

Locomotive Department controls the upkeep of all carriages and wagon stock in service. It also covers the examination of trains for defects in rolling-stock and for overhauling of vehicles. Carriage and Wagon Inspectors are responsible for the sending of vehicles to shops for overhaul or repairs as are required, and also deal with the oiling of carriage and wagon axle-boxes, the manufacture of Pintsch gas and the gassing of carriages and vans, and the carrying-out of minor repairs, such as attending to hot boxes, damaged draw-gear, &c.

Building of New Carriages and Wagons.

Carriages and wagons are constructed at Newmarket, Petone, Addington, and Hillside only.

Arrangements for Overhaul of Carriages and Wagons.

The carriage and wagon stock requiring workshop repair are overhauled as marked for the shops by the carriage and wagon staffs, and, except in the case of wagons sent in for brake overhaul only, no stock after being received in the shop for repair may again be returned to service without being "passed out" by the Carriage and Wagon Inspector, the "pass out" being a personal examination of such vehicle by the officer mentioned. Where, however, there is insufficient carriage and wagon work to justify the appointment of a Carriage and Wagon Inspector the passing-out is dealt with by the Workshop Foreman.

In the fitting-shop at the various works there is a leading fitter responsible for the overhaul of the Westinghouse brake on vehicles passing through, and for attending to the steam-heating and Pintsch-gas lighting of carriages. There is a leading fitter responsible for the manufacture of bogies for new stock and for all necessary fitting-work on carriage-seats, door-locks, parcel-net fittings, &c., and another leading fitter in connection with stores and electric lighting on carriages.

Carriage-shop.

Work in the carriage-shop embraces the building of new carriages and wagons (except all steel stock), and repairs to existing stock, under the charge of a Foreman Carpenter. The repairs include the lifting of vehicles for changing wheels on account of worn tires or axles, examination and replacement of damaged draw-gear, adjustment of hand and air brakes, replacement of worn brasses, &c.

Paint-shop.

A Foreman Painter is responsible for the painting of rolling-stock, glazing of carriage-windows, and upholstering-work for carriage seats and cushions. The condition of the carriages generally appears to be satisfactory.

Tarpaulins.

New stocks of tarpaulins are made at Addington, and repairs to and replacements of worn-out tarpaulins are carried out there, and also at Newmarket and East Town.

Westinghouse Brake.

The Westinghouse brake is used on practically all the rolling-stock of the New Zealand railways. Periodical overhaul is carried out at Newmarket, Addington, Hillside, Invercargill, and Greymouth Workshops, and at the Carriage and Wagon Inspectors' repair depots at Frankton Junction, Wanganui, Woodville, Wellington, Timaru, and Oamaru.

Carriage- and Wagon-wheel Centres.

The manufacture of carriage- and wagon-wheel centres is undertaken at Hillside, piecework rates being in operation. This is the only class of work in which such rates apply.