

The following table shows the cost of maintenance per vehicle and per vehicle-mile over a period of five years :—

Cost per Vehicle.					Cost per Vehicle-mile.				
1934.	1935.	1936.	1937.	1938.	1934.	1935.	1936.	1937.	1938.
£	£	£	£	£	d.	d.	d.	d.	d.
124	112	139	156	184	1·67	1·57	1·70	1·82	2·06

The maintenance of wagons during the year entailed an expenditure of £698,497, an increase of £101,593 (17·02 per cent.) over the previous year. The main items of expenditure were: Wagon repairs, £86,340; and conversions and alterations, £12,846.

Wagons receiving repairs in workshops during the year totalled 21,467, of which number 15,320 received heavy repairs and 6,147 light repairs. The comparative figures for the previous year are 21,101, 14,488, and 6,616 respectively.

The following table shows the cost of maintenance per vehicle and per vehicle-mile over a period of five years :—

Cost per Vehicle.					Cost per Vehicle-mile.				
1934.	1935.	1936.	1937.	1938.	1934.	1935.	1936.	1937.	1938.
£	£	£	£	£	d.	d.	d.	d.	d.
16	17	20	22	26	0·64	0·65	0·69	0·72	0·77

Examination, Lubrication, and Lighting of Rolling-stock.

The expenditure on examination and lubrication of rolling-stock was £41,156, an increase of £5,905 (16·75 per cent.) compared with the previous year. The increase is due to the increased number of vehicles passing through workshops, higher wage-rates, the forty-hour week, and a greater vehicle-mileage.

The expenditure on the lighting of coaching vehicles was £37,571, an increase of £7,774 (26·09 per cent.), the main cause being higher wage-rates, the introduction of the shorter working-week, and greater consumption on account of increased mileage.

Locomotive Transportation.

This item of expenditure shows an increase of £277,254 (20·58 per cent.), the total amount expended being £1,624,383, as against £1,347,129 last year. In keeping with other items of maintenance the increase in expenditure under this head was largely attributable to various concessions granted to the staff in the way of improved wage and salary schedules, and the operation of the shorter (forty-hour) working-week. The increased expenditure in each Island is as follows: North Island, £203,069; South Island, £74,185. The disparity in the increases shown as between the two Islands is due to the higher cost of coal in the North Island, the advance under this head being 26·68 per cent. in the North against 15·18 per cent. in the South, and to the fact that traffic showed a larger increase in the North Island than in the South.

The quantity of coal used was 473,233 tons, an increase of 39,967 tons. This was due to an increase of 1,328,139 engine-miles (8·31 per cent.).

The total consumption and cost of coal during the last three years are shown hereunder :—

					Consumption. Tons.	Cost. £
1936	..	..	..	..	.. 420,251	475,706
1937	..	..	..	..	.. 433,266	554,420
1938	..	..	..	..	.. 473,233	690,029

The average consumption of coal and cost of same per engine-mile, per engine-hour, and per 1,000 gross ton-miles for the last three years are shown in the following table :—

			Consumption.			Cost.	
			1938.	1937.	1936.	1938.	1937.
			lb.	lb.	lb.	d.	d.
Per engine-mile ..	..	..	63·50	62·45	64·07	9·92	8·56
Per engine-hour ..	..	..	651·06	650·81	673·78	101·71	89·23
Per thousand gross ton-miles	..	..	389·46	389·72	405·90	60·84	53·43
							49·23