

LOCOMOTIVE.

Mr. A. L. Beattie, Chief Mechanical Engineer, reports as follows :—

The engines, rolling-stock, plant, machinery, and appliances have been maintained in thoroughly efficient working-order, the details of work completed and in hand being as follows :—

Locomotives.—On the 1st April, 1910, there were 465 engines in service, and on the 31st March, 1911, there were 478 engines. Fourteen new engines were added to stock and one small engine was transferred to the Department's Sawmill. Of the new engines added to stock ten were built in the Government Railway Workshops, and comprised two Class X, 94-ton tender engines, four-cylinder “*balanced-compound*” type, specially designed and built for the North Island Main Trunk line, and eight Class Wg heavy tank engines; and four Class Ad, 72-ton tender-engines, four-cylinder “*balanced-compound*” type, were completed under the contract with Messrs. A. and G. Price (Limited), of Thames.

In the Government Railway Workshops to date eighty-nine engines have been built and twenty-four old locomotives have been rebuilt to modern designs.

Five hundred and ninety-two locomotives passed through the workshops during the year, the details being as follows :—

Particulars.	Number and Type.							Total.
	Four-cylinder "Balanced-compound" Tender Engines.	Tender Engines.	"Articulated-compound" Tank Engines.	Tank Engines.	Fell Engines.	Fairlies.		
						Single.	Double.	
Number passed through shops	35	212	2	312	5	19	7	592
Built new	2	...	...	8	...	...	...	10
Re-erected	2	...	...	14	...	...	...	16
Thoroughly overhauled	2	46	...	45	...	3	3	99
Heavy repairs	15	58	2	95	5	10	3	188
Light repairs	14	108	...	150	...	6	1	279
Painted and varnished	2	39	...	56	...	5	1	103
Touched up	14	55	...	40	...	5	...	114

Included in above are ten engines for the Public Works Department.

At the close of the year there were under construction in the Government Railway Workshops ten heavy tender engines and twelve large tank engines; also orders were in hand to build in the Railway workshops five Class X, 94-ton tender engines, four-cylinder “*balanced-compound*” type, and ten large tank engines.

Under the contract with Messrs. A. and G. Price (Limited), of Thames, there were six large tender engines of the four-cylinder “*balanced-compound*” type to be delivered, so that altogether there were in hand at the close of the year forty-three locomotive-engines.

Before the close of the year tenders were invited for the construction in the Dominion of ten large tender engines of the four-cylinder “*balanced-compound*” type.

The new locomotives added, together with boiler-renewals, increased the total tractive power by 265,504 lb., equal to 4.86 per cent.; the new engines being built and boilers under construction will, when completed, still further largely augment the tractive power.

Boilers.—The work on new boilers, renewals, and boiler-repairs has been kept well up to date. Twenty new locomotive-boilers were completed. The following statement shows the details of boiler-work :—

Description.	Number passed through Shops.	Built new.	Heavy Repairs.	Light Repairs.	New Tubes (Sets).	Tubes pieced and Second-hand (Sets).	New Firebox.	New Firebox Tube-plates.	New Tube-plates (Smoke-box).	New Barrels.	Boilers patched.
Boilers	333	20	118	195	90	21	2	11	7	1	120

Twenty-three new boilers were under construction at the close of the year, comprising ten Class BA, two Class P, one Class S, and ten Class Wg.

Carriages.—The car stock on the 1st April, 1910, consisted of 1,140 cars, and the number on the 31st March, 1911, was 1,166 cars. Twenty-six new bogie cars were built and added to stock. Satisfactory progress has been made in equipping cars with lavatory accommodation, cushioned seats in second-class compartments, and platform gates and gangways.