

The following table shows particulars of repairs, &c., to locomotives and boilers :—

Year ending 31st March, 1896.	Number passed through Shops.	Built new.	Rebuilt.	Thoroughly over-hauled.	Heavy Repairs.	Light Repairs.	Wholly painted and varnished.	Paint and varnish renewed.	New Tubes.	Tubes pieced.	New Barrels.	New Smoke-box Tube-plates.	New Fire-boxes complete.	New Copper Tube-plates.	Boilers patched.
Locomotives ...	177	1	2 Fa, 1 N	23	65	85	76	27	...	...	...	...	...	...	...
Boilers ...	119	9	...	...	43	67	...	...	17	29	2	3	2	4	38

The following new work is in hand: Two Class U engines, two WA, and 1 FA; and one L fs being rebuilt to LA. There are also four new boilers in hand, and orders have been issued for fifteen more.

Carriage and Wagon Repairs, Rebuilding: Five hundred and two cars, two hundred vans, and three thousand three hundred and eighty-six wagons passed through the shops; ten new cars Class A were built, and five four-wheel and two six-wheel old type cars were entirely rebuilt to seven bogie cars, Class A; one old type four-wheel van was entirely rebuilt to bogie type; seventy-five four-wheel sheep-trucks, and twenty-five Class O coal hoppers, were built and added to stock during the year.

The following table will show particulars of repairs and renewals to carriages, vans, and wagons :—

Year ending 31st March, 1896.	Number passed through Shops.	Erected new.	Rebuilt.	Converted.		Thoroughly over-hauled.	Heavy Repairs.	Light Repairs.	Fitted with Standard Drawing Gear.	Wholly painted.	Paint renewed.	Condemned and Replaced.	Repaired.
				From	To								
Carriages	502	10 A	...	5 D, 2 C	5 A, 2 A	68	85	324	15	191	165	...	...
Brake vans	200	...	1 incline	1 4-wheel	1 bogie	18	43	131	2	61	39	...	...
Wagons ...	3,386	75 J, 25 O	33	Various	Various	166	1,395	1,558	298	1,384	796	...	...
Tarpaulins	4,720	263	...	65	65	...	...	...	...	...	...	350	4,107

The following new work is in hand: Four second-class A cars, and fifteen Class J wagons (balance of fifty), thirty-five Class C cars and fourteen D cars are under conversion to Class A, and one four-wheel brake-van to bogie type. No machinery of any note has been added during the year.

Steam Cranes and Stationary Boilers.—Fifty-three passed through shops during the year, the following table shows particulars of the repairs effected :—

Type.	Number passed through Shops.	Thoroughly over-hauled.	Heavy Repairs.	Light Repairs.	Painted.	Boiler Repairs.				
						New Tubes.	Tubes pieced.	Boiler patched.	Heavy Repairs.	Light Repairs.
Hand cranes ...	12	3	...	9	5	...	...	...	...	...
Steam cranes ...	18	...	1	17	2	...	...	...	...	2
Hoist engines ...	4	...	1	3	...	...	...	...	...	...
Stationary engines ...	15	...	...	9	1	1	1	1	1	5
Overhead cranes ...	3	...	...	3	3	...	...	...	...	...
Hydraulic cranes ...	1	...	...	1	...	...	...	...	...	...
Totals	53	3	2	42	11	1	1	1	1	7

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.
1895 ...	3,221,620	4,136,080	d. 13·09	d. 3·79	d. 16·88
1896 ...	3,307,226	4,261,707	13·47	3·97	17·44

The usual returns have been forwarded.

I have, &c.,

The General Manager, New Zealand Railways.

T. F. ROTHERAM,
Locomotive Superintendent.