and pump has been installed in connection with the water service; a 7½-horse-power motor has been obtained for the locomotive machine shop, and will be installed as soon as building is ready. Addington—The main switchboard for eventual complete electrification equipment has been installed; two additional motors have been installed and brought into use, making a total of twenty-three D.C. and eight A.C., aggregating 204 horse-power D.C. and 71 A.C., or a total of 275 horse-power. The installation of an additional 150-horse-power motor is in hand. Hillside—A small electric motor has been installed to drive a sewing-machine in the locomotive workshops.

Level Crossings—Automatic Alarm-bells.

No additional automatic alarm-bells were installed during the year owing to skilled labour not being available.

The number of crossings equipped with automatic bells is thirty.

Expenditure.

Particulars of the expenditure for the year on electric block working, telegraph and telephone facilities, electric lighting and power, &c., is as follows:—

New works—	£	s.	d.
Electric tablet-working	92	8	3
Telegraph and telephone lines	3,716	6	0
Electric light	4,569	16	2
Electric motor, &c.	3,042	17	10
Level-crossing alarms	...		
	£11,421	8	3

Maintenance—	£	s.	d.
Electric block working and telegraph and telephone lines	14,669	10	8
Lines, &c., maintained by Post and Telegraph Department	1,753	8	6
Electric light	4,853	19	2
Electric motors, cranes, fire-alarms, level-crossing bells, &c.	952	15	4
	£22,229	13	8

LOCOMOTIVE.

Mr. H. H. Jackson, Chief Mechanical Engineer, reports as follows:—

Locomotives.—On the 1st April, 1918, there were 624 engines in service, and on the 31st March, 1919, there were 620 engines. Five second-hand tank engines were sold and were written off stock, One new heavy tank engine, 4–6–4 type, Class Ww, was built in the Government railway workshops.

In the Government railway workshops to date 187 engines have been built, and twenty-four old locomotives have been rebuilt. Five hundred and seven locomotives passed through the workshops during the year, the details of work done being as follows:—

Particulars.	Number and Type.					Total.
	Four-cylinder *Balanced-compound* Tender Engines.	Tender Engines.	Tank Engines.	Fell Engines.	Single Fairlies.	
Number passed through shops	60	201	234	4	8	507
Built new	..	..	1	..	..	1
Re-erected	..	..	8	..	..	8
Converted	..	1	..	..	..	1
Thoroughly overhauled	19	47	41	3	2	112
Heavy repairs	22	74	53	1	3	153
Light repairs	19	79	131	..	3	232
Painted	18	58	42	4	1	123
Paint touched up	32	103	63	..	7	205

Included in the above are two engines for Public Works Department and one engine for a private line.

At the close of the year there were on order in the railway workshops fourteen engines, consisting of ten Pacific type simple superheated tender engines, Class AB, and four heavy tank engines, 4–6–4 type, Class Ww.