

Included in the above are six electric engines erected for Public Works Department, three engines repaired for the Public Works Department, and two engines repaired for a private line.

At the close of the year there were on order in the railway workshops twenty-two engines, consisting of ten simple superheated tender engines, Pacific type, Class AB, and twelve heavy tank engines, 4-6-4 type—one Class WAB and eleven Class Ws. There were also on order from Messrs. A. and G. Price (Limited), Thames, eleven Pacific-type engines, Class AB. Altogether there were on order on the 31st March, 1924, thirty-three engines.

The tractive power of locomotives was increased by 405,836 lb., equal to 4.19 per cent.

Boilers.—The work on renewals and repairs has been kept well up to date. The following statement shows details of boiler-work done :—

Description.	Number passed through Shops.	Built new.	Heavy Re-pairs.	Light Re-pairs.	New Tubes (Sets).	Pieced and Second-hand Tubes (Sets).	Super-heater Tubes (Sets).	Pieced and Second-hand Superheater Tubes (Sets).	New Smoke-box Tube-plate.	New Fire-box.	New Firebox Tube-plate.	Number of Boilers patched.
Boilers	407	33	124	250	99	16	29	11	9	21	34	113

Included in the above are four boilers repaired for the Public Works Department, one for a private line, and one for Cape Foulwind line.

Fifty-three new boilers were in hand at the close of the year, consisting of twelve Class A, eleven Class AB, three Class B, five Class J, one Class N, one Class U, two Class UA, one Class WA, one Class WAB, four Class WB, one Class WE, and eleven Class Ws.

Carriages.—The stock on the 1st April, 1923, was 1,498, and on the 31st March, 1924, the number was 1,527. Thirty-seven new cars were built, twenty-eight of which were additional stock, the balance to replace stock condemned, sold, and converted to wagons. Six cars were condemned and written off stock, and two obsolete cars were converted into sleeping vans.

The following table shows details of car-work done during the year :—

Particulars.	Number and Type of Carriage.			Total.
	Bogie.	Six-wheel.	Four-wheel.	
Number passed through shops ..	2,520	90	15	2,625
Built new	37	..	..	37
Erected new	4	..	..	4
Rebuilt	2	..	..	2
Thoroughly overhauled	365	1	..	366
Heavy repairs	857	15	1	873
Light repairs	1,255	72	14	1,341
Converted .. ..	..	2	..	2
Painted	609	4	..	613
Paint touched up	953	3	..	956

Included in the above are ten cars repaired for Cape Foulwind line, and one for a private line.

One hundred and six cars were under construction at the close of the year in the railway workshops.

Brake-vans.—The number of brake-vans on the 1st April, 1923, was 461, and the number on the 31st March, 1924, was 461. One bogie brake-van was built to replace a four-wheel van condemned and written off.

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

Description.	Number passed through Shops.	Built new.	Erected New.	Thoroughly overhauled.	Heavy Repairs.	Light Repairs.	Painted.	Paint touched up.
Brake-vans	1,272	1	1	85	310	875	161	317

Included in the above are six brake-vans repaired for the Cape Foulwind line.

Five bogie brake-vans were under construction at the close of the year.

Wagons.—The wagon stock on the 1st April, 1923, was 25,645, and the number on the 31st March, 1924, was 25,734. Eighty-nine wagons, comprising thirty-one bogie and fifty-eight four-wheel, were built in the railway workshops. Two four-wheel wagons were converted from obsolete cars. Two four-wheel wagons were condemned and written off.

The carrying-capacity of wagon stock was increased by 1,667 tons.