

APPENDICES.

APPENDIX A.

GENTLEMEN,—

Locomotive Superintendent's Office, Wellington, 31st May, 1893.

I have the honour to report upon the Locomotive Department for the year ending 31st March, 1893.

The locomotives, carriages, wagons, vans, cranes, tarpaulins, machinery, and general plant, have been maintained in a thoroughly efficient condition, and in many cases have been considerably improved.

The various improvements that have been effected to the locomotives and rolling-stock generally continue to show excellent results, and warrant the department proceeding expeditiously with such works at every available opportunity.

The new class W^a locomotives recently built at the Addington Workshops are now running on the steep gradients between Wanganui and Turakina, and are doing excellent work.

The class E locomotives, which the W^a have replaced, were hauling 80 tons up the steepest gradient, whilst the new W^a engines are working 120 tons. Both engines are practically the same weight.

The rebuilt F class engines are giving good results, and can be further improved when the axle loads can be increased.

Locomotive Repairs and Rebuilding.—190 locomotives have passed through the shops. Of these, 7 have been entirely rebuilt to new designs, and their tractive-power largely increased; 41 were thoroughly overhauled; 46 received heavy repairs, and 96 light repairs; 61 were wholly painted; and 49 had the paint-work renewed or re-varnished. 128 boilers were overhauled, of which 15 had complete sets of new tubes; 25 had tubes pieced; 6 had new boiler-barrels; 13 new smoke-box tube-plates; 4 new copper fire-boxes complete; 4 new copper tube-plates; 40 received heavy repairs, and 85 light repairs; 10 locomotives and 1 crane had entirely new boilers; and 8 other new locomotive boilers are in hand.

Carriage and Wagon Repairs and Rebuilding.—526 carriages passed through the shops; 2 new carriages were built; 18 were rebuilt to an improved type; 152 were thoroughly overhauled; 52 received heavy repairs, and 300 light repairs; 157 were painted, and 202 had the paint-work renewed. One bogie brake-van was built, and 4 were rebuilt to an improved type; 56 were thoroughly overhauled; 22 received heavy, and 153 light repairs; 59 were painted, and 66 had the paint-work renewed. 3,555 wagons passed through the shops: of these, 29 were rebuilt; 26 converted to improved types; 854 thoroughly overhauled; 838 received heavy and 1,719 light repairs; 224 were fitted with standard continuous draw-gear; 1,050 were painted; and 1,040 had the paint-work renewed.

Thirteen bogie wagons have had their carrying capacity increased from 14 to 16 tons each, and twenty-one four-wheeled wagons from 5 to 6 tons each.

Steam Cranes and Stationary Boilers.—42 passed through the shops; 11 were thoroughly overhauled; 3 received heavy and 28 light repairs. One received a new boiler.

Tarpaulins.—4,703 were thoroughly repaired, and 274 new ones manufactured.

**Additional New Stock built in the Workshops and supplied out of Loan.*—*Four-wheeled Stock.*—16 highside wagons and 26 eight-ton coal-hoppers.

Bogie Stock.—5 highsides, 19 sheep-trucks, 3 cattle-trucks, 12 platform trucks, and 3 frozen meat trucks.

Expenditure.—The expenditure per train-mile in pence has been as follows:—

Year.	Train-mileage.	Engine-mileage.	Locomotive, per Train-mile.	Car and Wagon, per Train-mile.	Total.
1892	3,010,489	3,884,885	d. 14·12	d. 4·60	d. 18·72
1893	3,002,174	3,882,516	14·69	4·32	19·01

The running of a heavier traffic with a diminished train-mileage will mainly account for the higher rates of locomotive expenses per train-mile.

The usual returns are forwarded.

I have, &c.

The New Zealand Railway Commissioners,
Wellington.

T. F. ROTHERAM,
Locomotive Superintendent.

* This work was in completion of the previous year's order. Vide last year's annual report