

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

Description.	Number passed through Shops.	Built new.	Rebuilt.	Thoroughly over-hauled.	Heavy Repairs.	Light Repairs.	Painted.	Paint touched up.
Wagons	30,660	89	62	1,462	12,665	16,382	4,382	16,754

Included in the above are twenty-eight wagons repaired for the Cape Foulwind line.

At the close of the year there were under construction in the railway workshops 609 wagons, consisting of 137 bogie and 472 four-wheel wagons.

Tarpaulins.—The tarpaulin stock on the 1st April, 1923, was 20,582, and on the 31st March, 1924, the number was 20,582. 1,652 new tarpaulins were made in the railway workshops, 1,600 to replace missing sheets, 40 for the Public Works Department, and 12 for a private line. 622 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	32,705	1,652	622	30,431

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

Description.	Number passed through Shops.	Built new.	Thoroughly over-hauled.	Heavy Repairs.	Light Repairs.	Painted.	Paint touched up.	Boiler-repairs.						
								Built new.	Heavy Repairs.	Light Repairs.	New Tubes (Sets).	Piced and Se- cond - hand Tubes (Sets).	New Smoke- box Tube- plates.	No. of Boilers patched.
Hand-cranes ..	34	..	1	19	14	2	23	..	..	..	..	..	..	..
Steam-cranes ..	35	..	8	4	23	6	10	1	1	7	..	..	..	1
Stationary engines	27	..	1	1	1	..	1	..	8	19	2	6	1	10
Pneumatic coaling- cranes	14	1	4	5	4	9	3	..	..	..	..	..	..	..
Pile-drivers ..	1	..	..	..	1	..	..	..	..	..	..	..	..	..

General.—In addition to the engines, cars, brake-vans, and wagons repaired at the workshops, 38,255 engines, 64,553 cars, 11,525 brake-vans, and 84,129 wagons were repaired at out-depots in order to keep vehicles out of service the shortest possible time.

Axles.—During the year 4,872 car, van, and wagon axles were replaced with modern steel axles. This number does not include axles for new rolling-stock.

Westinghouse Brake.—The work of equipping the engines and rolling-stock on the Westland Section with the Westinghouse brake will be completed early this year. Efficient arrangements are in force for the examination and upkeep of the Westinghouse brake.

Train Running and Mileage.—There has been an increase of 677,772 miles in train-mileage as compared with 1922–23.

The engine-mileage has increased by 978,444 miles as compared with the previous year.

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.
1923–24	9,024,503	12,450,796	50·35	14·65	65·00
1922–23	8,346,731	11,472,352	61·00	15·40	76·40