

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

Branch.	Kaihu.	Gisborne.	North Island Main Line and Branches.	South Island Main Line and Branches.	Westport.	Nelson.	Picton.	Stores Branch.	Refreshment Service.	Advertising Service.	Road Service.	Total.
1936-37.												
General ..	1	2	626	153	3	3	3	379	378	38	237	1,823
Traffic ..	4	11	2,945	2,499	52	12	30	..	..	..	..	5,553
Maintenance ..	9	24	2,545	1,418	33	20	24	..	..	..	..	4,073
Locomotive ..	4	10	4,622	2,948	51	10	21	..	..	..	..	7,666
Totals ..	18	47	10,738	7,018	139	45	78	379	378	38	237	19,115
1935-36.												
General ..	1	2	572	148	3	3	3	278	315	36	127	1,488
Traffic ..	3	11	2,583	2,204	48	11	28	..	..	..	..	4,888
Maintenance ..	7	21	2,398	1,288	32	19	23	..	..	..	..	3,788
Locomotive ..	4	11	4,137	2,679	50*	10	18	..	..	..	..	6,909
Totals ..	15	45	9,690	6,319	133	43	72	278	315	36	127	17,073

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

STATEMENT NO. 22.

STATEMENT OF ACCIDENTS FOR THE YEAR ENDED 31ST MARCH, 1937.

Section.	Train Accidents.				Accidents on Line (other than Train Accidents).				Shunting Accidents.				Employees proceeding to or from Duty within the Railway Boundary.		Persons killed or injured at Crossings.		Total.	
	Passengers.		Employees.		Passengers.		Employees.		Other Persons.		Passengers.		Employees.		Other Persons.			
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.		
Kaihu	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1
Gisborne	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	146
North Island Main Line and Branches	1	24	..	6	..	..	21	..	..	3	4	..	63	1	..	1	21	19
South Island Main Line and Branches	1	15	..	3	1	11	..	..	..	4	4	1	43	1	..	..	16	93
Westport	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	1
Nelson	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	1
Picton	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	3	3
Totals	2	39	..	9	2	16	21	..	..	7	8	4	109	7	2	1	17	245

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