

Thirty-eight cars were under construction in the railway workshops at close of the year, but owing to want of material the work is progressing very slowly.

*Brake-vans.*—The number of brake-vans on the line on the 1st April, 1917, was 440, and the number on the 31st March, 1918, was 444. Four new vans were built and added to stock.

The following table shows the work done on brake-vans during the year :—

Description.	Number passed through Shops.	Built new.	Thoroughly overhauled.	Heavy Repairs.	Light Repairs.	Painted.	Paint touched up.
Brake-vans .. .. .	731	4	10	260	457	161	200

Twelve bogie vans were under construction at close of the year.

*Wagons.*—The wagon stock on the 1st April, 1917, consisted of 21,940 vehicles, and the number on the 31st March, 1918, was 22,073. Sixteen wagons were sold. One hundred and forty-nine new wagons were built and added to stock. Of this number 137 were additional stock, and the balance, twelve, was to replace wagons sold.

The carrying-capacity of wagon stock was increased by 2,547 tons, equal to 1.35 per cent., or an equivalent of 425 ordinary wagons.

The following table gives particulars of work done on wagons during the year :—

Description.	Number passed through Shops.	Built new.	Re-erected.	Rebuilt.	Thoroughly overhauled.	Heavy Repairs.	Light Repairs.	Painted.	Paint touched up.
Wagons ..	21,712	149	12	41	62	5,090	16,358	3,563	9,029

One thousand and fifty wagons were under construction in the railway workshops at the close of year, and comprised 175 bogie and 875 four-wheel wagons, but the work is proceeding very slowly owing to want of material.

*Tarpaulins.*—The tarpaulin stock on the 1st April, 1917, was 17,532, and on the 31st March, 1918, the number was 17,632. One hundred new tarpaulins were made in railway workshops and added to stock; 692 worn-out tarpaulins were condemned and written off, and replaced with a similar number of new tarpaulins.

The following table gives details of the work on tarpaulins for the year :—

Description.	Number passed through Shops.	Manufactured new.	Condemned and replaced with New Tarpaulins.	Repaired.
Tarpaulins .. .. .	20,658	100	692	19,866

Nine hundred and fifty tarpaulins were being manufactured in the railway workshops at the close of the year, but the shortage of canvas is seriously retarding the work.

*Stationary Engines and Cranes.* The repairs and renewals during the year were as follows :—

Description.	Number passed through Shops.	Heavy Repairs.	Light Repairs.	Painted.	Touched up.	Boiler-repairs.					
						Heavy Repairs.	Light Repairs.	New Tubes (Sets).	Tube, pieced (Sets).	New Firebox Tube-plate.	Boilers patched.
Hand-cranes .. .. .	21	8	13	5	8	..	..	..	..	..	..
Steam-cranes .. .. .	25	8	17	6	7	..	3	..	..	..	2
Stationary engines .. .. .	31	..	3	..	..	7	24	1	2	1	11
Pile-drivers and hoisting-engines:..	6	1	5	..	2	..	2	..	..	..	..
Pneumatic cranes .. .. .	3	2	1	..	..	..	..	..	..	..	..

*Axles.*—During the year 512 car, van, and wagon axles were replaced with modern steel axles; this number does not include axles for new rolling-stock. The steel axles increase the carrying-capacity of each wagon by 2 tons.

*Westinghouse Brake.*—The work of equipping engines and rolling-stock on the Westland Section is in hand, but so far only the Greymouth-Otira passenger-trains have been equipped, owing to want of material. Efficient arrangements are in force for the examination and upkeep of the Westinghouse brake. All new engines and rolling-stock built for sections upon which the air-brake is in operation are equipped with it before being put into service.