

1943
NEW ZEALAND

RAILWAYS STATEMENT

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

MR. SPEAKER,—

In this my third Railways Statement, I take much pleasure in recording another splendid performance on the part of the Dominion's railways. In each of my previous Statements I was able to report record achievements, and this year the factors which combined to produce those records have continued and increased in tempo to such an extent that the railways have had to meet the heaviest demands ever yet made upon them.

FINANCIAL

The financial results of the year's operations are more than satisfactory. The gross revenue for the year amounted to £14,128,993, exceeding the record of last year by no less a sum than £2,190,655 (18·35 per cent.). Expenditure for the twelve months was £11,302,413, and the net revenue £2,826,580. These figures represent an increase of £1,246,379 (12·39 per cent.) and £944,276 (50·17 per cent.) respectively compared with 1941-42.

On a percentage basis the net return on capital was 4·31 per cent., and the surplus of net revenue over interest charges amounted to £203,867.

Thus, for the first time since 1926, the net revenue has been more than sufficient to meet the full interest charges; in fact, it is probably the first time that the railways can be said to have met their obligations in full, for in the year ended 31st March, 1926, the interest charges were met only by reason of the payment from the Consolidated Fund of a subsidy on branch lines amounting to £359,540, while prior to the reorganization of the accounting system on 1st April, 1925, no provision was made for depreciation, renewals, and reserves and no annual contribution to the Railways Superannuation Fund was required.

RAILWAYS AND THE WAR

In the present crisis, however, the financial results are overshadowed by the vital role being played by the railways in the Dominion's war effort.

The present conflict has shown quite clearly that in time of stress the railway is the only reliable agency for bulk inland transport. Since August, 1939, this country has suffered a progressive diminution in its transport capacity; the coast-wise trade has been limited, and the capacity to transport by road has been severely reduced, firstly by the petrol position and more recently by the progressively acute tire shortage. The brunt of this loss in transport capacity has been borne by the railways, and the difficulties attendant on the transport of military personnel and the large volume of war supplies and equipment have been correspondingly increased. In meeting and overcoming these difficulties the railways have played an essential part in the country's defence system not only in successfully handling the greatly increased volume of traffic, but also on the administrative side. The railway representatives on the various committees set up to deal with road transport, cargo clearance, and shipping have performed very valuable work in assisting road

operators, harbour authorities, and shipping interests to overcome their difficulties. The membership of these committees comprise representatives of varied and diverse interests, and I desire to congratulate them on the effective work they have done and also on the thoroughly harmonious relationships which have obtained not only within the committees, but also as between the committees and the interests affected by their operations.

This war has also shown that, from the broad national viewpoint, this Government's policy of extending the main railway systems of both Islands was amply justified. In order to relieve the position which arose from the rubber and fuel shortage, traffic was worked over the Waikokopu-Gisborne, the Dargaville-Kirikopuni, the Wharanui-Clarence, and the Westport-Inangahua sections as soon as practicable, even though these lines were not ready for taking over by the Railways Department. This working has produced vital economies in fuel and tires, and the completion of further portions of the South Island Main Trunk, and particularly the Hundalee-Oaro section, which will eliminate a heavy hill section of the road journey, should enable added savings in petrol and tires of a substantial nature to be made. This work is therefore being proceeded with as rapidly as possible.

When reviewing the work done by the railways one must also bear in mind that they have not been free to expand their staff and facilities to meet the greatly increased demand. On the staff side a total of 6,876 employees, or 26·6 per cent. of the pre-war staff, are at present serving with the armed forces, and a further 84 have been loaned to other Departments and to private firms engaged on war work. To some extent these men have been replaced by the new appointees and by the engagement of women, of whom 1,400 have been taken on by the railways since the commencement of the war. The work of these women in clerical positions, portering duties, the cleaning of cars, and other positions has been of extreme value to the Department. Nevertheless, the railway staff is still 3,215, or 12·5 per cent., below the pre-war figure, and this, coupled with loss of experienced men to the armed forces, has meant long hours and hard work for all sections of the staff.

In the workshops the rate of manufacture of munitions has been fully sustained throughout the year. The production of universal carrier parts, bodies for beaverettes, trench mortars, bomb casings, and of other types of equipment for all the Services has been continued, and to these has been added the building of marine engines and boilers for Navy trawlers. This work has been carried on without interfering with the maintenance of railway rolling-stock, which must, of course, be the prime factor for consideration in the activities of the Department's workshops. It will be realized, however, that owing to the difficulty in securing certain necessary parts from overseas a good deal of improvization has been necessary in order to maintain the locomotives and rolling-stock in a satisfactory state of repair.

The necessity for conserving paper-supplies still continues, and I again regret that I cannot give the Department's operations the extensive review they merit, but from the foregoing short review I think it will be apparent to all that the railways have risen to the occasion in no uncertain manner.

CONCLUSION

Since I have assumed the office of Minister of Railways I have had an opportunity of travelling extensively throughout New Zealand and have had the pleasure of coming in contact with the rank and file of the Railway Service, and I feel bound to say that I have the greatest admiration for the manner in which the Railway staff as a whole carry out their duties, particularly the operating section, who have given efficient service during the past year, and I feel proud to be the Minister in charge of the Department where those concerned have given of their best under the most exceptional and trying conditions. The harmonious relationships existing between the Minister, the Management, and the staff referred to by me in the Railways Statement for 1942 have been more than maintained during the year under review.

In conclusion, let me once again thank the General Manager, Mr. E. Casey, and the Assistant General Manager, Mr. J. Sawers, for their unfailing courtesy and help throughout the year.

RESULTS OF WORKING.

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

PARTICULARS.	Year ended 31st March,				
	1943.	1942.	1941.	1940.	1939.
Total miles open for traffic	3,460	3,390	3,390	3,390	3,319
Average miles open for year	3,403	3,390	3,390	3,371	3,319
Capital cost of opened and unopened lines	£73,951,515	£73,723,223	£73,048,958	£71,087,455	£67,075,908
Capital cost of open lines	£68,685,063	£64,904,020	£64,762,794	£63,059,188	£58,676,608
Capital cost per mile of open lines ..	£19,851	£19,146	£19,104	£18,602	£17,679
Gross earnings	£14,128,993	£11,938,338	£11,160,218	£10,199,070	£9,345,387
Working-expenses	£11,302,413	£10,056,034	£9,465,574	£9,010,039	£8,644,324
NET EARNINGS	£2,826,580	£1,882,304	£1,694,644	£1,189,031	£701,063
Interest charges	£2,622,713	£2,756,146	£2,746,544	£2,575,196	£2,418,116
PERCENTAGE OF TOTAL WORKING-EXPENSES TO GROSS EARNINGS	79·99	84·23	84·82	88·34	92·50
PERCENTAGE OF NET EARNINGS TO AVERAGE CAPITAL INVESTED IN OPEN LINES	4·31	2·90	2·64	1·96	1·23
Railway operating earnings	£12,415,080	£10,383,880	£9,694,190	£8,761,637	£8,005,059
Railway operating expenses	£10,019,659	£8,902,592	£8,406,790	£7,943,120	£7,663,632
NET RAILWAY OPERATING EARNINGS	£2,395,421	£1,481,288	£1,287,400	£818,517	£341,427
PERCENTAGE OF RAILWAY OPERATING EXPENSES TO EARNINGS ..	80·71	85·73	86·72	90·66	95·73
Operating earnings per average mile open	£3,648	£3,063	£2,860	£2,599	£2,412
Operating expenses per average mile open	£2,944	£2,626	£2,480	£2,356	£2,309
NET OPERATING EARNINGS PER AVERAGE MILE OPEN	£704	£437	£380	£243	£103
Operating earnings per train-mile ..	d. 196·81	d. 178·28	d. 171·58	d. 157·31	d. 146·96
Operating expenses per train-mile ..	158·83	152·85	148·80	142·62	140·70
NET OPERATING EARNINGS PER TRAIN-MILE	37·98	25·43	22·78	14·69	6·26
Passengers, ordinary	17,171,214	11,105,627	9,440,087	8,283,067	7,813,436
Season tickets	1,377,825	1,167,115	1,055,742	972,769	888,844
Total passenger journeys	36,133,268	28,610,945	26,276,923	24,454,014	23,265,768
Goods tonnage	8,035,046	7,734,650	7,754,768	7,077,298	6,917,257
Live-stock tonnage	852,043	739,115	671,414	596,652	621,755
Train-mileage (revenue)	15,139,882	13,978,961	13,559,646	13,366,798	13,072,615
Engine-mileage	20,736,574	19,147,871	18,625,115	18,199,622	17,817,799

For the current year it is anticipated that the revenue will reach £14,130,000 and the expenditure £11,204,000.

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

New Zealand Government Railways Department,
Head Office, Wellington, 24th May, 1943.

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, 1943.

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

WORKING RESULT (Whole Undertaking)

—	1943.	1942.	Variation, 1943 with 1942.	
Revenue	£14,128,993	£11,938,338	+ £2,190,655	18·35
Expenditure	£11,302,413	£10,056,034	+ £1,246,379	12·39
Net revenue	£2,826,580	£1,882,304	+ £944,276	50·17
Return on average capital invested in open lines, per cent.	4·31	2·90	+ 1·41	48·62
Interest charges	£2,622,713	£2,756,146	— £133,433	4·84
Surplus of net revenue over interest charges	£203,867	£873,842*	+ £1,077,709	..

* Deficit.

Revenue.—The gross revenue earned established a new record, exceeding the previous record figure established last year by no less a sum than £2,190,655 (18·35 per cent.). Conditions arising from the war were again responsible for the major portion of the increase in revenue. The effects of the restriction on the sale of petrol, the movement of the armed forces, the carriage of war equipment and supplies, and the longer haulages consequent on the centralization of shipping continued to benefit the receipts; to these factors there were added during the year the development of an acute tire shortage, a large increase in both export and import trade, and a general increase in industrial activity connected with the intensification of the war in the Pacific area.

Expenditure.—The increase in expenditure during the year was due chiefly to the cost of handling the additional traffic. Other important causes were the payment of the second cost-of-living bonus from 5th April, 1942, the payment of an increase of 1d. per hour to the lower-paid employees for the full year as against only three months of the previous year, and payment of higher overtime rates as from 1st October, 1942. The ratio of operating expenditure to revenue was 80·71, the lowest since 1925.

Net Revenue.—The net revenue amounted to £2,826,580, an improvement of £944,276 (50·17 per cent.) compared with last year. This more than satisfactory result was achieved notwithstanding that in the twelve months under review the sum of £1,751,599 was set aside from the revenue account for depreciation, renewals, and other reserves, and superannuation subsidy prior to arriving at net revenue.

The net revenue for the year is the highest ever earned in the history of the Department.

INTEREST CHARGES

Interest charges for 1942–43 totalled £2,622,713, a decrease of £133,433 compared with the previous year.

Up to 31st March, 1942, the interest rate on capital moneys was 4½ per cent. As from 1st April, 1942, the rate of interest was reduced to 4 per cent. in accordance with the decision of the Minister of Finance under section 6 (5) of the National Development Loans Act, 1941. This accounts for the reduction in the interest charges.

The net revenue for the year was sufficient to pay the interest charges in full, with a surplus of £203,867. In the year 1941–42 the net revenue fell short of the interest charges by £873,842.

This is the first time since the present accounting system (which, unlike the previous system, makes proper provision for depreciation, renewals, and reserves) was introduced on 1st April, 1925, that the actual earnings have been sufficient to meet the interest charges in full. In the year 1925–26 the interest was also met in full, but this was made possible only by the receipt in that year from the Consolidated Fund of a subsidy on branch lines amounting to £359,540. Without that subsidy the net earnings in that year fell short of the interest charges by £280,518.

MILEAGE OF LINES OPEN FOR TRAFFIC

The mileage of lines open for traffic at 31st March, 1943, was 3,459 miles 63 chains, being an increase of 69 miles 69 chains over the figure for the preceding year. The increased mileage is due to the Railways Department taking over the sections between Kirikopuni and Dargaville, between Waikokopu and Gisborne, and between Wharanui and Clarence. Details of the additions and adjustments made during 1942-43 are shown hereunder :—

			M.	Ch.
Mileage of track open for traffic, 31st March, 1942	..	..	3,389	74
Mileage opened for traffic during 1942-43—			M.	Ch.
Kirikopuni-Dargaville	..	..	18	55
Waikokopu-Gisborne	..	..	35	27
Wharanui-Clarence	..	..	19	35
			73	37
Less adjustments at Dargaville and Kirikopuni	..	..	3	48
			69	69
Mileage of line open for traffic as at 31st March, 1943	..	..	3,459	63

CAPITAL ACCOUNT

On the 31st March, 1943, the capital invested in the lines open for traffic and subsidiary services was £68,685,063. This represents an increase of £3,781,043, 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 1942.	Contributions, 1942-43.	Expenditure, 1942-43.	Credit Balance at 31st March, 1943.
	£	£	£	£
Renewals (track)	687,661	443,723	186,297	945,087
Depreciation	1,433,952	1,015,062	482,401	1,966,613
Betterments	5,966	13,000	334	18,632
Slips, floods, and accidents	26,104	19,521	..	45,625
Workers' compensation	59,599	59,831	61,731	57,699
Insurance	91,435	8,463	15,176	84,722
	2,304,717	1,559,600	745,939	3,118,378

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, 1943, were as under :—

Section.	Revenue.	Expenditure.	Net Revenue.
	£	£	£
North Island Main Line and Branches	8,161,259	6,306,127	1,855,132
South Island Main Line and Branches	4,170,356	3,628,250	542,106
Nelson	16,282	24,328	—8,046
Picton	67,183	60,954	6,229
	12,415,080	10,019,659	2,395,421

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 1943 with 1942.	Per Cent. of Operating Revenue.		
	1943.	1942.		1943.	1942.	
	£	£	£	Per Cent.		
Passengers, ordinary	3,351,832	2,335,907	+1,015,925	43·49	27·00	22·49
Season tickets	358,677	322,871	+ 35,806	11·09	2·89	3·11
Parcels, luggage, and mails	397,142	325,897	+ 71,245	21·86	3·20	3·14
Goods	8,044,563	7,174,060	+ 870,503	12·13	64·80	69·09
Labour, demurrage, &c.	262,866	225,145	+ 37,721	16·75	2·11	2·17
Total operating	12,415,080	10,383,880	+2,031,200	19·56	100·00	100·00

The revenue under all heads has shown substantial improvement, the increases being particularly heavy in the case of passenger revenue (43·49 per cent.) and parcels, luggage, and mails revenue (21·86 per cent.).

Passenger journeys (ordinary) in 1942–43 exceeded the previous year's figure by 6,065,587 (54·62 per cent.), reaching a new record of 17,171,214. During the major portion of the year under review it was found necessary to curtail civilian travel. A permit system was introduced restricting travel for distances of over one hundred miles to those on essential business or with special reasons. These restrictions were applied in both Islands over the Easter period in April, 1942, and in the North Island from 27th July, 1942, to 12th January, 1943, with considerable intensification during the period of the acute coal shortage between 16th September and 3rd October, 1942. Despite these limitations, the number of ordinary passenger journeys exceeded those in the previous record year, 1920–21, by 1,855,574.

The substantial increase was due largely to the diversion of road traffic to rail in consequence of the petrol restrictions and tire shortage, and to the movement of the armed forces.

Receipts from the conveyance of goods and live-stock and the tonnage carried showed substantial increases on last year's record figures. The comparative revenue figures are set out in the table above, while the tonnage for 1942–43 was 8,887,089 tons, compared with 8,473,765 tons for 1941–42, an increase of 413,324 tons (4·88 per cent.).

The principal increases in freight revenue were in respect of grain, £42,290; fresh meat, £56,966; butter, £40,259; wool, £42,436; timber, £132,025; cement, £54,994; and general merchandise, £555,695.

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 1943 with 1942.		Percentage of Operating Revenue.	
	1943.	1942.			1943.	1942.
Maintenance—	£	£	£	Per Cent.		
Way and works ..	1,829,311	1,615,382	+ 213,929	13·24	14·73	15·56
Signals	271,499	238,169	+ 33,330	13·99	2·19	2·29
Rolling-stock ..	2,380,260	2,211,476	+ 168,784	7·63	19·17	21·30
Examination, lubrication, and lighting of vehicles	119,213	100,473	+ 18,740	18·65	0·96	0·97
Transportation—						
Locomotive	2,311,134	2,013,445	+ 297,689	14·79	18·62	19·38
Traffic	2,862,653	2,479,852	+ 382,801	15·44	23·06	23·88
General charges ..	245,589	243,795	+ 1,794	1·32	1·98	2·35
Totals	10,019,659	8,902,592	+1,117,067	12·55	80·71	85·73

SUBSIDIARY SERVICES

The following table shows the variations in revenue and expenditure for the year as compared with 1941–42 :—

Subsidiary Services.	Revenue.			Expenditure.		
	Amount, 1943.	Variation, 1943 with 1942.		Amount, 1943.	Variation, 1943 with 1942.	
	£	£	Per Cent.	£	£	Per Cent.
Lake Wakatipu steamers ..	8,892	+ 1,739	24·31	13,384	+ 2,033	17·91
Refreshment service ..	363,509	+112,466	44·80	318,462	+ 90,185	39·51
Bookstall service	184,866	+ 44,002	31·24	178,427	+ 46,267	35·01
Advertising service	27,637	— 105	0·38	25,679	+ 765	3·07
Dwellings	153,610	+ 6,221	4·22	212,822	— 7,582	3·44
Other buildings	43,271	+ 4,738	12·30	27,055	— 858	3·07
Road motor services	554,979	+ 3,826	0·69	506,925	— 1,498	0·29
Miscellaneous revenue (non-operating)	377,149	— 13,432	3·44	..	..	..
	1,713,913	+159,455	10·26	1,282,754	+129,312	11·21

Both the increases and decreases in subsidiary services revenue and expenditure, as indicated in the foregoing summary, are attributable in the main to factors arising from the war and to which reference has already been made.

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 1943.	Variation, 1943 with 1942.
	£	£
To merchants, manufacturers, and others in New Zealand ..	1,632,733	+646,437
Through Supply Liaison Officer in Australia ..	465,263	+272,110
Through High Commissioner in London	187,998	—222,903
Material manufactured in Railways workshops	339,891	+ 13,987
Coal and coke	979,326	+135,926
Manufactured and used material received from other branches, &c.	135,361	+ 22,564
Timber from Railways sawmill, and stores used	47,218	+ 5,847
Totals	3,787,790	+873,968*

* Net increase.

The increases in payments are due to the receipt of heavy shipments of munition materials.

The total issues to all branches (including coal) for the year amounted to £3,870,859, as against £3,120,190 for the previous year, an increase of £750,669.

PUBLICITY ACTIVITIES

Railways publicity has been curtailed to the limits prescribed by war conditions. As formerly, however, the public have been kept adequately informed of services and facilities made available by the Department, and the railway position regarding transport matters has been made known as required. Between the Department and the press generally, friendly liaison has been maintained, and I take this opportunity of expressing my appreciation of the consideration and assistance accorded to the Department in that relationship.

RAILWAYS AND THE WAR

The outstanding feature of the year has been the impact of war conditions on the country's transport system. With the severe disruption of other forms of transport due to the petrol and rubber shortages and to war conditions generally, it can now justly be said that in the transport sphere the railways form the foundation upon which all defence structures must rest. That the foundation is solid is evident from the results of the year's operation ; despite a considerably reduced staff the transport demands of the armed forces and of key industries have been met and services maintained to meet the essential civilian requirements of the country.

At times these demands have, however, been met only with great difficulty, and in view of the ever-increasing volume of traffic which the railways are being called upon to carry and having regard to the seriously depleted staff, it is clear that measures to ease the situation will have to be given very serious consideration in the immediate future. There appear to be only two alternatives, either the staff, particularly on the operating side, must be augmented or severe restrictions in railway services will have to be imposed.

As at 31st March, 1942, the number of railway employees serving with the armed forces totalled 6,876. Of these, 78 have been posted missing and 214 are known to be prisoners of war. The number of railwaymen who have made the supreme sacrifice in the present war now totals 168.

Contributions to the National Patriotic Fund by way of voluntary subscriptions deducted from the pay of railway employees have now reached the sum of £19,857, and in addition the staff have deposited by way of fortnightly instalments in National Savings Accounts the sum of £48,205.

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 following table shows the staff position, together with appropriate comparisons with the previous year's figures (the figures do not include the railway employees serving in the armed forces) :—

	1943.	1942.	Variation, 1943 with 1942.
Total staff as at 31st March—			
Permanent	12,647	13,124	— 477
Casual	9,903	9,128	+ 775
Totals	22,550	22,252	+ 298
Average staff throughout the year ended 31st March, 1943	22,237	23,352	—1,115

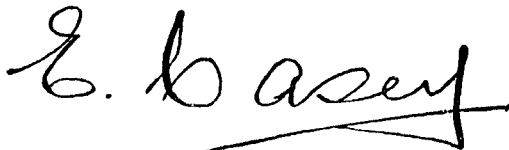
At the outbreak of war the total staff employed by the railways was 25,765, so that as at 31st March, 1943, the number employed was less than the pre-war staff by 3,215, or 12·5 per cent. These totals do not, however, give any real indication of the handicap under which the Department is labouring by reason of the loss of trained and experienced railwaymen. In addition to the 6,876 men serving with the armed forces, the Department has since the outbreak of war lost the services of 2,663 of the permanent staff through deaths, resignations, retirements, and dismissals.

The pre-war female staff consisted of clerical and refreshment-room workers to the number of 627. Since the outbreak of the war 1,400 additional female employees have been engaged, principally to replace male clerical workers, but a number are also employed in ticket-checking, interior carriage-cleaning, luggage-room and stores work, and other duties formerly performed by men. The work of the women employees has been of a high standard, and they have shown considerable adaptability in applying themselves to railway duties.

A total of £61,731 was paid under the Workers' Compensation Act during the year to employees suffering injury in the course of their employment.

CONCLUSION

That the railways were able to handle the greatly increased volume of traffic was due to the willing co-operation of all members of the staff, and I desire to record my sincere appreciation of their arduous, loyal, and cheerful service during a year of unprecedented difficulties in the operation of the railways.


GENERAL MANAGER.

STATEMENT No. 1
CAPITAL ACCOUNT AS AT 31ST MARCH, 1943

—	Total to 31st March, 1942.	Year ended 31st March, 1943.	Total to 31st March, 1943.	—	Total to 31st March, 1942.	Year ended 31st March, 1943.	Total to 31st March, 1943.
<i>Expenditure</i>				<i>Receipts</i>			
Permanent-way—Works, buildings, machinery, plant, and dwellings	£ 56,797,989	£ 3,814,135	£ 60,612,124	Capital included in public debt	£ 66,270,118	£ 3,776,674	£ 70,046,792
Rolling-stock, lake steamers, and road motors	15,864,380	Cr. 159,162	15,705,218	Other capital	9,033,902	..	9,033,902
Lines closed for traffic	362,662	Cr. 220,583	132,079	Deduct accrued depreciation and other losses of capital written off in accordance with subsection (2), section 23, of the Government Railways Amendment Act, 1931	75,304,020	3,776,674	79,080,694
Deduct accrued depreciation on existing assets	73,025,031	3,424,390	76,449,421	Outstanding liabilities	10,400,000	..	10,400,000
Add unexpended balances as per Depreciation Account	63,470,068	3,248,382	66,718,450		64,904,020	3,776,674	68,680,694
	1,433,952	532,661	1,966,613		..	4,369	4,369
	£64,904,020	£3,781,043	£68,685,063		£64,904,020	£3,781,043	£68,685,063

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

GENERAL BALANCE-SHEET AS AT 31ST MARCH, 1943

<i>Liabilities</i>	£	<i>Assets</i>	£
Sundry creditors—		Sawmills, bush areas, and stocks of timber	111,297
General (including unpaid wages)	1,429,893	Stores and materials on hand—	
Accrued interest on capital	122,713	Stores Branch	1,906,545
	1,552,606	Subsidiary services	29,747
Collections for refund	..		1,936,292
Items to be written off on receipt of parliamentary authority	..	Sundry assets: Subsidiary services	59,223
Reserve Accounts as per Statement No. 13	..	Work in progress, sundry debtors, and debit balances	315,842
Renewals, Depreciation and Equalization Reserve Accounts as per Statement No. 13	..	Advance to capital	3,354
Sick Benefit Fund	..	Accrued interest on investments	3,725
Net Revenue Account	..	Outstanding at stations	804,460
	..	Working Railways investments	1,400,000
	..	Sick Benefit Fund investments	13,251
	..	Cash in Working Railways Account	1,438,414
	..		£6,082,858
	£6,082,858		£6,082,858

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

STATEMENT No. 2

INCOME AND EXPENDITURE OF THE WHOLE UNDERTAKING FOR THE YEAR ENDED 31ST MARCH, 1943

	Statement No.	Year 1942-43.			Year 1941-42.		
		Gross Revenue.	Expenditure.	Net Revenue.	Gross Revenue.	Expenditure.	Net Revenue.
Railway operation ..	3	£ 12,415,080	£ 10,019,659	£ 2,395,421	£ 10,383,880	£ 8,902,592	£ 1,481,288
Lake Wakatipu steamers ..	9A	8,892	13,384	4,492	7,153	11,351	4,198
Refreshment service ..	9A	363,509	318,462	45,047	251,043	228,277	22,766
Bookstall service ..	9A	184,866	178,427	6,439	140,864	132,160	8,704
Advertising service ..	9A	27,637	25,679	1,958	27,742	24,914	2,828
Dwellings ..	9A	153,610	212,822	59,212	147,389	220,404	73,015
Buildings occupied by refreshment service, bookstall proprietors, &c. ..	9A	43,271	27,055	16,216	38,533	27,913	10,620
Road motor services ..	9A	554,979	506,925	48,054	551,153	508,423	42,730
Miscellaneous revenue ..	..	377,149	..	377,149	390,581	..	390,581
		14,128,993	11,302,413	..	11,928,328	10,056,034	..
Total net revenue to Net Revenue Account..	..	..	..	2,826,580	..	..	1,882,304

NET REVENUE ACCOUNT			
	1942-43.	1941-42.	1941-42.
<i>Dr.</i>			<i>Cr.</i>
Interest charges ..	£ 2,622,713	£ 2,756,146	£ 1,882,304
Balance carried down ..	203,867	..	873,842
	2,826,580	2,756,146	2,756,146
			203,867
			Balance brought down ..

STATEMENT No. 3

INCOME AND EXPENDITURE IN RESPECT OF RAILWAY OPERATION FOR THE YEAR ENDED 31ST MARCH, 1943

Expenditure.	1942-43.		1941-42.		Per Cent. of Operating Revenue.		See Statement No.	Revenue.		1942-43.		1941-42.		Per Cent. of Operating Revenue.	
	£	£	£	£	1942-43.	1941-42.		1942-43.	1941-42.	1942-43.	1941-42.	1942-43.	1941-42.		
Maintenance of way and works	1,829,811	1,615,282	14.73	15.56	..	..	17	3,351,832	2,335,907	27.00	22.49	..	..	..	..
Maintenance of signals and electrical appliances	271,499	238,169	2.19	2.29	..	..	17	358,677	322,871	2.89	3.11	..	..	..	..
Maintenance of rolling-stock	2,380,260	2,211,476	19.17	21.30	..	..	17	397,142	325,897	3.20	3.14	..	..	..	..
Examination, lubrication, and lighting of vehicles	119,213	109,473	0.96	0.97	..	..	17	8,044,563	7,174,060	64.80	69.09	..	..	..	..
Locomotive transportation	2,311,134	2,013,445	18.62	19.38	..	..	17	262,866	225,145	2.11	2.17	..	..	..	..
Traffic transportation	2,862,653	2,479,852	23.06	23.83	..	..	..	..	..	..	..	..	..	..	..
General charges	72,634	72,292	0.59	0.70	..	..	..	..	..	..	..	..	..	..	..
Superannuation subsidy	£ 191,999	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Less amount allocated to subsidiary services, &c.	19,044	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Total operating expenses	172,955	171,503	1.39	1.65	..	..	..	..	..	..	..	..	..	..	..
Net operating revenue	10,019,659	8,902,592	80.71	85.73	..	..	..	..	..	..	..	..	..	..	..
Net operating revenue	2,395,421	1,481,288	19.29	14.27	..	..	..	..	..	..	..	..	..	..	..
Net operating revenue	12,415,080	10,383,880	100.00	100.00	..	..	..	12,415,080	10,383,880	100.00	100.00	..	..	..	..

SUMMARY OF EXPENDITURE

Item.	North Island Main Line and Branches.	South Island Main Line and Branches.	Nelson.	Pictou.	Total.
	£	£	£	£	£
Maintenance of way and works	1,159,644	644,924	8,643	16,100	1,829,311
Maintenance of signals and electrical appliances	176,988	93,218	124	1,169	271,499
Maintenance of rolling-stock	1,465,795	899,842	4,197	10,428	2,380,260
Examination, lubrication, and lighting of vehicles	71,083	47,026	215	889	119,213
Locomotive transportation	1,577,146	715,257	5,691	13,040	2,311,134
Traffic transportation	1,694,883	1,144,533	5,150	18,087	2,862,653
General expenses	47,494	24,681	91	368	72,634
Superannuation subsidy	113,094	58,769	217	875	172,955
Total	6,306,127	3,628,250	24,328	60,954	10,019,659
Per cent. of operating revenue	77.26	87.00	149.42	90.73	80.71
Per mile of railway	£ 3,849.89	2,212.35	405.47	937.75	2,944.86
Per total train-mile	pence 148.24	173.10	148.36	206.65	156.65

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	8,892	12,652	732	13,384	Dr. 4,492
Refreshment	363,509	298,596	19,866	318,462	45,047
Bookstall	184,866	160,832	17,595	178,427	6,439
Advertising	27,637	17,560	8,119	25,679	1,958
Departmental dwellings	153,610	143,132	69,690	212,822	Dr. 59,212
Buildings occupied by refreshment service, bookstall- proprietors, &c.	43,271	13,287	13,768	27,055	16,216
Road services	554,979	487,046	19,879	506,925	48,054
	1,336,764	1,133,105	149,649	1,282,754	54,010

STATEMENT No. 10

RAILWAY EMPLOYEES' SICK BENEFIT SOCIETY

Income and Expenditure

EXPENDITURE.	1942-43.		1941-42.		INCOME.	1942-43.		1941-42.	
	£	£	£	£		£	£	£	£
Sick benefits paid to members	48,905	40,339	24,445	24,055	24,445	24,055	190	251	
			713	1,172	190	251	713	1,172	
			8,000	8,000	8,000	8,000			
			2,000		2,000				
			13,557	6,861	13,557	6,861			
	48,905	40,339					48,905	40,339	
Excess of expenditure over income	13,557	6,861	Accumulated funds brought forward on 1st April				31,633	38,494	
Balance accumulated funds as at 31st March	18,076	31,633					31,633	38,494	
	31,633	38,494					31,633	38,494	

Balance-sheet

Liabilities	£		Assets	£	
	£	£		£	£
Accumulated funds	18,076	31,633	Investments	13,251	28,537
Sick pay due not paid	8	16	Contributions outstanding at 31st March	46	10
Working Railways Account			Cash in Working Railways Account	4,787	3,102
	18,084	31,649		18,084	31,649

STATEMENT No. 12

STATEMENT OF CASH RECEIPTS AND PAYMENTS—WORKING RAILWAYS ACCOUNT

<i>Receipts</i>		£	<i>Payments</i>		£
Balance brought forward		301,796	Wages and vouchers—		
Revenue receipts		14,684,474	Working Railways	12,142,023	
“Credits-in-aid” (Working Railways) ..		1,859,531	Railways improvements and additions to open lines	36,314	
“Credits-in-aid” (railway improvements and additions to open lines)		35,960	Refunds to Harbour Boards, shipping companies, and other carriers	520,595	
Contributions to Sick Benefit Fund		34,696	Interest on capital (year 1941–42)	62,304	
Interest on investments		17,906	Interest on capital (year 1942–43)	2,500,000	
Investments realized		16,000	Investments purchased	250,713	
			Balance as per General Balance-sheet	1,438,414	
		<u>£16,950,363</u>			<u>£16,950,363</u>

Reconciliation Statement

	£	s.	d.
Credit balance in Working Railways Account as per Treasury figures ..	1,372,574	9	10
Add imprests outstanding	65,772	13	1
Cash in transit, &c.	66	6	5
Credit balance as per above statement	<u>£1,438,413</u>	<u>9</u>	<u>4</u>

STATEMENT No. 13

RENEWALS, DEPRECIATION, AND EQUALIZATION RESERVE ACCOUNTS

	Credit Balance at 31st March, 1942.	Contributions Year ending 31st March, 1943.	Expenditure Year ending 31st March, 1943.	Credit Balance at 31st March, 1943.
	£	£	£	£
General Reserve Account	1,144,553	..	..	1,144,553
Insurance Reserve Account	91,435	8,463	15,176	84,722
Workers' Compensation Reserve Account	59,599	59,831	61,731	57,699
Slips, Floods, and Accidents Equalization Reserve Account	26,104	19,521	..	45,625
Betterments Reserve Account: Refreshment Branch	5,966	13,000	334	18,632
Renovals Reserve Accounts	687,661	443,723	186,297	945,087
Depreciation Reserve Account	1,433,952	1,015,062	482,401	1,966,613
Totals	<u>3,449,270</u>	<u>1,559,600</u>	<u>745,939</u>	<u>4,262,931</u>

STATEMENT No. 14

EXPENDITURE ON CONSTRUCTION OF RAILWAYS, ROLLING-STOCK, ETC., TO 31ST MARCH, 1943; 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.		
	£	£	£	£	£ s. d.
North Island Main Line and Branches	37,352,211	6,693,250	44,045,461	1,855,132	4 7 2
South Island Main Line and Branches	16,944,483	3,578,532	20,523,015	542,106	2 12 11
Nelson	497,242	9,383	506,625	—8,046	..
Picton	1,100,062	14,799	1,114,861	6,229	0 13 11
	55,893,998	10,295,964	66,189,962	2,395,421	3 14 4
Lake Wakatipu steamer service	20,396	..	20,396	—4,492	..
Subsidiary services, &c.	2,464,809	..	2,464,809	435,651	..
<i>In suspense—</i>					
Surveys, North Island .. ..	..	..	..	..	..
Surveys, South Island .. ..	..	..	..	..	..
General	9,896	..	9,896	..	..
P.W.D. stock of permanent-way .. ..	..	..	..	..	..
	<u>58,389,099</u>	<u>10,295,964</u>	<u>68,685,063</u>	<u>2,826,580</u>	<u>4 6 1</u>
Total cost of opened lines at 31st March, 1943 .. ..	..	..	£68,685,063	..	..

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

CAPITAL EXPENDITURE OUT OF WORKING RAILWAYS ACCOUNT FOR THE YEAR ENDED 31ST MARCH, 1943

Way and Works Branch: Particulars of Works.	Depreciation Fund.	Improvements and Additions to Open Lines Vote.	Total.
	£	£	£
Land	1,715	4,371	6,086
Grading, formation, tunnels, and permanent-way	33,167	Cr. 24,079	9,088
Bridges, overbridges, subways, and culverts	38,073	1,550	39,623
Station buildings, engine-sheds, and other operating buildings	36,374	24,747	61,121
Fences, gates, cattlestops, cattle-yards, and loading-banks	7,282	276	7,558
Dwellings and huts	43,443	..	43,443
Stores and workshops buildings and plant	8,363	..	8,363
Refreshment, advertising, and road-service buildings	Cr. 3,054	..	Cr. 3,054
Cranes, weighbridges, turntables, and water services.. .. .	12,071	1,214	13,285
Miscellaneous (roads, sewerage, drainage, &c.)	2,526	2,548	5,074
Lake Wakatipu wharves and buildings	31	..	31
Signalling, communications, and electrification	68,548	Cr. 7,196	61,352
	248,539	3,431	251,970
Expenditure by Public Works Department: Grade easements and deviations .. .. .	..	1,480	1,480
	248,539	4,911	253,450

Locomotive Branch: Particulars of Rolling-stock

Description of Stock ordered.	Number Incomplete on 31st March, 1942.	Number Complete on 31st March, 1943.	Number Incomplete on 31st March, 1943.	Expenditure, Working Railways Depreciation Fund.	Expenditure, Improvements and Additions to Open Lines Vote.	Total.
				£	£	£
Locomotives, Classes KA and KB	10	..	10	926	..	926
Locomotives, Class J and spares	35	..	35	..	..	..
Improvements for locomotives .. .. .	..	..	..	1,818	..	1,818
Boilers .. .. .	..	..	..	521	..	521
Rail cars and spares	2	1	..	10,896	..	10,896
Carriages	30	3	49	47,386	..	47,386
Improvements for carriages .. .. .	..	..	..	8,048	..	8,048
Brake-vans	24	2	23	23,037	..	23,037
Wagons, Class H	176	26	50	4,703	..	4,703
Wagons, Class HC .. .. .	..	..	100	77	..	77
Wagons, Class J	290	..	..	..	..	..
Wagons, Class Jc .. .. .	..	..	390	2,278	..	2,278
Wagons, Class LA	980	..	1,280	25	..	25
Wagons, Class MC	80	..	80	66	..	66
Wagons, Class Q	73	20	103	4,618	..	4,618
Wagons, Class RB .. .. .	..	..	30	..	..	..
Wagons, Class S	12	..	..	Cr. 78	..	Cr. 78
Wagons, Class T	10	..	22	Cr. 94	..	Cr. 94
Wagons, Class UB	45	6	69	1,339	..	1,339
Wagons, Class UG	7	..	7	149	..	149
Wagons, Class VB	20	..	30	2,524	..	2,524
Wagons, Class W	85	..	85	23	..	23
Wagons, Class XA	215	..	30	6,896	..	6,896
Wagons, Class XB	8	..	..	Cr. 213	..	Cr. 213
Wagons, Class XC .. .. .	..	..	193	340	..	340
Wagons, Class YB	40	40	..	4,931	..	4,931
Wagons, Class Z	105	..	135	959	..	959
Miscellaneous improvements for wagons .. .. .	..	..	..	35,268	..	35,268
Tractors .. .. .	..	1	..	1,882	..	1,882
Tarpaulins .. .. .	..	..	..	206	..	206
Cranes .. .. .	..	..	..	140	..	140
Total	2,247	99	2,721	158,671	..	158,671
SUMMARY.						
Locomotives	45	..	45	..	..	..
Rail cars	2	..	..	..	..	..
Tractors .. .. .	..	1	..	..	..	..
Carriages	30	3	49	..	..	..
Brake-vans	24	2	23	..	..	..
Wagons, bogie	199	6	293	..	..	..
Wagons, four-wheeled	1,947	86	2,311	..	..	..
Totals	2,247	99	2,721	..	..	..

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

	£	£	£
Workshops equipment	4,045	..	4,045
Machinery and equipment for locomotive running, and car and wagon depots	1,899	..	1,899
Motor-buses and motor-lorries	69,247	..	69,247

RECONCILIATION STATEMENT, RAILWAYS: IMPROVEMENTS AND ADDITIONS TO OPEN LINES VOTE

	£	s.	d.		£	s.	d.
Expenditure charged by Treasury	36,314	6	0	Expenditure: Way and Works Branch.. .. .	4,910	18	4
Less Recoveries	35,959	15	8				
	354	10	4				
Add vouchers outstanding at 31st March, 1943	4,368	8	0				
	4,722	18	4				
Public Works Department: Administration charges	188	0	0				
	£4,910	18	4		£4,910	18	4

STATEMENT No. 18—continued

STATEMENT OF TRAFFIC AND REVENUE FOR EACH STATION FOR THE YEAR ENDED 31ST MARCH, 1943—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.	Goods.	Miscellaneous.	Total Value forwarded.	Cattle and Calves.	Sheep and Pigs.	Timber, Hundreds of Superficial Feet.	Other Goods.
	First-class.	Second-class.	Total.															
SOUTH ISLAND MAIN LINE AND BRANCHES—																		
Lyttelton	25,319	140,325	165,644	No. 48,627	No. 397	No. 26,718	17,215	Tons. 287,334	£ 8,136	£ 8,161	£ 4,534	£ 147,559	£ 52,415	£ 220,805	No. 239	No. 2,581	45,272	Tons. 283,936
(Wharf)	..	..	..	..	..	..	..	13,292	..	..	..	3,152	..	3,152	..	..	..	51,432
Heathcote	1,222	39,195	40,417	10,257	..	..	35	7,585	709	1,545	104	4,880	..	7,238	1	..	1,082	15,712
Woolston	932	37,772	38,704	17,912	11	..	..	7,694	873	2,721	130	5,079	4	8,807	24	33	1,046	21,993
Opawa	9	1,145	1,154	371	..	..	..	..	25	58	3	..	..	86	..	..	..	..
Christchurch—																		
Passenger and parcels	48,568	925,228	973,796	64,441	..	..	..	..	126,435	11,995	20,262	..	589	159,281	..	..	..	..
Goods	..	..	..	..	379	12	10,972	133,673	..	..	..	133,803	3,181	136,984	477	581	97,602	323,346
Central Booking-office	20,492	84,027	104,519	159	..	..	..	..	60,105	1,028	639	..	14	61,786	..	..	..	..
Addington	605	44,610	45,215	2,186	4,290	254,591	20,113	42,637	4,462	455	509	33,825	534	39,785	30,522	539,655	97,772	94,266
Riccarton	286	4,978	5,264	694	..	2	4,468	3,692	606	155	136	1,898	21	2,816	..	..	17,504	20,942
Papanui	479	10,784	11,263	1,763	43	..	7,149	8,503	1,146	515	306	6,960	14	8,941	76	309	36,446	13,385
Belfast	41	8,994	9,035	595	131	8,458	12,091	29,243	453	188	130	21,652	69	22,492	15,231	756,508	5,873	14,660
Kaiapoi	226	53,373	53,599	3,167	1,921	21,455	3,341	19,678	2,604	844	199	11,496	32	15,175	417	222,760	16,773	18,149
Rangiora	506	40,082	40,588	12,459	1,621	63,880	1,831	13,480	3,163	3,391	1,442	10,450	101	18,550	922	16,313	6,495	16,132
East Oxford	4	1,093	1,097	..	650	51,733	341	3,897	130	..	29	4,035	10	4,204	107	20,421	832	8,130
Sefton	15	6,437	6,452	184	325	16,822	..	6,435	516	108	347	3,654	11	4,636	80	4,998	..	5,031
Amberley	107	4,741	4,848	67	633	82,120	29	8,128	708	74	126	5,766	3	6,677	81	23,444	762	2,560
Waipara	184	14,871	15,055	13	1,757	150,853	20,968	8,594	2,241	13	468	15,026	7	17,755	317	7,458	302	1,402
Mina	120	4,076	4,196	..	1,230	71,776	6,527	5,191	1,116	..	146	7,508	5	8,775	455	11,704	1,024	5,974
Parnassus	189	1,263	1,452	1	638	34,067	2,274	845	356	8	76	2,737	7	3,184	192	3,047	143	2,529
Hundalee	621	6,037	6,658	..	2,779	111,839	509	3,445	1,924	..	256	11,689	242	14,111	96	994	3,113	8,030
Kaikoura	82	1,703	1,785	..	..	..	..	..	870	..	151	..	..	1,021	..	..	..	..
Waikari	4	279	283	..	238	36,461	..	29,642	53	..	54	13,288	7	13,402	88	3,764	580	3,834
Hawarden	..	69	69	..	1,027	102,144	12	9,793	Cr. 7	..	168	10,119	3	10,283	50	7,095	389	2,171
Culverden	33	814	847	..	1,876	89,211	11,157	7,803	186	..	132	12,962	5	13,285	730	5,159	1,239	7,619
Waiau	7	139	146	..	629	67,009	..	2,748	29	..	71	6,262	9	6,371	378	4,843	661	3,659
Hornby	59	16,934	16,993	366	1,312	1,625	596	61,760	2,072	109	82	25,779	408	28,450	1,585	6,117	4,827	53,587
Lincoln	12	10,996	11,008	117	1,820	95,128	51	15,476	675	87	60	7,903	7	8,732	98	5,423	324	5,185
Leeston	12	12,816	12,828	55	2,774	28,407	23	5,729	1,138	52	458	3,631	3	5,282	327	27,078	706	8,150
Southbridge	18	8,598	8,616	13	397	41,901	51	10,027	1,015	15	520	6,003	3	7,556	141	18,245	370	3,859
Little River	19	17,146	17,165	122	7,231	138,052	89	1,701	2,327	123	281	6,994	107	9,832	1,392	25,495	3,527	6,370
Islington	30	6,527	6,557	586	116	9,327	23	17,021	601	118	65	10,055	37	10,876	1,914	303,185	5,018	16,852
Rolleston	32	9,768	9,800	20	272	15,370	..	5,397	623	20	38	2,287	2	2,627	126	6,245	162	1,834
Kirwee	12	3,540	3,552	39	98	22,703	699	4,125	295	32	79	2,495	9	2,910	63	29,956	44	3,440
Darfield	78	9,055	9,133	87	315	60,662	252	9,200	860	79	85	6,076	3	7,103	220	8,355	517	1,945
Coalgate	7	725	732	..	589	52,580	10,105	23,804	108	..	35	16,665	20	16,828	171	6,876	4,081	11,011
Sheffield	55	2,159	2,214	129	381	33,043	105	5,490	404	116	246	4,414	2	5,182	28	8,739	117	2,089
Springfield	182	7,900	8,082	85	446	14,266	1	1,498	845	72	162	2,131	24	3,234	129	4,740	174	1,663
Arthurs Pass	83	2,302	2,385	..	19	60	39	88	325	..	34	110	2	471	42	946	78	888
Otira	204	16,404	16,608	..	1,171	6,139	69,102	904	1,816	..	174	21,113	23	23,126	217	77	118	2,589
Moana	38	5,160	5,198	59	585	2,159	47,190	849	857	58	436	11,596	2	12,949	96	1,394	238	1,484
Stillwater	162	14,929	15,091	87	89	1,804	31,390	94,451	2,347	51	108	42,248	27	44,781	289	1,008	725	1,031
Ngahere	19	7,601	7,620	83	1,550	8,544	98,822	53,833	939	68	123	50,415	24	51,569	480	2,663	716	3,119
Ikamatua	30	9,337	9,367	56	775	7,661	45,757	7,072	1,883	51	94	14,120	59	16,207	473	3,402	135	4,368
Reefton	106	20,855	20,961	113	1,335	6,715	4,411	77,873	4,024	80	207	68,189	695	73,195	423	2,234	748	3,248
Inangahua Junction	6	3,475	3,481	2	1,008	8,613	5,324	12,153	818	3	78	18,095	1,052	20,046	479	782	40,780	3,245
Westport	295	38,855	39,150	182	1,980	1,303	1,166	5,061	8,212	138	393	4,698	7,871	21,312	421	3,860	2,603	452,924
Waimangaroa	5	19,925	19,930	189	1	..	655	179,708	1,044	162	38	32,430	20	33,694	7	..	1,809	3,601
Granity	1	38,670	38,671	449	38	..	1,889	284,308	3,451	359	111	85,686	1	89,608	49	111	659	2,149
Greymouth	2,219	152,417	154,636	3,570	756	2,273	26,350	15,970	25,787	1,096	1,929	19,611	8,455	56,878	2,931	5,135	3,464	28,826
(Wharf)	..	..	..	..	..	..	2	2,136	..	..	..	1,539	..	1,539	4	..	283,811	248,616
Runanga	40	51,480	51,520	2,520	17	70	..	145,656	1,753	733	66	83,448	51	86,051	43	111	2,972	7,184
Rewanui	10	2,490	2,500	11,111	14	..	12	137,425	101	2,388	5	72,308	203	75,005	15	..	3,906	3,646
Kumara	42	10,897	10,939	108	1,358	3,279	110,500	1,222	1,077	62	69	18,234	3	19,445	683	908	112	4,280
Hokitika	571	46,478	47,049	387	2,279	7,618	113,581	3,147	8,669	209	1,061	29,805	172	39,916	318	2,487	5,688	13,338
Ross	24	21,236	21,260	..	4,298	20,823	117,410	4,843	1,502	59	61	32,367	111	34,100	85	365	1,603	4,749
Burnham	566	412,561	413,127	171	142	21,057	435	8,830	19,376	301	258	14,607	220	34,762	5	4,125	5,858	20,067
Dunsandel	81	30,911	30,999	57	271	51,539	60	7,703	3,157	58	336	4,696	61	8,308	236	25,800	1,598	4,611
Rakaia	563	3,072	40,633	129	873	95,572	2,181	23,426	4,298	113	217	19,099	102	23,829	217	35,332	901	11,041
Methven	..	11,897	11,954	16	759	76,977	5,012	13,070	2,256	16	76	17,071	36	19,455	301	46,690	2,412	14,971
Chertsey	18	8,324	8,342	63	830	40,525	105	14,897	679	36	62	20,562						

STATEMENT No. 18—continued

STATEMENT OF TRAFFIC AND REVENUE FOR EACH STATION FOR THE YEAR ENDED 31ST MARCH, 1943—continued

Table with columns for Stations, Traffic (Number of Passenger Journeys, Season Tickets, Cattle and Calves, Sheep and Pigs, Timber, Other Goods), Revenue (Ordinary Passengers, Season Tickets, Parcels, Goods, Miscellaneous, Total Value), and Inward Traffic (Cattle and Calves, Sheep and Pigs, Timber, Other Goods). Rows include South Island Main Line and Branches, Nelson Section, Picton Section, and Lake Wakatipu Steamers.

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

Commodity.	Year ended 31st March, 1943.							
	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>					Miles.	£	£ s. d.	d.
Grain	304,916	3·43	17,453	57	173,721	2·12	0 11 5	2·39
Meals	121,802	1·37	7,761	64	80,640	0·98	0 13 3	2·49
Fruit and vegetables	86,689	0·98	15,827	183	133,490	1·63	1 10 10	2·02
Root crops and fodder	143,871	1·62	12,847	89	108,707	1·32	0 15 1	2·03
Flax, green and pressed	11,909	0·13	1,171	98	11,827	0·14	0 19 11	2·42
Seeds	26,749	0·30	1,923	72	22,808	0·28	0 17 1	2·85
	695,936	7·83	56,982	82	531,193	6·47	0 15 3	2·24
<i>Animals and other Products.</i>								
Cattle, calves, horses	281,847	3·17	24,991	89	319,793	3·88	1 2 8	3·07
Sheep and pigs	570,204	6·42	40,720	71	584,596	7·12	1 0 6	3·45
Meat, fresh	49,392	0·56	8,044	163	108,047	1·32	2 3 9	3·22
Meat, chilled .. .. .	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .
Meat, frozen	222,761	2·50	12,104	54	242,263	2·96	1 1 9	4·80
Butter	140,432	1·58	15,953	114	192,829	2·35	1 7 5	2·90
Cheese	115,183	1·30	7,141	62	117,904	1·44	1 0 6	3·96
Wool	222,239	2·50	14,228	64	267,245	3·26	1 4 0	4·51
Dairy by-products	32,436	0·36	2,517	78	36,015	0·44	1 2 2	3·43
Fat, hides, and skins	78,275	0·88	5,271	67	106,039	1·29	1 7 1	4·83
Fish	11,420	0·13	1,974	173	19,579	0·24	1 14 4	2·38
	1,724,189	19·40	132,943	77	1,994,310	24·30	1 3 1	3·60
<i>Products of Mines</i>								
Agricultural lime	588,372	6·63	37,095	63	222,600	2·71	0 7 7	1·44
Coal, imported	6,147	0·07	142	23	2,295	0·03	0 7 6	3·88
Coal, New Zealand hard	972,251	10·94	52,325	54	396,589	4·83	0 8 2	1·82
Coal, New Zealand brown	1,070,440	12·04	131,386	123	758,197	9·24	0 14 2	1·38
Road-metal	31,842	0·36	1,102	35	10,921	0·13	0 6 10	2·38
Lime and coke	59,016	0·66	4,254	72	36,704	0·45	0 12 5	2·07
	2,728,068	30·70	226,304	83	1,427,306	17·39	0 10 6	1·51
<i>Products of Forests</i>								
Timber, imported	3,826	0·04	217	57	4,062	0·05	1 1 3	4·50
Timber, New Zealand	683,335	7·69	85,366	125	716,929	8·73	1 1 0	2·02
Firewood, posts, &c.	71,008	0·80	6,497	91	38,424	0·47	0 10 10	1·42
	758,169	8·53	92,080	121	759,415	9·25	1 0 0	1·98
<i>Manufactures, &c.</i>								
Benzine, gasoline, kerosene	180,229	2·03	13,530	75	282,640	3·44	1 11 4	5·01
Cement	111,511	1·25	18,819	169	163,149	1·99	1 9 3	2·08
Manure	561,104	6·32	52,229	93	372,602	4·54	0 13 3	1·71
	852,844	9·60	84,578	99	818,391	9·97	0 19 2	2·32
Miscellaneous	2,127,883	23·94	188,492	89	2,677,220	32·62	1 5 2	3·41
Totals	8,887,089	100·00	781,379	88	8,207,835	100·00	0 18 6	2·52

STATEMENT No. 20

STATEMENT SHOWING MILEAGE, CAPITAL COST, TRAFFIC, OPERATING REVENUE, AND OPERATING EXPENDITURE OF
 NEW ZEALAND GOVERNMENT RAILWAYS FROM 1ST APRIL, 1942, TO 31ST MARCH, 1943

MILEAGE, CAPITAL COST, TRAFFIC, AND REVENUE

Year.	Miles.	Capital Cost.	Train-mileage. (Revenue.)	Passenger Journeys.	Passenger Revenue.	Other Coaching Revenue.	Cattle and Calves.	Sheep and Pigs.	Timber.
	No.	£	No.	No.	£	£	No.	No.	Tons.
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
1942-1943 ..	3,460	66,189,962	15,139,882	36,133,268	3,710,509	397,142	1,389,876	14,101,744	687,158
Year.	Goods.	Total.	Goods Revenue.	Miscellaneous Revenue, Labour, Demurrage, &c.	Total Revenue.	Revenue per Revenue Train-mile.			
	Tons.	Tons.	£	£	£	d.			
1941-1942 ..	7,153,594	7,734,650	7,174,060	225,145	10,383,880	178·28			
1942-1943 ..	7,347,888	8,035,046	8,044,563	262,866	12,415,080	196·81			

EXPENDITURE

Year.	Maintenance of Way and Works.			Maintenance of Signals and Electrical Appliances.			Maintenance of Locomotives, Carriages, and Wagons.			Total Expenditure.	Expendi- ture per Revenue Train- mile.	Expendi- ture per Cent. of Revenue.
	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.			
1941-1942 ..	1,615,382	15·56	476·51	238,169	2·29	70·26	2,211,476	21·30	2,211,476	152·85	85·73	
1942-1943 ..	1,829,311	14·73	537·56	271,499	2·19	79·78	2,380,260	19·17	2,380,260	158·83	80·71	
Year.	Locomotive Transportation.			Traffic Transportation.			General Charges.			Total Expenditure.	Expendi- ture per Revenue Train- mile.	Expendi- ture 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.			
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
1942-1943 ..	2,430,347	19·58	38·53	2,862,653	23·06	45·38	245,589	1·98	3·89	10,019,659	158·83	80·71

STATEMENT NO. 21
COMPARATIVE STATEMENT OF THE AVERAGE NUMBER OF EMPLOYEES FOR YEARS
1942-43 AND 1941-42

Branch.	North Island Main Line and Branches.		South Island Main Line and Branches.		Nelson.		Picton.		Stones Branch.		Refreshment Branch.		Advertising and Publicity Branch.		Road Services Branch.		Total.
	1942-43	1941-42	1942-43	1941-42	1942-43	1941-42	1942-43	1941-42	1942-43	1941-42	1942-43	1941-42	1942-43	1941-42	1942-43	1941-42	
General Traffic	747	202	5	5	5	5	485	613	40	554	2,651	6,987	4,234	3,188	5,177
Maintenance	4,026	2,905	12	44	49	23	..	..	..	..	..	..	..	..	..
Locomotive running (including depot staff)	2,647	1,518	20	49	9	..	..	..	..	..	..	..	..	..	..
Workshops	2,037	1,119	9	..	..	..	..	..	..	..	..	..	..	..	..
Totals	3,096	2,081	..	..	..	..	485	613	40	554	2,651	6,987	4,234	3,188	5,177
			12,553	7,825	46	121	485	613	40	554	2,651	6,987	4,234	3,188	5,177	22,237	
			776	204	4	3	499	576	39	644	2,745	6,899	4,932	3,196	5,580	23,352	
General Traffic	3,848	3,003	12	36	..	..	..	..	..	..	..	..	..	..	..
Maintenance	3,006	1,826	29	71	..	..	..	..	..	..	..	..	..	..	..
Locomotive running (including depot staff)	2,045	1,117	11	23	..	..	..	..	..	..	..	..	..	..	..
Workshops	3,320	2,260	..	..	..	..	..	..	..	..	..	..	..	..	..
Totals	12,995	8,410	56	133	499	576	39	644	2,745	6,899	4,932	3,196	5,580	23,352	

STATEMENT NO. 22
STATEMENT OF ACCIDENTS FOR THE YEAR ENDED 31ST MARCH, 1943

Section.	Train Accidents.			Accidents on Line (other than Train Accidents).				Shunting Accidents.				Persons Killed or injured at Railway Crossings.		Total.				
	Passengers.		Employees.	Passengers.		Employees.		Passengers.		Employees.	Other Persons.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	
	Killed.	Injured.		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.									
North Island Main Line and Branches	1	5	1	..	23	3	9	8	17	..	..	..	..	10	11	30	175	
South Island Main Line and Branches	..	1	..	..	3	1	..	4	1	..	..	..	..	..	7	16	15	77
Nelson	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Picton	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Totals ..	1	6	1	..	26	4	9	12	18	2	2	132	1	3	11	46	45	253

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 TARPULINS, FOR THE YEAR ENDED 31ST MARCH, 1943

Description.	Class.	North Island Main Line and Branches.	South Island Main Line and Branches.	Nelson.	Pictou.	Total.
CARRIAGES—						
First class .. .. .	..	102	80	..	4	186
Second class .. .. .	..	623	444	7	10	1,084
Composite .. .. .	..	130	70	7	2	209
Sleeping .. .. .	..	16	..	..	..	16
Combination day-sleeping .. .. .	..	8	5	..	..	13
Ambulance .. .. .	..	9	3	..	..	12
Totals .. .. .	..	888	602	14	16	1,520
RAIL CARS						
.. .. .	..	13	9	..	..	22
MULTIPLE UNITS—						
Power units .. .. .	..	6	..	..	..	6
Trailers .. .. .	..	6	..	..	..	6
Totals .. .. .	..	12	..	..	..	12
VANS—						
Postal vans .. .. .	..	5	4	..	..	9
Brake vans .. .. .	..	272	211	3	5	491
Totals .. .. .	..	277	215	3	5	500
WAGONS—						
Special-purpose wagons	E	968	385	1	20	1,374
Horse-boxes	G	65	74	1	4	144
Cattle	H	582	228	3	8	821
Sheep	J	1,825	1,490	11	43	3,369
Covered goods	K	260	157	6	3	426
High sides	L	3,238	3,540	88	147	7,013
High sides	LA	5,358	4,053	..	..	9,411
High sides	LB	26	422	15	47	510
Low sides	M	496	879	14	37	1,426
Work-train hopper .. .. .	..	..	..	..	..	..
Low sides, steel	MA	128	..	..	..	128
Low sides	MB	6	15	..	1	22
Low sides	MC	70	20	..	..	90
Timber	N	90	147	8	12	257
Platform, coal	P	204	..	..	..	204
Petrol inspection	Pw	1	1	..	..	2
Movable hopper	Q	..	1,186	..	..	1,186
Frozen meat	W	303	77	..	..	380
Frozen meat	WA	234	29	18	..	281
Covered goods	X	131	16	..	..	147
Cool, ventilated	XA	456	563	..	7	1,026
Cool, ventilated	XB	18	30	..	..	48
Work-train	Y	58	16	..	9	83
Work-train	YB	288	178	..	10	476
Special-purpose wagons, bogie	E-EA	97	63	..	1	161
High side, bogie	R	199	76	..	3	278
High side, bogie	RB	69	24	..	..	93
Sheep, bogie	S	27	37	..	..	64
Cattle, bogie	T	40	17	..	..	57
Platform, bogie	U	242	112	4	10	368
Gas storeholder, bogie	UA	10	4	..	..	14
Platform, bogie	UB	262	286	..	..	548
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	80	59	..	..	139
Covered goods, bogie	ZP	72	72	..	2	146
Totals .. .. .	..	16,254	14,476	169	364	31,263
TARPULINS						
.. .. .	..	12,308	11,354	195	380	24,237

STATEMENT No. 24
LOCOMOTIVE STOCK FOR YEAR ENDED 31ST MARCH, 1943

Class.	Type.	North Island Main Line and Branches.	South Island Main Line and Branches.	Nelson.	Picton.	Total.
A	Tender (4-cylinder balanced compound)	13	28	..	..	41
A	Tender (2-cylinder simple)	5	12	..	..	17
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	..	1	..	..	1
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	16	4	6	37
WG	Tank	10	..	..	..	10
WW	Tank	57	3	..	..	60
X	Tender (4-cylinder balanced compound)	18	..	..	..	18
Totals		380	249	4	6	639

STATEMENT NO. 25
ALL SECTIONS
LOCOMOTIVE RUNNING COSTS, YEAR ENDED 31ST MARCH, 1943

Section.	Cost per Locomotive-mile.										Section.						
	Repairs					Running.						Total.					
	Wages, Material, and Over-head.	Stores.	Fuel.	Wages.	Total.	Depreciation.	Water.	Conversions and Alterations.	General Charges.	Depreciation.							
N.I.M.L. and branches	d. 8.37	d. 0.63	d. 14.41	d. 10.66	d. 34.07	£ 100,516	£ 21,551	£ 24,812	£ 203,411	d. 1.98	d. 0.49	d. 4.01	£ 2,076,876	d. 40.98	96,764	262	N.I.M.L. and branches.
S.I.M.L. and branches	10.08	0.63	9.00	10.51	30.22	71,489	10,597	6,411	106,035	2.63	0.24	3.90	1,015,700	37.38	56,562	238	S.I.M.L. and branches.
Nelson	12.06	0.60	14.34	9.86	36.86	118	49	..	509	0.57	..	2.44	8,358	40.11	503	126	Nelson.
Pictou	12.19	0.68	12.95	11.58	37.40	254	163	..	1,940	0.58	..	4.43	18,740	42.78	1,041	149	Pictou.
Total, steam	42.70	2.54	50.70	42.61	138.55	172,377	32,360	31,223	311,895	5.76	0.73	14.78	3,119,674	161.25	154,870	250	Total, steam.
Electric Locos. Eo 2-6	6.64	0.12	13.83	4.56	25.15	7,644	..	..	1,695	14.06	..	3.12	23,013	42.33	1,398	280	Electric Locos., Eo 2-6.
Electric Locos. Ec 7-12	6.96	0.27	8.42	5.32	20.97	7,494	..	..	2,034	12.56	..	3.41	22,048	36.94	1,441	240	Electric Locos., Ec 7-12.
Electric Locos. Eb 101-110	8.96	0.23	7.74	5.30	22.23	8,554	..	..	5,855	3.95	..	2.70	62,628	28.88	2,823	282	Electric Locos., Eb 101-110.
Multiple units, D.M. 1-6	10.94	0.12	4.02	4.92	20.00	4,921	..	..	1	4.27	..	..	27,969	24.27	1,739	290	Multiple units, D.M. 1-6.
Diesel rail cars	6.43	0.54	1.69	2.79	11.45	40,879	..	..	381	13.98	..	0.13	74,736	25.56	3,017	126	Diesel rail cars.
Tractors	6.39	1.28	8.18	6.57	22.42	6,580	..	..	..	12.68	..	..	18,210	35.10	6,275	209	Tractors.

PERFORMANCES OF LOCOMOTIVES FOR THE YEAR ENDED 31ST MARCH, 1943

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.		Average Mileage per Locomotive.	Running.		Repairs.	Running.		Repairs.	Running.		Total.			
		Tram.	Shunting, Assisting, Light, and Miscellaneous.	Total.	Coal.	Oil.	Wages, Material, and Overhead.	Stores.	Fuel.	Wages.	Stores.	Fuel.	Wages.				Total.
A	18	352,959	98,909	451,868	25,104	277,301	1,372	24,154	19,437	62,538	0.34	12.83	10.32	33.22	4,349	A.
AA	10	264,022	53,622	317,644	31,764	210,705	6,107	18,324	15,273	40,619	4.62	13.84	11.54	30.69	2,780	AA.
AB	8	55,027	83,373	138,400	17,300	76,289	7,652	4,920	9,008	21,888	13.27	8.53	15.62	37.96	14,963	AB.
BA	10	57,679	157,754	215,433	21,543	139,822	12,076	8,855	15,065	33,616	9.86	10.04	16.78	37.45	2,471	BA.
C	12	33,492	225,229	258,721	21,560	191,878	9,799	12,987	20,071	46,031	12.63	11.49	18.62	42.70	3,139	C.
F	18	1,858	180,800	182,658	10,148	61,958	5,730	3,982	14,981	24,410	6.68	4.73	19.69	32.07	3,122	F.
FA	1		9,861	9,861	9,861	4,828	5,077	373	293	932	9.08	7.13	22.68	39.65	269	FA.
G	6	171,683	26,084	197,767	32,961	127,964	11,229	8,257	8,045	20,412	4.14	10.02	9.76	22.77	1,283	G.
J	10	387,915	24,047	411,962	41,196	287,119	16,554	18,630	12,249	55,971	13.92	10.85	7.14	32.61	2,361	J.
KB	6	132,174	132,260	264,434	24,239	102,065	7,445	6,621	5,637	30,301	28.90	10.93	9.30	50.00	931	KB.
Q	10	138,583	59,656	198,239	19,824	128,096	11,288	8,096	10,194	24,137	6.32	9.80	12.34	29.22	2,156	Q.
U	9	119,799	40,596	160,395	17,822	108,706	9,220	5,555	7,931	20,738	7.86	10.48	11.86	31.03	1,787	U.
UB	7	72,989	64,572	137,561	19,652	73,832	5,237	3,014	7,591	15,682	5.26	8.31	13.24	27.36	1,825	UB.
UC	2	148,321	31,335	179,656	25,665	85,157	5,246	5,475	7,881	18,329	7.14	7.31	9.86	24.75	1,693	UC.
W	7	15,662	14,804	30,466	15,233	16,099	1,261	3,861	2,063	3,861	5.46	8.15	16.25	30.41	493	W.
WA	3	27,516	16,146	43,662	14,554	23,812	1,880	1,484	1,536	2,938	8.16	8.44	16.15	33.32	688	WA.
WAB	10	327,549	66,013	393,562	39,356	229,367	21,474	20,248	13,711	49,883	12.35	8.99	8.36	30.42	2,920	WAB.
WB	4	23,944	33,714	57,658	14,415	27,444	2,201	1,334	3,476	6,603	5.55	6.90	16.46	27.48	910	WB.
WE	2	16,147	6,963	23,110	11,550	13,191	1,288	1,845	1,533	4,431	20.59	8.78	15.92	46.02	407	WE.
WF	16	35,351	190,911	226,262	14,141	143,513	12,422	9,302	17,020	36,307	9.87	9.80	18.06	38.51	3,333	WF.
WW	3	52,857	10,076	62,933	20,811	29,384	2,359	1,795	2,495	6,707	8.73	6.90	9.59	25.78	246	WW.
Total, steam	370	9,181,196	2,981,717	12,162,913	32,873	8,372,220	509,301	730,412	540,008	1,726,586	8.37	14.41	10.66	34.07	96,764	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.		Average Mileage per Locomotive.	Running.		Repairs.	Running.		Repairs.	Running.		Total.			
		Tram.	Shunting, Assisting, Light, and Miscellaneous.	Total.	Coal.	Oil.	Wages, Material, and Overhead.	Stores.	Fuel.	Wages.	Stores.	Fuel.	Wages.				Total.
A	18	352,959	98,909	451,868	25,104	277,301	1,372	24,154	19,437	62,538	0.34	12.83	10.32	33.22	4,349	A.
AA	10	264,022	53,622	317,644	31,764	210,705	6,107	18,324	15,273	40,619	4.62	13.84	11.54	30.69	2,780	AA.
AB	8	55,027	83,373	138,400	17,300	76,289	7,652	4,920	9,008	21,888	13.27	8.53	15.62	37.96	14,963	AB.
BA	10	57,679	157,754	215,433	21,543	139,822	12,076	8,855	15,065	33,616	9.86	10.04	16.78	37.45	2,471	BA.
C	12	33,492	225,229	258,721	21,560	191,878	9,799	12,987	20,071	46,031	12.63	11.49	18.62	42.70	3,139	C.
F	18	1,858	180,800	182,658	10,148	61,958	5,730	3,982	14,981	24,410	6.68	4.73	19.69	32.07	3,122	F.
FA	1		9,861	9,861	9,861	4,828	5,077	373	293	932	9.08	7.13	22.68	39.65	269	FA.
G	6	171,683	26,084	197,767	32,961	127,964	11,229	8,257	8,045	20,412	4.14	10.02	9.76	22.77	1,283	G.
J	10	387,915	24,047	411,962	41,196	287,119	16,554	18,630	12,249	55,971	13.92	10.85	7.14	32.61	2,361	J.
KB	6	132,174	132,260	264,434	24,239	102,065	7,445	6,621	5,637	30,301	28.90	10.93	9.30	50.00	931	KB.
Q	10	138,583	59,656	198,239	19,824	128,096	11,288	8,096	10,194	24,137	6.32	9.80	12.34	29.22	2,156	Q.
U	9	119,799	40,596	160,395	17,822	108,706	9,220	5,555	7,931	20,738	7.86	10.48	11.86	31.03	1,787	U.
UB	7	72,989	64,572	137,561	19,652	73,832	5,237	3,014	7,591	15,682	5.26	8.31	13.24	27.36	1,825	UB.
UC	2	148,321	31,335	179,656	25,665	85,157	5,246	5,475	7,881	18,329	7.14	7.31	9.86	24.75	1,693	UC.
W	7	15,662	14,804	30,466	15,233	16,099	1,261	3,861	2,063	3,861	5.46	8.15	16.25	30.41	493	W.
WA	3	27,516	16,146	43,662	14,554	23,812	1,880	1,484	1,536	2,938	8.16	8.44	16.15	33.32	688	WA.
WAB	10	327,549	66,013	393,562	39,356	229,367	21,474	20,248	13,711	49,883	12.35	8.99	8.36	30.42	2,920	WAB.
WB	4	23,944	33,714	57,658	14,415	27,444	2,201	1,334	3,476	6,603	5.55	6.90	16.46	27.48	910	WB.
WE	2	16,147	6,963	23,110	11,550	13,191	1,288	1,845	1,533	4,431	20.59	8.78	15.92	46.02	407	WE.
WF	16	35,351	190,911	226,262	14,141	143,513	12,422	9,302	17,020	36,307	9.87	9.80	18.06	38.51	3,333	WF.
WW	3	52,857	10,076	62,933	20,811	29,384	2,359	1,795	2,495	6,707	8.73	6.90	9.59	25.78	246	WW.
Total, steam	370	9,181,196	2,981,717	12,162,913	32,873	8,372,220	509,301	730,412	540,008	1,726,586	8.37	14.41	10.66	34.07	96,764	Total, steam.