

Under the heading of "Miscellaneous" the main variation was an increase of £126,000 for deferred maintenance. Increases of £33,364 for workers' compensation premiums resulting from increases in wages and to meet heavier statutory commitments are also included under the heading of "Miscellaneous."

SUBSIDIARY SERVICES

Particulars of revenue, expenditure, and net revenue for the various subsidiary services are set out in Statements Nos. 4 to 9 inclusive, and the following table shows the variations in revenue and expenditure with that of the previous year:—

	Revenue.			Expenditure.		
	Amount, 1949.	Variation, 1949 with 1948.		Amount, 1949.	Variation, 1949 with 1948.	
		£	Per Cent.		£	Per Cent.
Lake Wakatipu steamers ..	13,630	+ 634	4·87	18,593	+ 2,132	12·95
Refreshment service ..	335,240	+ 10,238	3·15	355,535	+ 23,869	7·20
Bookstall service ..	247,308	+ 8,523	3·57	242,917	+ 6,013	2·54
Advertising service ..	59,673	+ 4,762	8·67	45,762	+ 5,014	12·30
Dwellings ..	172,084	+ 4,502	2·69	319,349	+ 38,031	13·52
Other buildings ..	56,700	— 3,044	5·10	47,267	+ 63	0·13
Road motor services ..	1,910,251	+168,465	9·67	1,882,915	+216,410	12·99
Miscellaneous revenue (non-operating)	463,960	— 41,826	8·27	..	..	..
Totals ..	3,258,846	+152,254	4·67	2,912,338	+291,532	11·12

The main item in this table is the increased revenue of the road motor services. The increase of £168,465 over the previous year has brought the road services' revenue to the new record of £1,910,251, due to an expansion in every phase of the services' operations. The only important service acquired during the year was Wheeler's Pukekohe—Auckland service. The road services further extended their operations in the Ashburton-Oamaru area consequent upon the discontinuance of mixed trains on this route.

Expenditure rose in higher ratio than revenue, mainly by reason of the higher wages-rates now applying and the higher depreciation charges, fixed charges, and licence fees resulting from the purchase of additional vehicles.

The increase in revenue attributed to the refreshment services has been due mainly to the reopening of the Wellington Station dining-room.

LOCOMOTIVE FUEL

The following table shows the consumption and stocks of locomotive coal during the past nine years:—

Year ended 31st March.					Coal Consumption.			Coal Stocks
					Hard.	Soft.	Total.	
					Tons.	Tons.	Tons.	Tons.
1941 .. .. .	..	..	..	..	298,465	230,087	528,552	76,109
1942 .. .. .	..	..	..	..	307,948	229,784	537,732	73,332
1943 .. .. .	..	..	..	..	333,773	278,068	611,841	65,087
1944 .. .. .	..	..	..	..	284,688	349,319	634,007	20,817
1945 .. .. .	..	..	..	..	205,577	371,349	576,926	20,954
1946 .. .. .	..	..	..	..	209,943	400,143	610,086	11,841
1947 .. .. .	..	..	..	..	233,651	360,180	593,831	7,166
1948 .. .. .	..	..	..	..	279,738	288,240	567,978	9,988
1949 .. .. .	..	..	..	..	251,302	294,513	545,815	30,483