

*Boilers.*—Twenty-eight boilers were built, 123 received heavy repairs, 97 medium repairs, 243 light, and 27 wreck or defect repairs. Included in the above are three boilers repaired for Public Works Department, and four for private firms. Twenty boilers were in hand at the close of the year, and ten have been ordered from Great Britain.

*Carriages.*—On the 31st March, 1926, there were 1,599 cars. Forty-six cars were added to the stock. Eight old cars were sold, and five old cars were written off, and one second-hand car was converted to a sleeping-van.

Details of car work were as follows: Number passed through workshops, 2,433; built new, 46; converted, 1; heavy repairs, 1,512; light repairs, 874. Included in the above are seven cars repaired for the Cape Foulwind line. Nineteen cars were on order at the end of the year, included in which were ten sleeping-cars to a new design.

*Rail-cars.*—There were three rail-cars on the line on the 31st March, 1926. During the year two Ford rail-cars were added to the stock, and two old rail-cars were written off.

It is expected that a Clayton car and an Edison storage-battery car will be placed in service early in the current year.

*Brake-vans.*—On the 31st March, 1926, there were 476 brake-vans in service. Eighteen vans were built, and two vans were written off.

Details of work done on brake-vans were as follows: Number passed through workshops, 825; built new, 18; heavy repairs, 429; light repairs, 378. There were four vans in hand at the close of the year.

*Wagons.*—On the 31st March, 1926, there were 26,281 wagons in stock. The additional stock comprised sixty-eight bogie, 299 four-wheel, built in the Government workshops, and one four-wheel converted from a second-hand car. Forty four-wheel wagons were written off, and seventy-five four-wheel wagons were sold. The carrying-capacity of wagons was increased by 4,213 tons.

Details of work done on wagons were as follows: Number passed through workshops, 29,924; built new, 367; rebuilt, 14; heavy repairs, 15,129; light repairs, 14,414.

Included in the above are 103 wagons required for the Cape Foulwind line. In addition, material for six bogie wagons was prepared for the Public Works Department.

There were on order at the end of the year forty-two bogie and 302 four-wheel wagons. Included are two rail tank-wagons being built for a private firm for carriage of motor-spirit in bulk. During the current year an additional twenty wagons of a similar type will be constructed for private firms.

*Tarpaulins.*—The tarpaulin stock on the 31st March, 1926, was 21,875. Four hundred new sheets were added to stock; 1,915 worn-out tarpaulins were replaced with a similar number of new sheets. Twenty tarpaulins were also made for the Public Works Department.

The work done on tarpaulins during the year was as follows: Number passed through workshops, 42,080; manufactured new, 420; condemned and replaced, 1,915; repaired, 39,745.

*Axles.*—During the year 3,366 car, van, and wagon axles were replaced with modern steel axles.

*Train-lighting.*—On the 31st March, 1926, there were 108 cars fitted with electric light. It is the intention to equip all main-line cars which may run on mail or express trains with electric light within two years.

*Engine Headlights.*—The total number of locomotives fitted with electric headlights on the 31st March, 1926, was eighty-seven. All new locomotives will be fitted, and engines running on fast passenger-trains will also be equipped. This work will be completed during the current year, when the equipping of engines on fast goods and mixed services will be proceeded with.

## STORES.

Mr. E. J. Guinness, Comptroller of Stores, reports as follows:—

The value of the stores, material, and plant (purchased under Railway vote) on hand at the 31st March, 1926, at the various stores, depots, and sawmills amounted to £977,322 13s. 8d., as against £988,009 6s. 10d. on 31st March, 1925.

The value of the stores on hand on account of additions to open lines amounted to £114,804 17s. 9d., as against £123,988 17s. 9d. on the 31st March, 1925.

The value of the stores on hand on account of Railway Improvement Authorization amounted to £25,260 12s. 10d., as against £10,816 6s. 10d. on the 31st March, 1925.

The whole of the stock is in good order, has been systematically inspected, and is value for the amount stated.