

1892.

NEW ZEALAND

THE RAILWAY WORKSHOPS.

Return to an Order of the House of Representatives dated 5th July, 1892.

Ordered, "That the Minister for Public Works be requested to obtain from the Railway Commissioners, for presentation to this House, a Return showing (1) the number of locomotives at present in the Government workshops awaiting repair, with the time (in months) during which they have been so standing; (2) the value and description of work executed in the Government workshops for other than Government railway purposes since the Railway Commissioners took office; (3) the number of apprentices who have completed their apprenticeship-terms in Government workshops, with the number of such apprentices who have received appointments as journeymen during the Commissioners' term of office, (4) the number of improvers introduced into Government workshops from outside sources during the same period."—(MR. SANDFORD.)

1. NUMBER of Locomotives at present in the Government Workshops awaiting Repair, with the Time (in Months) during which they have been so standing.

Nil.

2. VALUE and Description of Work executed in the Government Workshops for other than Government Railway Purposes, since the Railway Commissioners took Office.

Value £9,988 17s. 5d.

Description Repairing velocipede, 1 double velocipede, 2 mailroom boards, 6 brass bearings, &c., 26 notice-boards, repairing velocipede, 3 velocipede wheels, repairing stone-crusher, boring cylinders, &c., timber for car-panelling, 20 high-side wagons, 2 wash-out plugs, 1 velocipede, 1 set of brake-blocks, 1 top plate for spring, 4 axle-boxes, 1 velocipede, 2 fusible plugs, 1 spur-wheel for velocipede, spanners for cylinders, 1 velocipede, repairing velocipede, 2 pair velocipede handles, pointing 12 rails, forging 2 taps and 2 dies, 2 tarpaulins, repairing stone-crusher, converting rails into telegraph poles, 50 telegraph poles from old rails, 1 fender from old rail, 1 spring (Class A), overhauling engine, loading rails, repairing engine, 7 pair union fish-plates, forging piston-rod, repairing engine-springs, repairing diamond drills, ditto, working diamond drills, fitting 2 pairs wheels and axles, repairing diamond drills, repairing engine-spring, repairing engine boiler (Class V), repairing engine (Class V), repairing engine-springs, repairing 2 diamond drills, 24 coupling-pins, case-hardening 4 pins and 2 blocks, repairing engine boiler repairing 2 springs, repairing 4 bogie-springs, repairing 3 bogie-springs, repairing 1 bogie-spring, screw, &c., eccentric rod, repairing engine-springs, &c., repairing 2 springs, starting to work Davey motor repairing diamond drills, repairing 5 springs, 12 small brass castings, repairing 2 buffers, 1 engine-spring, repairing diamond drills, 1 set engine-springs, 24 brake-blocks (Class F), repairing 2 buffers, 1 set ferrules (Class F), brazing 93 tubes, 2 coupling-rod brasses, 2 sets of keeps for wheels, turning dynamo spindle, piecing tubes and repairing 8 springs, 6 valves for injector, 1 engine-spring, 3 buffer-yokes and 6 springs, brazing 103 tubes, 2 sets eccentric brasses and 5 springs, 18 spittoons, 2 slide-valves (Class F) 1 pair wheels and axles, 1 set springs, 4 pairs brass butts, 1 set rod brasses, &c., 1 set rod brasses (Class C), repairing diamond drills, slide-valve, &c. "Hinemoa," repairing Davey motor, 2 crank-pins and pair brasses, erecting Davey motor case-hardening 15 rollers, repairing engine-springs, 2 sets axle-box brasses, 2 brasses for leading-wheels, 1 set side-rod brasses, &c., turning up wheels, repairing 1 piston-rod, 1 set connecting-rod brasses, turning and planing, 3 sets engine-springs, repairing engine-boiler, planing, repairing engine-wheels, setting up 33 wagon-springs, setting up 25 wagon-springs, 3 steam-brake valves, 1 set side-rod brasses (Class F), repairing 4 engine-springs, 4 sets brake-blocks, 1 fire-hole-ring, fitting brake-shoes on 7 vans, additions to dynamo spindle, 4 plugs and 2 spanners, repairing tarpaulins, loading-machine and weighing-engine, repairing hand-truck, 2 wagon-springs, 4 sets brake-blocks and repairing engine, 2 sets slide-blocks, 1 tarpaulin, repairing engine, 1 engine-spring, repairing 1 Miller's proof staff, preparing 560 telegraph poles, turning engine-wheels, tiring 2 pairs wheels, 1 set 3-throw switches (40lb.), planing, 80 yards rack-netting, 6 pieces car-netting, setting up 24 wagon-springs, 6 car-door locks, 2 sets metallic packing, 1 set oil-cups and 2 lamps for lubricator, piston, valve-rod packing and metallic packing, repairing engine-springs, 20 tarpaulins (oiled), 10 M wagons, 1 shaft for steamship "Stella," 4 buffers, channel-iron, &c., 1 forging, 3 sets side- and coupling-rod brasses, 1 rail-press on trolley, 3 crank-shafts, 6 buffers, channel-iron, &c., 24 buffers, 3 sets wheels and axles, &c., 2 cast-iron piston-heads, 6 piston metallic packing-springs, &c., planing, repairing mail-trolley, 6 piston metallic packing-springs, &c., 7 springs, 2 crank-shafts, 1 forging, planing, bottom-dies for rail-press, planing, frosting 12 sheets of glass, setting up 24

wagon-springs, 3 blow-off cocks, 1 car roof-lamp, 1 slide-valve, 2 valve-spindle crossheads (V), repairing steam-pipe, 1 driving-spring, 1 piece forged iron, 1 leading-spring (F), repairing engine-spring, 20 steel rollers, 7 double-bogie meat-vans, 2 double sets water-gauge mountings, 1 set engine-springs, 12 hand signal-lamps, 2 cast-iron funnels, planing, 1 platform-barrow, 10 sets points and crossings (53lb.), 1 set balance slide-valves, &c. 1 crank-shaft, 6 ambulance stretchers, 6 forged bars, 4 sets wheels and axles, 2 fusible plugs, 1 diamond crossing, 1 wagon draw-bar, 4 pieces old tires, bending 6 plates, 2 ambulance stretchers, repairing engine-springs, repairing boiler (incomplete), repairing pump-engine (Sunnyside), 1 set balance slide-valves, spindles, and steam-chests, 4 tarpaulins, 4 bars forged iron, 2 steel wedges, 1 brake-screw and nut, overhauling engine, &c., slide-valves and fittings, white-metal rings, &c. 2 locks and 6 keys, 12 high-side wagons, 2 gauge glass-cocks, fitting plugs, &c., to guns, repairs to machinery of freezing-hulk, repairing boat, turning wheels, fixing crank-pin, overhauling locomotive, ditto, repairs to F locomotive, 12 tarpaulins, 1 outlet-valve, testing bar-iron, 4 axle-boxes, repairing and testing 1 pressure-gauge, 2 powder-tanks, supply and bend 30ft. rail, 1 set side- and coupling-rod brasses, 1 brake-screw and nut, 2 bogie-wheels, &c.; 1 portable cast-iron forge, 2 sets brake-blocks, repairing engine, 12 spiral springs, 2 cast-iron funnels, repairing 4 springs, 2 wash-out plugs, 1 ballast-plough, 3 steam brake-valves, repairing locomotive, fixing girders, repairing locomotive, repairing 2 cast-iron pulleys, turning up axles, repairs to locomotive (Class F) ditto, overhauling locomotive (Class C), turning up wagon-axles, repairs to valve (C), repairing water-cock, boring side-rod brasses, &c., fitting side-rod brasses, &c., repairing 2-ton hand-crane, boring pinion-wheel, repairs to Class C locomotive, fitting wheels and axles, fitting steel plate, repairing engine springs, boring engine wheels, turning piston-rods, brake-block screws, turning wheels, &c. turning up tubes, &c., repairing springs, &c., repairing diving apparatus, overhauling F engines, repairing side-rods, &c., repairing class C spring, repairing steam-chest cover repairing Class F engine, turning up wagon-axles and wheels, facing up mitres and valves, turning up steel shaft, screwing bolt-ends, fitting new tube (C), cutting brake-screw, repairing engine-springs, cylinder-cover turning up engine-wheels, repairing clack-valve of locomotive, repairs to brake-screw turning wheels and repairing springs, tap and studs, repairing Class C locomotive, cutting steam-pipe, boring and turning fly-wheel, repairing cylinder-cover, fixing in firebars, &c. repairing axle-brasses, repairing wheels and axles, repairing injectors, &c., boring brake-hanger &c., boring plug-seatings, repairing dredge, repairing engine of steamship "Moss Rose," repairing slide-valve, repairing slide-valves, turning up ferrules, planing and fitting side- and connecting-brasses, boring holes in springs, cutting rivets, boring out wheel, repairing pressure-rings on steamship "Poherua," finishing off 6 valve-plugs, fitting up wagons for holidays, welding collar and screw, boring out casting, nuts, boring out cone, repairing pump, boring valve-seat, screw-bolts and nuts, turning up wheels, turning up set of crank-pins (F), turning up valve-spindle, setting up springs, facing up valve-spindle, boring tumbler for dredge, cutting 2 iron rails, boring out cushion, boring and shaping brasses, turning safety-valve, repairing coal-shoot, boring out 2 cones, boring out water-column, planing and boring side, &c., brasses, turning up axles, turning up cross-head pin, planing bars for dredge, boring 2 pinions, nut for injector-handle, turning safety-valve, turning journal-shaft, boring out pinion, ditto, ditto, turning up piston-rings, turning up 3 mandrills, turning up spindle, repairing 3-ton crane, boring out pinions, repairing safety-valve springs, turning up wheel-tires, repairing cog-wheel crane, turning shaft, turning springs, turning palm-stays, repairing draw-hook and bolts, planing blocks and crossings, turning shaft and drum-cocks, repairing crane, facing up hydraulic valve, planing and boring brasses, repairing piston-rings, fitting up advertisement-plates, fitting ballast-plough to wagon, turning up piston-rings, turning saw-collar, turning brasses, &c., boring and screwing nuts, turning valve-spindle, turning spindle, fitting water-tank with valve, repairing dredge, screw gaspipe.

3. NUMBER of Apprentices who have completed their Apprenticeship-terms in Government Workshops during the Commissioners' Term of Office.

Fifty-eight.

NUMBER of such Apprentices who have received Appointments as Journeymen during the Commissioners' Term of Office.

Forty-eight (fourteen journeymen and thirty-four improvers)

4. NUMBER of Improvers introduced into Government Workshops from Outside Sources during the Commissioners' Term of Office.

Eleven.

12th July, 1892.

T F ROTHERAM,
Locomotive Superintendent.

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