

In this way I anticipate an increased net revenue, which will be available either to give better financial results or to grant further concessions in freight-charges for the natural products of the colony

The staff is in a high state of efficiency, and there is evidence of much zealous activity among all branches of the service. I desire to record my appreciation of the generous assistance accorded me at all times.

Attached hereto I have the honour to furnish the reports of the Locomotive Superintendent and of the Chief Engineer for Working Railways, showing the condition of the lines, structures, and rolling-stock; also of the Stores Manager with reference to the value and condition of stores in hand.

I have the honour to be,

Sir,

Your obedient servant,

T. RONAYNE,

General Manager

APPENDIX C.

ANNUAL REPORT ON THE WORKING OF THE LOCOMOTIVE DEPARTMENT 1894-95.

SIR,—

Locomotive Superintendent's Office, Wellington, 7th June, 1895.

I have the honour to report on the working of the Locomotive Department for the year ending 31st March, 1895.

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.

One of the new class U express engines has been completed during the year and is doing good work, though it is at present restricted to running only between Christchurch and Ashburton.

The rebuilt F and L engines are giving good results, and hauling big loads at a low cost.

Locomotive Repairs and Rebuilding.—175 locomotives have been passed through the shops. Of these, 1 has been erected new, and 2 entirely rebuilt; the tractive power of the latter has been largely increased, 29 were thoroughly overhauled, 46 received heavy repairs, and 96 light repairs. 59 were wholly painted, and 27 had paint or varnish renewed. 110 boilers were overhauled, of which 17 had complete sets of new tubes, 23 had tubes pieced, 1 had new boiler-barrel, 6 were supplied with new smoke-box tube-plates, 6 with new copper tube-plates, and 1 with new fire-box. 38 had boilers patched, 33 underwent heavy repairs, and 69 light repairs. 5 new locomotives and 3 new crane-boilers were completed during the year. The following new work is in hand: Compounding 2 locomotives, rebuilding 3 class F engines to F^a, and 1 class L to L^a, and building 5 new ones—namely, 3 class U and 2 class W^a. There are also 16 new boilers in hand.

Carriage and Wagon Repairs and Rebuilding.—502 cars passed through shops, 2 new bogie cars were built, and 5 old-type four-wheeled and 5 six-wheeled cars were entirely rebuilt to 10 class A bogie cars, and 1 class C was converted to class B. The following work is in hand: 2 new 41ft. saloon cars, 6 old-type four-wheeled and 2 six-wheeled cars are under conversion to 8 class A bogie cars. 60 cars were thoroughly overhauled, 76 received heavy repairs, and 336 light repairs, and 14 were fitted with standard draw-gear. 149 carriages were wholly painted, and 157 had paint or varnish renewed. 209 brake-vans passed through the shops, 6 of which were built new (3 bogie, 1 incline, and 2 four-wheeled) and 2 were converted from four-wheeled type to bogies. There are 3 four-wheeled vans at present under conversion to bogies. 18 vans have been thoroughly overhauled, 40 have received heavy repairs, and 143 light repairs, 6 were fitted with standard draw-gear, 50 were wholly painted or varnished, and 50 had paint or varnish renewed. 3,566 wagons passed through the shops: of these, 30 were entirely new, 47 were rebuilt, 66 were converted to various classes, and 158 thoroughly overhauled, 1,145 received heavy repairs, and 2,048 light repairs. 250 were fitted with standard draw-gear, 1,041 were wholly painted, and 948 had paint renewed. The following new wagon work is in hand: 25 new 8-ton hoppers. Some valuable additions have been made to the machinery for workshops, notably milling-machines and cutter-grinding machine.

Steam Cranes and Stationary Boilers.—51 passed through shops, of which 5 cranes, 2 hoisting-engines, and 1 stationary engine were thoroughly overhauled, 10 cranes, 1 hoisting-engine, and 2 stationary engines received heavy repairs, and 19 cranes, 5 hoisting-engines, and 5 stationary engines light repairs, 11 cranes, 2 hoisting-engines, and 1 stationary engine were wholly painted, and 4 cranes and 2 hoisting-engines had paint renewed.

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

Year.	Train-mileage.	Engine-mileage.	Locomotive, per Train-mile.	Carriage and Wagon, per Train-mile.	Total.
1894	3,113,231	4,005,511	d. 13·71	d. 4·35	d. 18·06
1895	3,221,620	4,136,080	13·09	3·79	16·88

The usual returns have been forwarded.

I have, &c.,

The General Manager, New Zealand Railways.

T. F. ROTHERAM,

Locomotive Superintendent.