

Stationary Engines and Cranes.—The repairs and renewals to stationary engines and cranes were as follows :—

Description.	Number passed through Shops.	Built new.	Erected new.	Re-erected.	Heavy Repairs.	Light Repairs.	Painted.	Touched up.	Boiler-repairs.					
									Heavy Repairs.	Light Repairs.	New Boilers.	New Tubes (Sets).	Pieced Tubes (Sets).	Boiler patched.
Hand-cranes	22	...	...	...	6	16	3	5	...	...	...	...	...	...
Steam-cranes	49	2	1	2	10	34	5	12	...	9	...	...	...	2
Hydraulic cranes...	1	...	...	...	...	1	...	...	...	...	...	...	...	...
Stationary engines ...	16	...	...	...	1	3	...	...	4	12	...	3	1	5
File-drivers and hoisting-engines	5	...	...	...	1	4	...	1	...	...	2	...	...	...

Two 10-ton hand-cranes were taken over with Wellington and Manawatu Railway.

Axles.—During the year 1,019 car, van, and wagon axles were replaced with modern steel axles : this number does not include new stock built. The replacement of old iron axles with modern steel axles is being pushed on as expeditiously as possible. The steel axles increase the carrying-capacity of wagons by 2 tons.

Westinghouse Brake.—All new engines and rolling-stock built for North Island Main Line and Branches, also for South Island Main Line and Branches, are equipped with the quick-acting Westinghouse brake before being placed in traffic. Efficient arrangements are in force for the upkeep and examination of the Westinghouse brake.

Car-lighting.—The oil-gas manufactured at the five separate Pintsch Gasworks amounted to 5,690,390 cub. ft., costing 2s. 2-44d. per 100 cub. ft. Carriages lighted with Pintsch gas are being equipped with incandescent inverted mantles as quickly as possible. These mantles have effected a marked improvement in car-lighting, besides being more economical.

Workshops.—Various additions to workshop plant and appliances have been effected. The sum of £10,956 was expended on new machinery during the year.

Motor-cars.—Cars in service have been kept in good and efficient working-order.

Steamers.—The Railway Department's steamers on Lake Wakatipu have been maintained in good order and condition.

Retaring Wagons.—When wagons are in workshops for repairs the tare weight is checked ; also, at intervals not exceeding twelve months the tare of all goods-wagons in service is checked and adjusted.

Renewals and Replacements.—During the year under review one old worn-out four-wheel car, three old four-wheel brake-vans, two coal hopper-wagons, and 1,627 tarpaulins were condemned and written off ; also, two four-wheel horse-boxes were destroyed by fire. These were respectively replaced with one standard 50 ft. car, three standard bogie brake-vans, two standard coal hopper-wagons, 1,627 new tarpaulins, and one new bogie horse-box. In accordance with the practice of the Department, rolling-stock sold, worn out, or broken up is written off, and replaced with standard vehicles, and the cost debited to working-expenses.

Train Running and Mileage.—There has again been a very marked increase in train-mileage. Compared with 1907-8 the increase for 1908-9 is 406,962 train-miles, or equal to 5-77 per cent., and 788,773 engine-miles, being equal to 8-17 per cent.

The increased cost per train-mile is due to the increased cost of wages, fuel, and materials.

The following table shows particulars of the expenditure per train-mile :—

Year.	Train-mileage.	Engine-mileage.	Cost in Pence per Train-mile.		
			Locomotive Branch.	Car and Wagon Branch.	Total.
1908-9	7,458,236	10,442,829	20-22	5-34	25-56
1907-8	7,051,274	9,654,056	19-49	5-47	24-96

MAINTENANCE.

Mr. J. Burnett, Chief Engineer, reports as follows :—

Permanent-way.—The track generally is in good condition. The following statement shows the relaying done during the year :—

	Miles.
Main line relaid with 70 lb. steel material	93
Branch lines, 30 lb. and 40 lb., relaid with second-hand 53 lb., &c., steel material removed from main line	30
Total relaying for the year	123