, which shows a small decline, the revenue under all heads has again shown improvement, the variations with the previous year for main classes of traffic being—Passenger, 13·72 per cent. increase; parcels, 6·98 per cent. increase; goods, 5·21 per cent. increase; and miscellaneous, 6·18 per cent. increase.

Passenger journeys (ordinary) in 1941–42 exceeded the previous year's figures by 1,665,540 (17·64 per cent.) and reached the high total of 11,105,627. This substantial increase was brought about very largely as the result of diversion of road traffic to rail in consequence of petrol restrictions and to the movement of the armed forces.

Receipts from the conveyance of goods and live-stock, and the tonnage of goods carried, were the highest ever recorded in the history of the system, the figures for 1941–42 compared with the previous year being:—

	1942.	1941.	Increase.	Per Cent.
Revenue	£7,174,060	£6,818,603	£355,457	5·21
Tonnage	8,473,765	8,426,182	47,583	0·56

The increase in freight revenue is reflected in the majority of goods commodities, the principal increases being in respect of live-stock, £44,762; coal, £49,997; frozen meat, £48,556; and general merchandise, £230,950. General merchandise traffic benefited by the placing on rail of large quantities of military stores and equipment.

OPERATING EXPENDITURE.

The following table shows the *operating expenditure* under the main headings, together with appropriate comparisons with the previous year's figures:—

Operating Expenditure.	Amount.		Variation 1942 with 1941.		Percentage of Operating Revenue.	
	1942.	1941.			1942.	1941.
	£	£	£	Per Cent.		
Maintenance—						
Way and works	1,615,382	1,544,202	+ 71,180	4·61	15·56	15·93
Signals	238,169	213,623	+ 24,546	11·49	2·29	2·20
Rolling-stock	2,211,476	2,043,976	+167,500	8·19	21·30	21·09
Examination, lubrication, and lighting of vehicles	100,473	90,083	+ 10,390	11·53	0·97	0·93
Transportation—						
Locomotive	2,013,445	1,953,913	+ 59,532	3·05	19·38	20·16
Traffic	2,479,852	2,322,492	+157,360	6·78	23·88	23·95
General charges	243,795	238,501	+ 5,294	2·22	2·35	2·46
Totals	8,902,592	8,406,790	+495,802	5·90	85·73	86·72

Increased maintenance and transportation charges brought about by the heavier volume of traffic handled were the principal causes of the higher expenditure. Other items of increased expenditure were the payment of the cost-of-living bonus for a full year, as against seven months in the preceding twelve months, £97,000; E.P.S. expenditure, £33,354; and increased cost and consumption of coal, £11,805.

SUBSIDIARY SERVICES.

The following table shows the variations in revenue and expenditure for the year as compared with 1940-41 :—

Subsidiary Services.	Revenue.			Expenditure.		
	Amount, 1942.	Variation, 1942 with 1941.		Amount, 1942.	Variation, 1942 with 1941.	
	£	£	Per Cent.	£	£	Per Cent.
Lake Wakatipu steamers ..	7,153	+ 44	0.62	11,351	+ 453	4.16
Refreshment service ..	251,043	+ 29,619	13.38	228,277	+ 20,069	9.64
Bookstall service ..	140,864	+ 17,184	13.89	132,160	+ 15,086	12.89
Advertising service ..	27,742	— 3,467	11.11	24,914	— 3,331	11.79
Dwellings ..	147,389	+ 2,211	1.52	220,404	+ 25,239	12.93
Other buildings ..	38,533	+ 2,801	7.84	27,913	+ 177	0.64
Road motor services ..	551,153	+ 47,849	9.51	508,423	+ 36,965	7.84
Miscellaneous revenue (non-operating)	390,581	— 7,811	1.96	..	..	..
	1,554,458	+ 88,430	5.69	1,153,442	+ 94,658	8.21

The variations in subsidiary services revenue and expenditure, as indicated in the foregoing summary, may be attributed, in the main, to factors arising from the war and to which reference has been made earlier in this report.

STORES BRANCH.

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

	Value of Purchases made, Year 1942.	Variation, 1942 with 1941.
	£	£
To merchants, manufacturers, and others in New Zealand ..	986,296	+106,194
Through Trade Commissioner in Australia ..	193,153	+146,075
Through High Commissioner in London ..	410,901	+ 69,090
Material manufactured in Railway Workshops ..	325,903	+ 25,220
Coal and coke ..	843,400	— 45,548
Manufactured and used material received from other branches, &c. ..	112,797	+ 10,457
Timber from railway sawmill and stores used ..	41,372	+ 5,364
Totals ..	2,913,822	+316,852*

* Net increase.

The increases in payments are due to the receipt of heavy shipments of munition materials and also to increased importations of sleepers and hardwood timbers from Australia.

The total issues to all Branches (including coal) for the year amounted to £3,120,190 3s. 5d., as against £3,014,015 5s. 7d. for the previous year, an increase of £106,174 17s. 10d.

PUBLICITY ACTIVITIES.

Although a regular flow of railway publicity to the press was maintained throughout the year, influences arising from the war have restricted activities considerably. As in past years, however, adequate publicity has been given, as required, to the travel and other facilities made available by the Department and to railway operations generally.

Continuing a practice of many years standing, a friendly liaison has been maintained between the Department and the press generally, and I desire to express my appreciation of the kindly consideration and assistance extended to the Department in this regard.

RAILWAYS AND THE WAR.

Last year's report gave an indication of some of the special activities which have been undertaken by the Department and its staff in connection with the prosecution of the national war effort. In the twelve months under review these activities have been enlarged and are being energetically pursued. Large quantities of war munitions covering a wide range of vehicles and other equipment and materials have been manufactured in the railway workshops during the year, nearly one thousand members of the workshops staff of skilled artisans and technicians being exclusively engaged on this special work.

Twelve divisions of the Railways Emergency Precautions Service, which was established as a separate branch of the Emergency Reserve Corps on 11th February, 1942, are now functioning at main railway centres throughout the Dominion. The total membership is approaching the 15,000 mark.

Emergency equipment in considerable quantities has been made available during the course of the year, and with the addition of mobile fire-fighting trains, which are about to be placed in service and located at strategic points, the Department is well organized to meet any emergent conditions which might arise as a result of offensive action by the enemy.

As at 31st March, 1942, the number of employees serving with the armed forces totalled 5,935. It is a matter of profound regret that seventy-nine members of the Department's staff have sacrificed their lives whilst serving with the armed forces during the present war.

Since its inception, the National Patriotic Fund has benefited to the extent of £14,152 by way of voluntary subscriptions deducted from the pay of railway employees. In addition, the Department's staff have deposited in fortnightly instalments the sum of £26,342 in National Savings Accounts.

TRACK, PLANT, AND ROLLING STOCK.

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

STAFF.

The average number of persons in the Department throughout the year ended 31st March, 1942, was 23,352, compared with an average of 24,502 for the previous year. The average number of men engaged exclusively on works chargeable to capital was 1,149, compared with 2,237 during the previous year.

The total number of staff employed at the 31st March, 1942, including those on works chargeable to capital, was 22,252. This figure does not include 5,935 employees who as at 31st March, 1942, were serving with the armed forces.

The total number of employees as at the end of the previous financial year was 23,971 (excluding 3,280 men serving with the armed forces).

Of the total staff as at 31st March, 1942, excluding those serving with the armed forces, 13,124 were permanent and 9,128 were casual employees.

During the year 533 members of the permanent staff resigned, 206 retired on superannuation, 88 died, and 89 were dismissed or paid off.

Employees to the number of 1,312 were engaged for employment on the permanent staff. One hundred and three members of the Second Division were promoted to the First Division.

A total of £65,446 was paid under the Workers' Compensation Act during the year to members of the Service who suffered injury in the course of their employment.

CONCLUSION.

I desire to accord my thanks to all members of the staff for their support and co-operation in assisting the Department to meet its obligations and responsibilities during the busy and difficult year just concluded.



GENERAL MANAGER.

STATEMENT No. 1.
CAPITAL ACCOUNT AS AT 31ST MARCH, 1942.

	Total to 31st March, 1941.	Year ended 31st March, 1942.	Total to 31st March, 1942.	Total to 31st March, 1941.	Year ended 31st March, 1942.	Total to 31st March, 1942.
<i>Expenditure.</i>						
Permanent-way—Works, buildings, machinery, plant, and dwellings	£ 56,616,388	£ 181,601	£ 56,797,989	£ 66,110,629	£ 159,489	£ 66,270,118
Rolling-stock, lake steamers, and road motors	15,693,399	170,981	15,864,380	9,083,902	..	9,083,902
Lines closed for traffic	362,662	..	362,662	75,144,531	159,489	75,304,020
	72,672,449	352,582	73,025,031	10,400,000	..	10,400,000
	9,300,492	254,471	9,554,963			
Deduct accrued depreciation on existing assets	63,371,957	98,111	63,470,068			
	1,390,837	43,115	1,433,952	64,744,531	159,489	64,904,020
Add unexpended balances as per Depreciation Account	£64,762,794	£141,226	£64,904,020	18,263	Dr. 18,263	..
				£64,762,794	£141,226	£64,904,020

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, 1942.

	£	£	£
<i>Liabilities</i>			
Sundry creditors—			
General (including unpaid wages)	.. 931,502	.. 931,502	.. 162,471
Accrued interest on capital	.. 62,304	.. 62,304	.. 1,774,593
		993,806	.. 33,893
Collections for refund	.. ..	35,152	.. 1,808,486
Items to be written off on receipt of Parliamentary authority	.. ..	..	.. 58,370
Renewals, Depreciation and Equalization Reserve Accounts as per Statement No. 13	.. ..	6,013	.. 332,820
Subsidy on works—		3,449,270	.. 536,245
Unemployment Fund	.. 185,781	..	.. 3,370
Employment Promotion Fund	.. 303,452	..	.. 670,029
Social Security Fund	.. 47,012	..	.. 1,150,000
Sick Benefit Fund	.. ..	536,245	.. 28,538
Sick Benefit Fund investments	.. ..	31,639	.. 301,796
Cash in Working Railways Account	.. ..	..	..
		£5,052,125	£5,052,125
<i>Assets.</i>			
Sawmills, bush areas, and stocks of timber	.. ..	..	.. 162,471
Stores and materials on hand—			
Stores Branch	.. ..	1,774,593	.. 33,893
Subsidiary services	.. ..	33,893	.. 1,808,486
Sundry assets: Subsidiary services	.. ..	..	.. 58,370
Work in progress, sundry debtors, and debit balances	.. ..	..	.. 332,820
Subsidized works	.. ..	..	.. 536,245
Accrued interest on investments	.. ..	..	.. 3,370
Outstanding at stations	.. ..	..	.. 670,029
Working Railways investments	.. ..	..	.. 1,150,000
Sick Benefit Fund investments	.. ..	..	.. 28,538
Cash in Working Railways Account	.. ..	..	.. 301,796
		£5,052,125	£5,052,125

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.—CYRIL G. COLLINS, Controller and Auditor-General.

STATEMENT No. 2.

INCOME AND EXPENDITURE OF THE WHOLE UNDERTAKING FOR THE YEAR ENDED 31ST MARCH, 1942.

Statement No.	Year 1941-42.			Year 1940-41.		
	Gross Revenue.	Expenditure.	Net Revenue.	Gross Revenue.	Expenditure.	Net Revenue.
Railway operation ..	£ 10,383,880	£ 8,902,592	£ 1,481,288	£ 9,694,190	£ 8,406,790	£ 1,287,400
Lake Wakatipu steamers ..	7,153	11,351	4,198	7,108	10,898	3,789
Refreshment service ..	251,043	228,277	22,766	221,424	208,208	13,216
Bookstall service ..	140,864	132,160	8,704	123,680	117,075	6,606
Advertising service ..	27,742	24,914	2,828	31,209	28,245	2,964
Dwellings ..	147,389	220,404	73,015	145,178	195,165	49,987
Buildings occupied by refreshment service, book-stall-proprietary, &c.	38,533	27,913	10,620	35,732	27,736	7,996
Road motor services ..	551,153	508,423	42,730	503,304	471,458	31,845
Miscellaneous revenue ..	390,581	..	390,581	398,393	..	398,393
	11,938,338	10,056,034	..	11,160,218	9,465,575	..
Total net revenue to Net Revenue Account ..	..	..	1,882,304	..	..	1,694,644

NET REVENUE ACCOUNT.

Dr.	1941-42.		1940-41.		Cr.	1940-41.
	£	£	£	£		
Interest charges ..	2,756,146	..	2,746,544	..	..	£ 1,694,644
	..	..	..	..	Net earnings before charging interest on capital ...	£ 1,051,900
	..	..	..	..	Reduction on account of interest charges, vide section 14, Finance Act, 1930 (No. 2)	2,746,544
	2,756,146	..	2,746,544	..		2,746,544

STATEMENT No. 3.
INCOME AND EXPENDITURE IN RESPECT OF RAILWAY OPERATION FOR THE YEAR ENDED 31ST MARCH, 1942.

Expenditure.	1941-42.		1940-41.		Per Cent. of Operating Revenue.		See Statement No.	Revenue.		1941-42.		1940-41.		Per Cent. of Operating Revenue.	
	£		£		1941-42.	1940-41.		1941-42.	1940-41.	1941-42.	1940-41.	1941-42.	1940-41.	1941-42.	1940-41.
Maintenance of way and works	1,615,382		1,544,202		15.56	15.93	17	Passengers, ordinary	2,335,907		22.49		2,054,152		21.18
Maintenance of signals and electrical appliances	238,169		213,623		2.29	2.20	17	Passenger, season tickets	322,871		3.11		291,566		3.01
Maintenance of rolling-stock	2,211,476		2,043,976		21.30	21.08	17	Parcels, luggage, and mails	325,897		3.14		317,819		3.28
Examination, lubrication, and lighting of vehicles	100,473		90,083		0.97	0.93	17	Goods	7,174,060		69.09		6,813,603		70.34
Locomotive transportation	2,013,445		1,953,913		19.38	20.16	17	Labour, demurrage, &c.	225,145		2.17		212,050		2.19
Traffic transportation	2,479,852		2,322,492		23.88	23.96									
General charges	72,292		72,523		0.70	0.75									
Superannuation subsidy															
Less amount allocated to subsidiary services, &c.		171,503		165,978		1.65									
Total operating expenses	8,902,592		8,406,790		85.73	86.72									
Net operating revenue	1,481,288		1,287,400		14.27	13.28									
	£10,383,880		9,694,190		100.00	100.00			£10,383,880		100.00		9,694,190		100.00

SUMMARY OF EXPENDITURE.

Item.	Gisborne.	North Island Main Line and Branches and Kaihu.	South Island Main Line and Branches.	Westport.	Nelson.	Picton.	Total.
	£	£	£	£	£	£	£
Maintenance of Way and Works	15,356	962,698	592,507	18,639	6,921	19,261	1,615,382
Maintenance of Signals and Electrical Appliances	303	148,543	87,478	1,170	134	541	238,169
Maintenance of Rolling-stock	4,206	1,378,562	800,548	19,255	2,571	6,334	2,211,476
Examination, Lubrication, and Lighting of Vehicles	145	59,455	39,010	1,454	174	235	100,473
Locomotive Transportation	8,608	1,376,600	601,105	12,819	5,174	9,139	2,013,445
Traffic Transportation	6,160	1,430,478	999,803	25,870	4,966	12,575	2,479,852
General Expenses	179	46,020	24,909	825	78	281	72,292
Superannuation Subsidy	423	109,179	59,096	1,952	186	667	171,503
Total	35,380	5,511,535	3,204,456	81,984	20,204	49,033	8,902,592
Per cent. of operating revenue	136·09	83·46	89·35	71·44	180·22	116·12	85·73
Per mile of railway £	722·04	3,477·31	1,997·79	2,274·83	336·73	875·59	2,626·13
Per train-mile pence	171·19	140·41	167·57	266·06	107·38	210·60	151·11

STATEMENT No. 9A.

INCOME AND EXPENDITURE ACCOUNT IN RESPECT OF SUBSIDIARY SERVICES.

Service.	Revenue.	Expenditure.	Payments to Railway Revenue for Interest, Rent, &c.	Total Expenses.	Net Profit.
	£	£	£	£	£
Lake Wakatipu steamers	7,153	10,566	785	11,351	Dr. 4,198
Refreshment	251,043	210,520	17,757	228,277	22,766
Bookstall	140,864	118,623	13,537	132,160	8,704
Advertising	27,742	16,925	7,989	24,914	2,828
Departmental dwellings	147,389	147,514	72,890	220,404	Dr. 73,015
Buildings occupied by refreshment service, bookstall-proprietors, &c.	38,533	13,575	14,338	27,913	10,620
Road services	551,153	499,066	9,357	508,423	42,730
	1,163,877	1,016,789	136,653	1,153,442	10,435

STATEMENT No. 10.

RAILWAY EMPLOYEES' SICK BENEFIT SOCIETY.

Income and Expenditure.

EXPENDITURE.	1941-42.	1940-41.	INCOME.	1941-42.	1940-41.
Sick benefits paid to members	£ 40,339	£ 40,466	Contributions	£ 24,055	£ 26,136
			Entrance fees	251	215
			Interest on investments	1,172	1,467
			Subsidy as per section 5, subsection (1), of Government Railways Amendment Act, 1928, charged to Working Railways Account	8,000	8,000
			Balance being excess of expenditure over income for the year	6,861	4,648
	40,339	40,466		40,339	40,466
Excess of expenditure over income	6,861	4,648	Accumulated funds brought forward on 1st April	38,494	43,142
Balance accumulated funds as at 31st March	31,633	38,494		38,494	43,142
	38,494	43,142		38,494	43,142

Balance-sheet.

Liabilities.	£	£	Assets.	£	£
Accumulated funds	31,633	38,494	Investments	28,538	39,365
Sick pay due not paid	16	45	Contributions outstanding at 31st March	10	20
Working Railways Account .. ..	..	846	Cash in Working Railways Account	3,101	..
	31,649	39,385		31,649	39,385

STATEMENT No. 12.

STATEMENT OF CASH RECEIPTS AND PAYMENTS—WORKING RAILWAYS ACCOUNT.

<i>Receipts.</i>		£	<i>Payments.</i>		£
Balance brought forward .. ..	..	541,654	Wages and vouchers .. ..	..	10,419,353
Revenue receipts .. ..	..	11,791,502	Refunds to Harbour Boards, shipping companies, and other carriers .. ..	..	437,483
“Credits-in-aid” (Working Railways Expenditure) .. ..	..	988,687	Interest on capital .. ..	..	1,820,000
Contributions to Sick Benefit Fund .. ..	..	32,392	Investments purchased .. ..	..	400,000
Interest on investments .. ..	..	12,397	Balance as per General Balance-sheet .. ..	..	301,796
Investments realized .. ..	..	12,000			
		<u>£13,378,632</u>			<u>£13,378,632</u>

Reconciliation Statement.

	£	s.	d.
Credit balance in Working Railways Account as per Treasury figures ..	258,878	14	7
Add imprests outstanding	43,352	3	3
Cash in transit, &c.		1	0
	<u>£302,231</u>	<u>17</u>	<u>11</u>
Less unauthorized expenditure (1941) not included in Treasury figures ..	435	8	0
Credit balance as per above statement	£301,796	9	11

STATEMENT No. 13.

RENEWALS, DEPRECIATION, AND EQUALIZATION RESERVE ACCOUNTS.

	Credit Balance at 31st March, 1941.	Contributions Year ending 31st March, 1942.	Expenditure Year ending 31st March, 1942.	Credit Balance at 31st March, 1942.
	£	£	£	£
General Reserve Account	1,144,553	..	..	1,144,553
Insurance Reserve Account	100,281	8,451	17,297	91,435
Workers' Compensation Reserve Account ..	71,424	53,621	65,446	59,599
Slips, Floods and Accidents Equalization Reserve Account ..	21,223	19,881	15,000	26,104
Betterments Reserve Account : Refreshment Branch ..	3,766	2,800	600	5,966
Renewals Reserve Accounts	637,856	217,544	167,739	687,661
Depreciation Reserve Account	1,390,837	885,355	842,240	1,433,952
Totals	<u>3,369,940</u>	<u>1,187,652</u>	<u>1,108,322</u>	<u>3,449,270</u>

STATEMENT No. 14.

EXPENDITURE ON CONSTRUCTION OF RAILWAYS, ROLLING-STOCK, ETC., TO 31ST MARCH, 1942; NET REVENUE AND RATE OF INTEREST EARNED ON CAPITAL EXPENDED ON OPENED LINES FOR YEAR ENDED SAME DATE.

Section of Railway.	Opened Lines.			Net Revenue.	Rate of Interest earned.
	Lines and Works.	Rolling-Stock.	Total.		
Gisborne	£ 749,393	£ 20,840	£ 770,233	£ -9,382	£ s. d.
"
North Island Main Line and Branches	33,336,661	6,672,409	40,009,070	1,091,998	2 14 8
"
South Island Main Line and Branches	16,602,740	3,533,203	20,135,943	381,826	1 17 11
"
Westport	315,243	45,329	360,572	32,645	9 0 11
"
Nelson	497,242	9,383	506,625	-8,993	.. .. .
"
Picton	610,658	14,800	625,458	-6,806	.. .. .
"
Lake Wakatipu steamer service	52,111,937	10,295,964	62,407,901	1,481,288	2 7 6
Subsidiary services, &c.	20,396	.. .. .	20,396	-4,198	.. .. .
.. .. .	2,465,827	.. .. .	2,465,827	405,214	.. .. .
<i>In suspense—</i>	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .
Surveys, North Island .. .. .	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .
Surveys, South Island .. .. .	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .
General	9,896	.. .. .	9,896	.. .. .	.. .. .
P.W.D. stock of permanent-way .. .. .	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .
	54,608,056	10,295,964	64,904,020	1,882,304	2 18 0
Total cost of opened lines at 31st March, 1942	.. .. .	.. .. .	£64,904,020	.. .. .	.. .. .

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, 1942.

Way and Works Branch: Particulars of Works.	Working Railways Depreciation Fund.	Public Works Fund.	Total.
	£	£	£
Land	1,419	Cr. 2,392	Cr. 973
Grading, formation, tunnels, and permanent-way	79,683	101,577	181,260
Bridges, overbridges, subways, and culverts	31,854	3,707	35,561
Station buildings, engine-sheds, and other operating buildings	28,767	9,448	38,215
Fences, gates, cattlestops, cattle-yards, and loading-banks	4,031	1,254	5,285
Dwellings and huts	85,644	Cr. 2,374	83,270
Stores and workshops buildings and plant	23,323	Cr. 17	23,306
Refreshment, advertising, and road service buildings	Cr. 1,281	..	Cr. 1,281
Cranes, weighbridges, turntables, and water services	11,095	69	11,164
Miscellaneous (roads, sewerage, drainage, &c.)	7,986	1,847	9,833
Lake Wakatipu wharves and buildings	626	..	626
Signalling, communications, and electrification	109,269	8	109,277
	382,416	113,127	495,543
Expenditure by Public Works Department: Grade, easements, and deviations .. .. .	..	34,514	34,514
	382,416	147,641	530,057

Locomotive Branch: Particulars of Rolling-stock.

Description of Stock ordered.	Number Incomplete on 31st March, 1941.	Number Complete on 31st March, 1942.	Number Incomplete on 31st March, 1942.	Expenditure, Working Railways Depreciation Fund.	Expenditure, Public Works Fund.	Total.
				£	£	£
Locomotives, Classes KA and KB	15	5	10	58,517	..	58,517
Locomotives, Class J and spares .. .. .	..	..	35	1,544	..	1,544
Improvements for locomotives .. .. .	..	..	..	2,921	..	2,921
Boilers .. .. .	..	..	..	4,208	..	4,208
Rail cars and spares	9	7	2	111,368	..	111,368
Carriages	45	9	30	40,292	..	40,292
Improvements for carriages .. .. .	..	..	..	8,411	..	8,411
Brake vans	53	15	24	40,452	..	40,452
Wagons, Class G .. .. .	..	..	..	Cr. 1,808	..	Cr. 1,808
Wagons, Class H	135	9	176	17,954	..	17,954
Wagons, Class J	365	75	290	11,247	..	11,247
Wagons, Class LA	380	..	980	2,731	..	2,731
Wagons, Class MC	170	90	80	12,203	..	12,203
Wagons, Class Q	73	..	73	7,694	..	7,694
Wagons, Class S	12	..	12	68	..	68
Wagons, Class T	20	10	10	5,221	..	5,221
Wagons, Class UB	88	43	45	14,216	..	14,216
Wagons, Class UG	10	3	7	4,889	..	4,889
Wagons, Class VB	20	..	20	211	..	211
Wagons, Class W	57	37	85	5,920	..	5,920
Wagons, Class XA	145	10	215	5,592	..	5,592
Wagons, Class XB	8	..	8	133	..	133
Wagons, Class YB	70	30	40	11,380	..	11,380
Wagons, Class Z	85	30	105	24,757	..	24,757
Miscellaneous improvements for wagons .. .. .	..	..	..	32,276	..	32,276
Tractors	3	3	..	184	..	184
	1,763	376	2,247	422,581	..	422,581
SUMMARY.						
Locomotives	15	5	45	..	..	..
Rail cars	9	7	2	..	..	..
Tractors	3	3	..	..	..	..
Carriages	45	9	30	..	..	..
Brake vans	53	15	24	..	..	..
Wagons, bogie	235	86	199	..	..	..
Wagons, four-wheeled	1,403	251	1,947	..	..	..
	1,763	376	2,247	..	..	..

Particulars of Workshop and Depot Machinery, Motor-buses, and Motor-lorries.

	£	£	£
Workshops equipment	4,091	..	4,091
Machinery and equipment for locomotive running, and car and wagon depots	2,040	..	2,040
Motor-buses and motor-lorries	31,112	..	31,112

RECONCILIATION STATEMENT, PUBLIC WORKS FUND.

Expenditure charged by	£	s. d.	£	s. d.	Expenditure: Way and Works Branch	£	s. d.
Treasury	193,291	4 1	..	..	..	147,640	16 3
Less vouchers outstanding previous year	18,262	16 9	175,028	7 4			
Less recoveries .. .. .	..	..	29,225	11 1			
			145,802	16 3			
Public Works Department: Administration charges .. .. .	..	..	1,838	0 0			
			£147,640	16 3			
						£147,640	16 3

STATEMENT No. 18—continued.

STATEMENT OF TRAFFIC AND REVENUE FOR EACH STATION FOR THE YEAR ENDED 31st MARCH, 1912—continued.

Main data table with columns for Stations, Traffic (Passenger Journeys, Season Tickets, Cattle and Calves, Sheep and Pigs, Timber, etc.), Revenue (Season Tickets, Parcels, Goods, etc.), and Inward Traffic (Cattle and Calves, Sheep and Pigs, Timber, etc.).

STATEMENT NO. 19.
CLASSIFICATION OF GOODS AND LIVE-STOCK TRAFFIC AND EARNINGS BY COMMODITIES.

Commodity.	Year ended 31st March, 1942.								
	Tonnage carried.	Per Cent. of Gross.	Tons One Mile (000 omitted).	Average Haul.	Revenue.				
					Total.	Per Cent. of Gross.	Per Ton.	Per Ton Mile.	
<i>Products of Agriculture.</i>									
Grain	231,540	2.73	12,915	56	£ 131,431	1.80	£ s. d. 0 11 4	d. 2.44	
Meals	119,853	1.41	7,550	63	78,331	1.07	0 13 1	2.49	
Fruit and vegetables	86,207	1.02	17,131	199	142,767	1.96	1 13 1	1.97	
Root crops and fodder	120,193	1.42	11,181	93	92,339	1.27	0 15 4	1.98	
Flax, green and pressed	5,743	0.07	673	117	6,961	0.10	1 4 3	2.48	
Seeds	25,370	0.30	1,541	61	22,190	-0.30	0 17 6	3.46	
	588,906	6.95	50,991	87	474,019	6.50	0 16 1	2.23	
<i>Animals and other Products.</i>									
Cattle, calves, horses	238,836	2.82	20,446	86	273,660	3.75	1 2 11	3.21	
Sheep and pigs	500,279	5.90	39,569	79	537,158	7.36	1 1 6	3.26	
Meat, fresh	23,726	0.28	4,063	171	51,081	0.70	2 3 1	3.02	
Meat, chilled	695	0.01	82	119	1,135	0.02	1 12 8	3.31	
Meat, frozen	281,585	3.32	12,381	44	291,685	4.00	1 0 9	5.65	
Butter	108,845	1.28	12,092	111	152,570	2.09	1 8 0	3.03	
Cheese	133,888	1.58	9,061	68	147,275	2.02	1 2 2	3.90	
Wool	188,348	2.22	11,609	62	224,809	3.08	1 3 11	4.65	
Dairy by-products	31,574	0.38	2,492	79	35,826	0.49	1 2 8	3.45	
Fat, hides, and skins	67,993	0.80	4,199	62	86,560	1.19	1 5 6	4.95	
Fish	11,770	0.14	2,133	181	19,915	0.28	1 13 10	2.24	
	1,587,539	18.73	118,127	74	1,821,674	24.98	1 2 11	3.70	
<i>Products of Mines.</i>									
Agricultural lime	585,142	6.90	35,458	61	221,604	3.04	0 7 7	1.50	
Coal, imported	6,112	0.07	107	18	1,970	0.03	0 6 5	4.42	
Coal, New Zealand hard	989,881	11.68	44,220	45	368,516	5.05	0 7 5	2.00	
Coal, New Zealand brown	1,089,950	12.87	130,868	120	775,455	10.62	0 14 3	1.42	
Road-metal	29,320	0.35	1,213	41	11,645	0.16	0 7 11	2.30	
Lime and coke	65,646	0.77	4,739	72	39,180	0.54	0 11 11	1.98	
	2,766,051	32.64	216,605	78	1,418,370	19.44	0 10 3	1.57	
<i>Products of Forests.</i>									
Timber, imported	11,940	0.14	532	45	10,419	0.14	0 17 5	4.70	
Timber, New Zealand	569,115	6.72	64,604	114	578,547	7.93	1 0 4	2.15	
Firewood, posts, &c.	72,007	0.85	6,767	94	40,146	0.55	0 11 2	1.42	
	653,062	7.71	71,903	110	629,112	8.62	0 19 3	2.10	
<i>Manufactures, &c.</i>									
Benzine, gasoline, kerosene	195,830	2.31	16,088	82	329,637	4.52	1 13 8	4.92	
Cement	85,976	1.02	11,276	131	108,422	1.49	1 5 3	2.31	
Manure	791,756	9.34	56,904	72	442,294	6.06	0 11 2	1.87	
	1,073,562	12.67	84,268	78	880,353	12.07	0 16 5	2.51	
Miscellaneous	1,804,645	21.30	146,815	81	2,071,124	28.39	1 2 11	3.39	
Totals	8,473,765	100.00	688,709	81	7,294,652	100.00	0 17 3	2.54	

STATEMENT NO. 20.

STATEMENT SHOWING MILEAGE, CAPITAL COST, TRAFFIC, OPERATING REVENUE, AND OPERATING EXPENDITURE OF NEW ZEALAND GOVERNMENT RAILWAYS FROM 1ST APRIL, 1940, TO 31ST MARCH, 1942.

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.
1940-1941 ..	No. 3,390	£ 62,301,147	No. 13,559,646	No. 26,276,923	£ 2,345,718	£ 317,819	No. 1,237,436	No. 10,723,892	Tons. 594,346
1941-1942 ..	3,390	62,407,901	13,978,961	28,610,945	2,658,778	325,897	1,219,608	12,338,568	581,056

Year.	Goods.	Total.	Goods Revenue.	Miscellaneous Revenue, Labour, Demurrage, &c.	Total Revenue.	Revenue per Train-mile.
1940-1941 ..	Tons. 7,160,422	Tons. 7,754,768	£ 6,818,603	£ 212,050	£ 9,694,190	d. 171.58
1941-1942 ..	7,153,594	7,734,650	7,174,060	225,145	10,383,880	178.28

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.
1940-1941 ..	£ 1,544,202	15.93	£ 455.52	£ 213,623	2.20	£ 63.01	£ 2,043,976	21.08	d. 36.18
1941-1942 ..	1,615,382	15.56	476.51	238,169	2.29	70.26	2,211,476	21.30	37.97

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.			
1940-1941 ..	£ 2,043,996	21.08	d. 36.18	£ 2,322,492	23.96	d. 41.11	£ 238,501	2.46	d. 4.22	£ 8,406,790	d. 148.80	86.72
1941-1942 ..	2,113,918	20.36	36.29	2,479,852	23.88	42.58	243,795	2.35	4.19	8,902,592	152.85	85.73

STATEMENT NO. 21.
COMPARATIVE STATEMENT OF THE AVERAGE NUMBER OF EMPLOYEES FOR YEARS
1941-42 AND 1940-41.

Branch.	Gisborne.		North Island Main Line and Branches.		South Island Main Line and Branches.		Westport.		Nelson.		Picton.		Stores Branch.		Refreshment Branch.		Advertising and Publicity Branch.		Road Services Branch.		Total.
	1941-42.	1940-41.	1941-42.	1940-41.	1941-42.	1940-41.	1941-42.	1940-41.	1941-42.	1940-41.	1941-42.	1940-41.	1941-42.	1940-41.	1941-42.	1940-41.	1941-42.	1940-41.	1941-42.	1940-41.	
General	5	771	200	779	200	779	4	4	4	3	499	576	39	644	2,745						
Traffic	15	3,833	2,948	3,827	2,903	3,827	55	12	12	36	..	..	..	..	6,899		
Maintenance	41	2,965	1,783	3,229	2,012	3,229	43	29	29	71	..	..	..	..	4,932		
Locomotive running (including depot staff)	13	2,032	1,089	2,018	1,154	2,018	28	11	11	23	..	..	..	..	3,196		
Workshops	..	3,320	2,200	3,720	2,477	3,720	60	..	..	..	..	..	..	..	5,580
Totals	74	12,921	8,220	13,573	8,738	13,573	190	56	48	133	499	576	39	644	23,352						
General	5	779	192	779	192	779	4	4	4	3	554	569	41	549	2,700						
Traffic	15	3,827	2,903	3,827	2,903	3,827	54	12	12	39	..	..	..	..	6,850		
Maintenance	42	3,229	2,012	3,229	2,012	3,229	49	22	22	85	..	..	..	..	5,439		
Locomotive running (including depot staff)	12	2,018	1,154	2,018	1,154	2,018	28	10	10	24	..	..	..	..	3,246		
Workshops	..	3,720	2,477	3,720	2,477	3,720	70	..	..	..	..	..	..	..	6,267
Totals	74	13,573	8,738	13,573	8,738	13,573	205	48	151	554	569	41	549	24,502							

STATEMENT NO. 22.

STATEMENT OF ACCIDENTS FOR THE YEAR ENDED 31ST MARCH, 1942.

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.		Killed.		Injured.		Killed.		Injured.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Gisborne	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
North Island Main Line and Branches	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
South Island Main Line and Branches	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Westport	1	1	1	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Nelson	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Picton	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Totals	1	17	3	5	13	3	6	6	6	1	4	124	2	14	33	33	205	..	..

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, MULTIPLE UNIT, BRAKE VAN AND WAGON STOCK, AND
TARPAULINS, FOR THE YEAR ENDED 31ST MARCH, 1942.

Description.	Class.	North Island Main Line and Branches.	Gisborne.	South Island Main Line and Branches.	Westport.	Nelson.	Pictou.	Total.
CARRIAGES—								
First class .. .. .	..	116	..	95	..	..	3	214
Second class .. .. .	..	609	..	404	10	7	4	1,034
Composite .. .. .	..	132	6	90	..	7	5	240
Sleeping .. .. .	..	13	..	..	..	..	..	13
Combination day-sleeping .. .. .	..	11	..	5	..	..	..	16
Ambulance .. .. .	..	4	..	3	..	..	..	7
Totals .. .. .	..	885	6	597	10	14	12	1,524
RAIL CARS								
.. .. .	..	13	..	8	..	..	..	21
MULTIPLE UNITS—								
Power units .. .. .	..	6	..	..	..	..	..	6
Trailers .. .. .	..	6	..	..	..	..	..	6
Totals .. .. .	..	12	..	..	..	..	..	12
VANS—								
Postal vans .. .. .	..	5	..	4	..	..	..	9
Brake vans .. .. .	..	269	4	207	7	3	4	494
Totals .. .. .	..	274	4	211	7	3	4	503
WAGONS—								
Special-purpose wagons	E	906	..	400	1	1	..	1,308
Horse-boxes	G	66	1	78	1	1	4	146
Cattle	H	578	4	198	4	3	8	795
Sheep	J	1,791	36	1,502	..	11	43	3,383
Covered goods	K	263	2	152	5	6	3	431
High sides	L	3,222	32	3,533	12	83	147	7,029
High sides	LA	5,360	..	4,053	..	..	..	9,413
High sides	LB	52	14	429	5	10	47	557
Low sides	M	481	30	844	24	14	37	1,430
Work-train hopper	M	..	..	14	..	..	..	14
Low sides, steel	MA	122	12	..	..	..	..	134
Low sides	MB	6	12	15	..	..	1	34
Low sides	MC	70	..	20	..	..	..	90
Timber	N	90	..	118	32	8	12	260
Platform, coal	P	204	..	..	..	..	..	204
Petrol inspection	Pw	1	..	1	..	..	..	2
Movable hopper	Q	..	..	443	723	..	..	1,166
Frozen meat	W	303	..	77	..	..	..	380
Frozen meat	WA	233	3	29	..	18	..	283
Covered goods	X	132	..	16	..	..	..	148
Cool, ventilated	XA	428	..	562	1	..	7	998
Cool, ventilated	XB	46	..	30	..	..	..	76
Work-train	Y	59	..	16	..	..	9	84
Work-train	YB	288	..	138	..	..	10	436
Special-purpose wagons, bogie	E	101	1	60	..	..	1	163
High side, bogie	R	199	..	79	..	..	..	278
High side, bogie	RB	69	..	25	..	..	..	94
Sheep, bogie	S	27	..	37	..	..	..	64
Cattle, bogie	T	40	..	17	..	..	..	57
Platform, bogie	U	202	39	108	4	4	10	367
Gas storeholder, bogie	UA	10	..	4	..	..	..	14
Platform, bogie	UB	255	..	286	..	..	..	541
Fuel oil, bogie	UC	..	..	1	..	..	..	1
Platform, bogie	UD	1	..	..	..	..	..	1
Horse-boxes, bogie	UG	59	..	68	..	..	..	127
Frozen meat, bogie	V	49	..	66	..	..	..	115
Chilled beef, bogie	V	6	..	..	..	..	..	6
Frozen meat, bogie	VB	137	..	85	..	..	..	222
Chilled beef, bogie	VB	99	..	..	..	..	..	99
Covered goods, bogie	Z	81	..	59	..	..	..	140
Covered goods, bogie	ZP	74	..	74	..	..	..	148
Totals .. .. .	..	16,110	186	13,632	812	159	339	31,238
TARPAULINS								
.. .. .	..	12,196	112	11,345	52	145	287	24,137

STATEMENT No. 24.

LOCOMOTIVE STOCK FOR YEAR ENDED 31ST MARCH, 1942.

Class.	Type.	North Island Main Line and Branches.	Gisborne.	South Island Main Line and Branches.	Westport.	Nelson.	Picton.	Total.
A	Tender (4-cylinder balanced compound)	15	..	34	..	..	..	49
A	Tender (2-cylinder simple)	3	..	6	..	..	..	9
AA	Tender	10	..	..	..	..	..	10
AB	Tender	87	..	54	..	..	..	141
B	Tender	..	..	8	..	..	..	8
BA	Tender	..	..	10	..	..	..	10
BB	Tender	30	..	..	..	..	..	30
C	Tender	12	..	12	..	..	..	24
EC	Electric	..	..	6	..	..	..	6
ED	Electric	10	..	..	..	..	..	10
EO	Electric	..	..	5	..	..	..	5
F	Tank	3	..	18	..	..	..	21
FA	Tank	..	..	..	2	..	..	2
G	Tender	..	..	6	..	..	..	6
H	Tank	6	..	..	..	..	..	6
J	Tender	30	..	10	..	..	..	40
K	Tender	30	..	..	..	..	..	30
KA	Tender	25	..	..	..	..	..	25
KB	Tender	..	..	6	..	..	..	6
Q	Tender	..	..	10	..	..	..	10
U	Tender	..	..	9	..	..	..	9
UB	Tender	..	..	7	..	..	..	7
UC	Tender	..	..	7	..	..	..	7
W	Tank	..	..	2	..	..	..	2
WA	Tank	..	3	3	..	..	..	6
WAB	Tank	20	..	10	..	..	..	30
WB	Tank	..	..	..	4	..	..	4
WE	Tank	..	..	2	..	..	..	2
WF	Tank	11	..	17	..	4	..	37
WG	Tank	12	2	..	..	..	5	14
WW	Tank	53	..	..	3	..	..	56
X	Tender (4-cylinder balanced compound)	18	..	..	..	..	..	18
	Totals	375	5	242	9	4	5	640

STATEMENT NO. 25.
ALL SECTIONS.

LOCOMOTIVE RUNNING COSTS, YEAR ENDED 31ST MARCH, 1942.

Section.	Cost per Locomotive-mile.										Depreciation.	Water.	Conversions and Alterations.	General Charges.	Cost per Locomotive-mile.				Total Cost.	Total Cost per Locomotive-mile.	Days in Steam.	Average Number of Days in Steam per Locomotive.	Section.
	Repairs.			Running.			General Charges.								Water.	Conversions and Alterations.	General Charges.	Total Cost.					
	Wages, Material, and Overhead.	Stores.	Fuel.	Wages.	Total.	d.	£	d.	£	d.														£	d.	£
N.I.M.L. and branches	8.35	0.58	14.04	9.82	32.79	d.	104,332	19,548	188,619	2.27	0.42	d.	4.10	£	1,841,195	d.	39.99	89,321	245	N.I.M.L. and branches.			
S.I.M.L. and branches	9.59	0.60	8.44	9.89	28.52	d.	46,555	9,932	87,324	1.87	0.40	d.	3.50	£	869,143	d.	34.80	52,903	229	S.I.M.L. and branches.			
Gisborne	4.71	0.76	19.62	10.59	35.68	d.	291	135	854	1.18	0.54	..	..	£	10,125	d.	40.84	582	116	Gisborne.	
Westport	11.25	0.54	7.31	11.45	30.55	d.	499	116	2,852	0.96	0.23	..	..	£	19,296	d.	37.24	1,816	202	Westport.	
Nelson	5.10	0.50	10.82	9.67	26.09	d.	117	38	357	0.51	0.18	..	..	£	6,497	d.	28.32	594	149	Nelson.	
Picton	9.62	1.12	12.22	10.68	33.64	d.	254	120	658	0.72	0.34	..	..	£	12,868	d.	36.57	993	165	Picton.	
Total, steam	..	..	..	..	..	£	152,048	29,889	31,946	2.10	0.41	d.	3.88	£	2,759,124	d.	38.13	146,209	236	Total, steam.
Electric Locos. Eo 2-6	18.60	0.52	20.84	4.94	44.90	d.	7,644	..	5,941	15.43	..	..	12.00	£	35,820	d.	72.33	1,418	284	Electric Locos. Eo 2-6.	
Electric Locos. Ec 7-12	12.75	0.67	8.36	5.50	27.28	d.	3,378	..	3,856	5.65	..	..	6.45	£	23,536	d.	39.38	1,314	219	Electric Locos. Ec 7-12.	
Electric Locos. Ed. 101-110	8.38	0.74	7.17	4.69	20.98	d.	8,553	..	4,459	4.34	..	..	2.26	£	54,362	d.	27.58	2,708	271	Electric Locos. Ed 101-110.	
Multiple units, D.M. 1-6	13.22	0.10	4.02	4.47	21.81	d.	4,919	..	7	4.33	..	..	0.01	£	29,716	d.	26.15	831	138	Multiple units, D.M. 1-6.	
Petrol rail-cars	5.72	0.65	1.78	2.61	10.76	d.	25,527	..	..	9.27	..	..	0.08	£	55,374	d.	20.11	3,587	156	Petrol rail-cars
Diesel rail-cars	6.71	1.34	6.79	6.67	21.51	d.	6,616	..	..	14.33	..	..	..	£	16,551	d.	35.84	5,917	228	Diesel rail-cars.
Tractors	..	..	..	..	..	£	..	..	..	..	..	..	..	£	2,974,483	d.	..	..	..	Tractors.

STATEMENT NO. 25—continued.
PERFORMANCES OF LOCOMOTIVES FOR THE YEAR ENDED 31ST MARCH, 1942.

Type.	Number of Locomotives.	Locomotive-mileage.			Quantity of Stores.			Cost.			Cost per Locomotive-mile.			Days in Steam.	Average Number of Days in Steam per Locomotive.	Type.			
		Details.			Running.			Repairs.			Running.								
		Train.	Shunting, Assisting, Light, and Miscellaneous.	Total.	Coal.	Oil.	Total.	Wages, Material, and Overhead.	Stores.	Fuel.	Wages.	Total.	Wages, Material, and Overhead.				Stores.	Fuel.	Wages.	Total.
A	18	298,327	89,891	388,218	227,751	18,486	11,531	1,193	19,901	15,507	48,132	7.13	0.74	12.30	9.59	20.76	3,853	214	A.
AA	10	233,228	49,675	282,903	199,569	11,928	14,717	769	17,498	11,647	44,631	12.48	0.65	14.84	8.89	37.86	2,329	233	AA.
AB	87	2,596,453	578,115	3,174,568	1,890,963	114,946	97,718	7,438	165,057	114,634	384,747	7.39	0.56	12.48	8.66	29.09	23,289	268	AB.
BB	30	264,541	407,478	672,019	489,939	31,951	30,168	2,085	41,774	42,206	116,233	10.77	0.74	14.92	15.08	41.51	7,372	246	BB.
C	12	997	244,841	245,838	183,882	8,624	14,259	570	16,129	18,720	49,678	13.92	0.56	15.74	18.28	48.50	3,189	266	C.
F	3	15,463	3,578	19,041	9,340	560	2,023	46	804	990	3,863	25.50	0.58	10.13	12.48	48.69	286	95	F.
H	6	13,703	32,212	45,915	50,474	7,652	10,983	341	4,509	5,402	21,235	57.41	1.78	23.57	28.24	111.00	1,299	216	H.
J	30	1,297,742	141,429	1,439,171	1,039,037	33,554	16,550	2,189	89,862	44,678	153,279	9.76	0.37	14.98	7.45	25.56	8,154	272	J.
K	30	1,215,151	118,342	1,333,493	1,101,055	44,852	52,011	2,843	96,348	45,809	196,511	9.36	0.51	17.34	8.16	35.37	8,000	267	K.
KA	25	935,798	72,270	1,028,068	682,891	26,673	13,726	1,658	60,797	32,841	109,022	3.20	0.39	14.19	7.67	25.45	5,950	238	KA.
L	20	541,070	107,207	648,277	415,997	26,224	28,998	1,703	36,141	24,195	91,037	10.74	0.63	13.37	8.96	33.70	5,434	272	L.
WAB	11	20,872	99,726	120,598	68,416	5,319	3,031	369	6,060	8,104	17,564	6.03	0.73	12.06	16.13	34.95	1,838	92	WAB.
WF	12	17,471	152,881	170,352	120,103	9,331	9,608	600	10,482	12,286	32,976	13.54	0.85	14.77	17.30	46.46	2,410	201	WF.
WG	53	512,768	551,700	1,064,468	624,046	43,872	52,608	2,890	54,623	58,503	168,624	11.86	0.65	12.32	13.19	38.02	12,276	232	WG.
WW	18	359,857	57,128	416,985	299,297	28,926	26,607	1,830	26,645	16,989	72,071	15.31	1.05	15.34	9.78	41.48	3,642	202	WW.
X	365	8,343,441	2,706,473	11,049,914	7,398,660	410,510	384,538	26,524	646,630	451,911	1,509,603	8.35	0.58	14.04	9.82	32.79	89,321	245	Total, steam.

NORTH ISLAND MAIN LINE AND BRANCHES.

SOUTH ISLAND MAIN LINE AND BRANCHES.

Type.	Number of Locomotives.	Locomotive-mileage.			Quantity of Stores.			Cost.			Cost per Locomotive-mile.			Days in Steam.	Average Number of Days in Steam per Locomotive.	Type.			
		Details.			Running.			Repairs.			Running.								
		Train.	Shunting, Assisting, Light, and Miscellaneous.	Total.	Coal.	Oil.	Total.	Wages, Material, and Overhead.	Stores.	Fuel.	Wages.	Total.	Wages, Material, and Overhead.				Stores.	Fuel.	Wages.	Total.
A	40	833,548	163,467	997,015	519,860	24,925	52,854	2,911	34,122	37,392	127,279	12.72	0.70	8.21	9.01	20.64	8,710	218	A.
AB	54	1,787,595	389,891	2,177,486	1,095,232	40,324	79,201	5,141	72,116	69,296	225,754	8.73	0.57	7.94	7.64	24.88	14,399	267	AB.
B	8	75,238	57,633	132,871	65,732	16,609	5,264	315	4,333	7,400	17,312	9.51	0.57	7.83	13.36	31.27	1,871	234	B.
BA	10	54,168	162,153	216,321	129,171	21,632	12,335	736	8,449	14,557	36,077	13.69	0.82	9.37	16.15	40.03	2,377	238	BA.
C	12	35,925	232,699	268,624	137,386	22,385	3,520	563	9,091	12,520	32,520	3.14	0.50	8.13	17.28	29.05	3,385	282	C.
F	18	733	162,443	163,176	9,065	9,065	7,636	361	3,456	12,205	23,658	11.23	0.53	5.08	17.96	34.80	2,845	158	F.
G	6	89,786	13,881	103,667	58,301	17,278	12,731	279	3,839	3,914	20,763	29.47	0.65	8.89	9.06	48.07	1,200	120	G.
J	10	374,791	30,158	404,949	265,448	4,095	7,644	564	17,371	11,954	37,533	4.53	0.33	10.30	7.08	22.24	2,327	203	J.
KB	6	178,737	17,519	196,256	130,597	6,195	3,848	382	8,569	6,881	19,680	4.71	0.47	10.48	8.41	24.07	1,280	208	KB.
Q	10	117,037	50,977	168,014	103,098	16,801	11,173	521	6,756	8,084	26,504	15.96	0.74	9.66	11.50	37.86	1,890	189	Q.
U	9	137,183	44,225	181,408	108,381	20,156	2,889	544	7,082	7,643	18,158	3.82	0.72	9.37	10.11	24.02	1,934	215	U.
UB	7	57,987	54,100	112,087	56,827	16,012	9,450	302	3,743	6,233	19,728	20.23	0.65	8.01	13.35	42.24	1,547	221	UB.
UC	7	143,336	31,762	175,098	83,012	25,014	4,615	356	5,462	6,780	17,213	6.33	0.49	7.48	9.29	23.59	1,779	254	UC.
W	2	13,081	18,582	31,663	17,008	15,832	580	83	1,117	3,794	3,794	4.40	0.63	8.47	15.26	28.76	532	266	W.
WF	3	19,040	24,664	43,704	24,610	14,568	803	105	1,615	2,890	5,413	4.41	0.58	8.87	15.87	29.73	751	250	WF.
WAB	10	317,274	46,723	363,997	205,253	36,400	7,208	1,154	13,476	12,432	34,270	4.75	0.76	8.89	8.20	22.60	2,802	280	WAB.
WE	2	23,171	19,216	42,387	18,918	21,194	2,669	84	1,245	5,834	5,834	15.10	0.48	7.05	10.40	33.03	623	316	WE.
WF	17	27,601	188,408	216,009	136,889	12,706	15,240	710	8,934	16,105	40,989	16.93	0.79	9.93	17.89	45.54	3,162	186	WF.
Total, steam	231	4,286,231	1,708,501	5,994,732	3,207,720	25,951	239,660	15,111	210,776	246,932	712,479	9.59	0.60	8.44	9.89	28.52	52,903	229	Total, steam.