

Examination, Lubrication, and Lighting of Rolling-stock.

The expenditure on examination and lubrication of rolling-stock was £29,160, an increase of £2,232 (8·29 per cent.) compared with the previous year. The increase was due to the 7½-per-cent. increase in wages and additional train services.

The expenditure on the lighting of coaching vehicles was £28,439, an increase of £1,269 (4·67 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 £1,144,037, an increase of £70,975 (6·61 per cent.) over the previous year. The increase was due to the 7½-per-cent. increase in wages (£27,746) and to the running of additional train services.

The quantity of coal used was 420,251 tons, an increase of 22,941 tons. This was due to an increase of 645,465 engine-miles (4·51 per cent.) and to the increased use of soft coal. The ratio of hard to soft coal used during the year was 41 to 59, compared with 42 to 58 in the previous year and 49 to 51 in the year 1933–34.

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 following table :—

	Consumption.		Cost.	
	1936.	1935.	1936.	1935.
	lb.	lb.	d.	d.
Per engine-mile	64·07	63·31	7·77	7·77
Per engine-hour	673·78	669·76	81·72	82·16
Per thousand gross ton-miles	405·90	407·58	49·23	50·00

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

	1936.	1935.	1934.	1933.	1932.
	d.	d.	d.	d.	d.
Cost per engine-mile	18·40	18·04	17·88	19·25	20·73
Cost per train-mile	24·51	23·91	23·68	25·66	27·92
Cost per engine-hour	193·42	190·78	189·87	201·61	213·29
Cost per 1,000 gross ton-miles	117·09	116·59	118·66	133·81	144·16
Engine-miles per engine-hour	10·51	10·58	10·62	10·49	10·29
Gross ton-miles per engine-hour	1,652	1,636	1,600	1,507	1,480

The cost per engine-mile increased over the previous year by 0·36d. (2 per cent.), due to the 7½-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 0·97 per cent., while compared with 1932 it is 11·62 per cent.

Traffic Transportation.

The expenditure under this head was £1,465,052, an increase of £104,124 (7·65 per cent.).

The 7½-per-cent. increase in salaries and wages amounted to £59,507, while staff promotions, the payment of scale increments, and the employment of additional staff accounted for a further sum of £44,958.

Taking the year 1926 as the standard, and fixing the index figure for that year at 100, the following shows the position in respect of traffic-transportation expenditure over a period of five years.

	1926.	1932.	1933.	1934.	1935.	1936.
Total expenditure	100	82	72	72	78	84

General Charges.

The expenditure under this head totalled £232,293, as compared with £228,874, an increase of £3,419 (1·49 per cent.). The 7½-per-cent. increase in salaries and wages accounts for this additional expenditure.

SUBSIDIARY SERVICES.

Subsidiary Service Revenue.—The revenue from subsidiary services amounted to £760,798, as compared with £719,864 for the previous year, and an analysis of the figures is as follows :—

	1935–36.	1934–35.	1933–34.
	£	£	£
Lake Wakatipu steamers	10,598	10,647	9,617
Refreshment service	89,132	79,817	73,657
Bookstall service	45,798	36,846	20,786
Advertising service	31,774	30,030	32,707
Departmental dwellings	129,255	105,338	137,238
Leases of bookstalls, &c.	17,909	17,346	15,749
Road motor services	103,280	90,278	79,184
Miscellaneous	333,052	349,562	334,938
	<u>£760,798</u>	<u>£719,864</u>	<u>£703,876</u>