

There was an increase of 160,437 lb. (equal to 1.43 per cent.) in the tractive force available due to the above alterations in stock, also to locomotives being reboilered.

In the Government Railway workshops 229 engines have been built to date, and twenty-four old locomotives have been rebuilt.

Details of work on locomotives in the Government Workshops during the year were as follows : Number passed through workshops, 701 ; built new, 12 ; overhauled, 198 ; medium repairs, 37 ; light repairs, 158 ; defect repairs, 203 ; running repairs, 58 ; wreck repairs, 35. Included in the above are five engines repaired for the Public Works Department and two engines for private firms.

There were on order at the close of the year two Class WAB being built in the Government Railway workshops, and two Class Ws being built by Messrs. A. and G. Price, Ltd., Thames.

Boilers.—Twenty-five locomotive-boilers were built, eighty-five received heavy repairs, sixty-one medium repairs, and 285 light repairs. Included in the above are one boiler built and seven repaired for the Public Works Department, and two repaired for private firms. Fifteen boilers were in hand at the close of the year, and twelve boilers have been ordered from Great Britain.

Carriages.—On the 31st March, 1927, there were 1,605 cars. Ten cars were added to the stock (six were built in the Government Railway workshops, including one Ministerial car with observation end, and four were taken over with the Cape Foulwind line). Four old cars were written off.

Details of car work were as follows : Number passed through workshops, 2,191 ; built new, 6 ; heavy repairs, 1,364 ; light repairs, 821.

Eighteen cars were on order at the end of the year.

Rail-cars.—There were five rail-cars on the line on the 31st March, 1927. During the year a Clayton car and an Edison storage-battery car were added to the stock. The repairs to rail-cars during the year were as follows : Light repairs, 6 ; defect repairs, 1 ; running repairs, 1 ; wreck repairs, 1.

Brake-vans.—On the 31st March, 1927, there were 477 brake-vans. Six bogie vans were built to replace old four-wheel stock written off, and two vans taken over with the Cape Foulwind line were added to the stock. One four-wheel van was sold.

Details of work done on brake-vans were as follows : Number passed through the workshops, 717 ; built new, 6 ; heavy repairs, 366 ; light repairs, 345. There were twenty vans on order at the close of the year.

Wagons.—On the 31st March, 1927, there were 26,513 wagons in stock. The additions during the year were twenty-four bogie and 192 four-wheel, built in the Government Railway workshops, thirty-three four-wheel taken over with the Cape Foulwind line, and three four-wheel converted from second-hand cars. Seventeen four-wheel wagons were sold, and three were written off. The carrying-capacity was increased by 257 tons.

Details of work done on wagons were as follows : Number passed through workshops, 26,976 ; built new, 216 ; rebuilt, 21 ; heavy repairs, 13,825 ; light repairs, 12,914. In addition to the above, three rail tank-wagons were built for private firms for the carriage of motor-spirit in bulk ; also thirteen underframes and bogies were made to have the petrol-tanks fitted by Messrs. A. and G. Price, Ltd., Thames. Four four-wheel wagons were also built for the Public Works Department.

There were on order at the end of the year sixteen bogie and 290 four-wheel wagons. In addition, fifteen rail-tank wagons are being built for private firms.

Tarpaulins.—The tarpaulin stock on the 31st March, 1927, was 21,875. 2,937 worn-out tarpaulins were replaced with a similar number of new sheets.

The work done on tarpaulins during the year was as follows : Number passed through workshops, 39,790 ; condemned and replaced, 2,937 ; repaired, 36,853.

Axles.—During the year 817 car, van, and wagon axles were replaced with modern steel axles.

Train-lighting.—On the 31st March, 1927, there were 173 cars fitted with electric light. It is estimated that 160 additional cars will be fitted during the current year.

Engine Headlights.—The total number of locomotives fitted with electric headlights on the 31st March, 1927, was 130. All engines which run on fast passenger-trains have now been equipped with electric headlights. The work of fitting engines used for goods and mixed trains will now be proceeded with.

General.—During the year an inspection of various classes of rolling-stock was made by an officer from the Department's workshops, and it was found that a number of wagons required to be renewed. This work will be put in hand during the current year.

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, 1927, at the various stores, depots, and sawmills amounted to £1,047,209 14s. 5d., as against £977,322 13s. 8d. on the 31st March, 1926.

The value of the stores on hand on account of additions to open lines amounted to £108,547 9s. 10d., as against £114,804 17s. 9d. on the 31st March, 1926.

The value of the stores on hand on account of Railway Improvement Authorization was nil, as against £25,260 12s. 10d. on the 31st March, 1926.

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