

EXPENDITURE DETAILS.

	1935-36.	1934-35.	1933-34.
	£	£	£
Expenditure on train operation	5,523,193	5,138,588	4,877,146
Subsidiary services	429,646	401,849	370,007
	<u>£5,952,839</u>	<u>£5,540,437</u>	<u>£5,247,153</u>

Operating Expenditure.

	1935-36.	Per Cent. of Operating Revenue.	1934-35.	Per Cent. of Operating Revenue.	1933-34.	Per Cent. of Operating Revenue.
	£		£		£	
Maintenance—Way and works	1,070,085	17·14	1,047,825	17·74	993,207	17·65
Maintenance—Signals ..	147,442	2·36	137,477	2·33	110,298	1·96
Maintenance—Rolling-stock ..	1,406,685	22·53	1,236,324	20·92	1,220,102	21·67
Examination, lubrication, and lighting of vehicles	57,599	0·92	54,098	0·92	52,376	0·93
Transportation—Locomotive..	1,144,037	18·32	1,073,062	18·16	1,012,451	17·99
Transportation—Traffic ..	1,465,052	23·46	1,360,928	23·03	1,253,833	22·27
General charges	63,664	1·02	57,014	0·97	58,944	1·05
Superannuation subsidy ..	168,629	2·71	171,860	2·91	175,935	3·13
	<u>5,523,193</u>	<u>88·46</u>	<u>5,138,588</u>	<u>86·98</u>	<u>4,877,146</u>	<u>86·65</u>

Maintenance of Way and Works.

This item of expenditure shows an increase of £22,260 (2·12 per cent.). The expenditure under the various heads kept to normal level during the year, but the 7½-per-cent. restoration of salaries and wages involved an additional expenditure of £31,329.

Taking 1926 as the standard, and fixing the index figure for that year at 100 for the expenditure on maintenance of way and works and the average mileage of line maintained, the undermentioned summary shows the position over the past five years :—

	1926.	1932.	1933.	1934.	1935.	1936.
Total expenditure	100	84	81	87	92	94
Average mileage of line	100	103	103	104	104	104

Maintenance of Signals and Electrical Appliances.

The expenditure amounted to £147,442, an increase of £9,965 (7·25 per cent.).

The principal increase is in signals and interlocking, £9,997. There were also small increases under certain other heads, while others showed decreases.

The 7½-per-cent. increase in salaries and wages amounted to £3,791.

Maintenance of Rolling-stock.

Expenditure under this head totalled £1,406,685, an increase of £170,361 (13·78 per cent.). The 7½-per-cent. increase in salaries and wages accounted for £29,900 of this additional expenditure.

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

Locomotive Repairs.—Expenditure under this head was £585,491, an increase of £83,385 (16·61 per cent.). This increase is made up as follows : Workshops repairs (£63,944) ; depot repairs, including work done in work-shops for depots (£2,598) ; conversions and alterations (£14,976) ; repairs due to accidents (£1,207), and depreciation (£660).

During the year 394 locomotives passed through the workshops for repairs as against 417 for the previous year. Of these, 204 received heavy repairs, as against the previous year's total of 194.

Maintenance of Carriages, Vans, and Wagons.—The total cost of painting and repairing carriages and vans was £274,760, an increase of £30,307 (12·4 per cent.) on last year. Carriages for heavy repairs totalled 1,254, as against 1,382 last year, while 328 carriages received light repairs, as against 320 for the previous year. Three hundred and seventy-five vans received heavy repairs, as against 359 last year. The principal increases in expenditure were : Carriage repairs (£20,896), conversions and alterations (£2,629), and depreciation (£3,773).

The expenditure on the maintenance of wagons totalled £530,210, showing an increase over the previous year of £58,033 (12·29 per cent.). The number of wagons repaired in the workshops was 15,448 for heavy repairs and 5,195 for light repairs, as against 15,741 and 5,236 respectively for the previous year. The total of 20,643 wagons passed through the workshops this year, compared with 20,977 for the previous year.

The principal increases in expenditure were—Wagon repairs (£38,736), conversions and alterations (£13,386), and tarpaulins (£3,286).