

The following table gives particulars of repairs, &c., to wagons for the year ending the 31st March, 1899:—

Description.	Number passed through Shops.	Erected new.	Rebuilt.	Converted.	Thoroughly overhauled.	Heavy Repairs.	Light Repairs.	Painted.	Touched-up.	Fitted with Standard Draw-gear.
Wagons	5,038	*809	49	45	45	1,559	2,531	1,742	1,371	136

* Includes one Class "K" wagon for Castlecliff Railway Company.

The following new work is in hand: Three hundred and sixty four-wheel wagons, and thirty-five bogie wagons.

The following table gives particulars of repairs, &c., to tarpaulins for the year ending the 31st March, 1899:—

Description.	Number passed through Shops.	New.	Condemned and replaced.	Repaired.
Tarpaulins	6,848	1,028	629	5,191

Stationary Engines and Cranes.—The following table gives particulars of repairs, &c., to stationary engines and cranes for the year ending the 31st March, 1899:—

Type.	Number passed through Shops.	Erected new.	Thoroughly overhauled.	Heavy Repairs.	Light Repairs.	Painted.	Touched-up.	New Tubes.	Tubes pieced.	Boiler Repairs.			
										Boiler patched.	Heavy Repairs.	Light Repairs.	New Boiler.
Hand-cranes ...	23	...	3	4	16	4	4	...	...	...	...	...	...
Steam-cranes ...	20	1	5	3	11	5	1	1	...	2	2	3	...
Stationary engines	14	...	...	...	14	4	...	...	...	1	1	1	...
Hoisting-engines ...	4	...	...	...	4	...	...	...	...	...	1	...	...
Hydraulic engines	...	...	...	...	...	...	...	...	...	...	...	...	...
Totals ...	61	1	8	7	45	13	5	1	...	3	4	4	...

Eighteen new crane boilers are in hand.

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

Year.	Train Mileage.	Engine Mileage.	Cost in pence Locomotive Branch per Train-mile.	Cost in pence Car and Wagon Branch per Train-mile.	Total.
1898-99	3,968,708	5,233,061	d. 14·00	d. 4·46	d. 18·46
1897-98	3,666,483	4,792,417	13·70	4·27	17·97

The additional expenditure in the Locomotive Branch per train-mile is principally due to the payment of increases under the Classification Schedule, to the cost of four new Class WA engines charged to "Working expenses," and to the conversion of seven Class L engines to LA type, and also generally to the repairs all round being of a much heavier character, due to the increased age of the stock.

The increase in the Car and Wagon Department is due to the payment of increased rate of wages under the Classification Schedule, and to the large amount of rebuilding done during the year.

The usual returns have been forwarded.

I have, &c.,

T. F. ROTHERAM,
Locomotive Superintendent.

The General Manager,
New Zealand Railways, Wellington.

APPENDIX C.

ANNUAL REPORT ON THE MAINTENANCE OF NEW ZEALAND RAILWAYS.

SIR,—

Chief Engineer's Office, Wellington, 1st June, 1899.

I have the honour to report on the maintenance of the New Zealand Railways and the working of the Maintenance Branch for the year ending 31st March, 1899.