

EXAMINATION, LUBRICATION, AND LIGHTING OF ROLLING-STOCK.

Additional examination of rolling-stock resulting from increased traffic was the main factor in respect of the increase shown under this heading, the expenditure for the year being £88,272, an increase of £2,790 (3.26 per cent.) compared with the preceding year.

LOCOMOTIVE TRANSPORTATION.

The expenditure under this head was £1,802,990, an increase of £75,615 (4.38 per cent.) compared with 1938-39. Increased cost and consumption of fuel (coal, benzine, dieselene), increased cost of electric power, and additional cost of wages together account for £59,671 of the increased expenditure. Higher expenditure was also necessary in respect of stores and water charges.

The quantity of coal consumed during the year was 492,456 tons, as against 484,423 tons last year, an increase of 8,033 tons. This was due to an increase of 381,823 engine-miles (2.14 per cent.).

The total consumption and cost of coal during the last three years is shown as under :—

			1938. Tons.	1939. Tons.	1940. Tons.
Consumption	..	..	473,233	484,423	492,456
Cost	..	..	£ 690,029	£ 738,991	£ 780,686

The average consumption of coal and cost of same per engine-mile, per engine-hour, and per 1,000 gross ton-miles for 1940 as compared with 1939 were as follows :—

				Consumption.		Cost.	
				1940.	1939.	1940.	1939.
				lb.	lb.	d.	d.
Per engine-mile	..	..	..	64.63	63.91	10.98	10.45
Per engine-hour	..	..	..	650.55	649.40	110.50	106.14
Per thousand gross ton-miles	..	..	..	390.02	392.12	66.25	64.09

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

	1936. d.	1937. d.	1938. d.	1939. d.	1940. d.
Cost per engine-mile	18.40	20.23	22.52	23.27	23.78
Cost per train-mile	24.51	26.84	30.04	31.00	31.58
Cost per engine-hour	193.42	212.03	233.26	239.93	245.28
Cost per 1,000 gross ton-miles	117.09	128.24	141.43	147.25	149.87
	Number.	Number.	Number.	Number.	Number.
Engine-miles per engine-hour	10.51	10.48	10.36	10.31	10.32
Gross ton-miles per engine-hour	1,652	1,653	1,649	1,629	1,637

TRAFFIC TRANSPORTATION.

This item of expenditure shows an increase of £42,595 (1.93 per cent.), the total amount expended being £2,250,905, as against £2,208,310 last year. The increased expenditure was due to the regrading of clerical positions, the employment of additional staff, and the running of additional train services in connection with troop movements and the Centennial Celebrations.

The following analysis shows the increase in various statistics of traffic transportation for 1940 over the previous year :—

	Increase.	Per Cent.
Man-hours	302,528	2.05
Train-hours	14,878	1.64
Train-miles	328,818	2.46
Gross ton-miles (thousands)	71,868	2.56
Net-ton miles (thousands)	13,982	2.03

The cost of traffic services per train-hour increased by 1.66d. (0.29 per cent.); per train-mile decreased by 0.20d. (0.60 per cent.); and per thousand gross ton-miles decreased by 1.15d. (0.61 per cent.).

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

	1926.	1936.	1937.	1938.	1939.	1940.
Total expenditure	.. 100	84	103	120	127	129

GENERAL CHARGES.

Expenditure under this head was lower by £9,105 (3.68 per cent.) in 1940 as compared with the preceding year. The reduction in expenditure was brought about by reduced Head Office charges and by a lowering of the subsidy payable in respect of the Superannuation Fund.