

Examination, Lubrication, and Lighting of Rolling-stock.

The expenditure on examination and lubrication of rolling-stock was £26,928, an increase of £1,144 compared with the previous year. The increase was due to the 5-per-cent. increase in wages and additional train services.

The expenditure on the lighting of coaching vehicles was £27,170, an increase of £578 (2·17 per cent.), the main causes being the fitting of electric-lighting systems to a greater number of cars and to the running of additional train services.

Locomotive Transportation.

The expenditure under this head was £1,073,062, an increase of £60,611 (5·99 per cent.) over the previous year. The increase was due to the 5-per-cent. increase in wages (£27,083) and to the running of additional train services.

The quantity of coal used was 397,310 tons, an increase of 36,071 tons. This was due to an increase of 686,320 engine-miles (5·05 per cent.) and to the increased use of soft coal. The ratio of hard to soft coal used during the year was 42 to 58, compared with 49 to 51 in the previous year, and 69 to 31 in the year 1932–33.

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

	Consumption.		Cost.	
	1935.	1934.	1935.	1934.
	lb.	lb.	d.	d.
Per engine-mile	63·31	60·55	7·77	7·92
Per engine-hour	669·76	643·08	82·16	84·14
Per thousand gross ton-miles	407·58	399·97	50·00	52·33

Although the pounds of coal consumed per engine-mile increased by 2·76, or 4·6 per cent., this is due to the lower calorific value of soft coal, of which a greater proportion was used this year. The cost of coal per engine-mile, however, fell by 0·15d., or 1·9 per cent.

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

	1935.	1934.	1933.	1932.	1931.
	d.	d.	d.	d.	d.
Cost per engine-mile	18·04	17·88	19·25	20·73	23·31
Cost per train-mile	23·91	23·68	25·66	27·92	31·72
Cost per engine-hour	190·78	189·87	201·61	213·29	233·98
Cost per 1,000 gross ton-miles	116·59	118·66	133·81	144·16	160·71
Engine-miles per engine-hour	10·58	10·62	10·49	10·29	10·04
Gross ton-miles per engine-hour	1,636	1,600	1,507	1,480	1,456

The cost per engine-mile increased over the previous year by 0·16d. (0·9 per cent.), due to the 5-per-cent. increase in wages. An improvement is again shown in the quantity of work performed per engine-hour, the increase compared with the previous year being 2·25 per cent., while compared with 1931 it is 12·36 per cent.

Traffic Transportation.

The expenditure under this head was £1,360,928, an increase of £107,095 (8·54 per cent.). Compared with the average annual expenditure for the five years ended 31st March, 1930 (£1,793,396), there is a decrease this year of 24·11 per cent.

The 5-per-cent. increase in salaries and wages amounted to £56,982, and the remainder of the increase was the result of additional train operation, the total train-miles showing an increase of 508,686 (4·9 per cent.).

General Charges.

The expenditure under this head totalled £228,874, as compared with £234,879, a decrease of £6,005 (2·56 per cent.).

SUBSIDIARY SERVICES.

Subsidiary Service Revenue.—The revenue from subsidiary services amounted to £719,864, as compared with £703,876 for the previous year, and an analysis of the figures is as follows :—

	1934–35.	1933–34.	1932–33.
	£	£	£
Lake Wakatipu steamers	10,647	9,617	7,864
Refreshment service	79,817	73,657	69,505
Bookstall service	36,846	20,786	12,385
Advertising service	30,030	32,707	33,614
Departmental dwellings	105,338	137,238	137,575
Leases of bookstalls, &c.	17,346	15,749	16,224
Road motor services	90,278	79,184	78,644
Miscellaneous	349,562	334,938	339,517
	<u>£719,864</u>	<u>£703,876</u>	<u>£695,328</u>