

Six hundred and seventy-seven 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.	Tank Engines.	Fell Engines.	Fairlies.			
					Single.	Double.		
Number passed through shops	63	228	344	6	31	5	677	
Built new	...	5	8	...	...	...	13
Re-erected	...	...	11	...	...	...	11
Thoroughly overhauled	5	44	29	...	2	1	81	
Heavy repairs	24	64	110	6	13	2	219	
Light repairs	34	115	186	...	16	2	353	
Painted and varnished	15	51	51	5	1	1	124	
Touched up	16	89	50	...	13	...	168	

Included in above are six engines for the Public Works Department and two engines for private railway companies.

At the close of the year there were under construction in the Railway workshops thirty-one locomotive engines, comprising one Class BA tender engine, ten Class X 94-ton tender engines, four-cylinder "balanced-compound" type, and twenty heavy tank engines, Class Wg.

The contract entered into last year with Messrs. A. and G. Price (Limited), of Thames, to construct ten Class Ad 72-ton tender engines was increased to twenty engines. Of this number there were incomplete on the 31st March, 1913, thirteen engines, so that altogether there were in hand at the close of year forty-four locomotive engines.

The new locomotives added, together with boiler-renewals, increased the total tractive power by 341,434 lb., equal to 5.71 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. Sixteen new locomotive-boilers were constructed. 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.	Boilers patched.
Boilers	361	16	145	200	110	19	6	15	133

Forty-three new boilers were under construction at the close of the year, comprising one Class D, three Class F, three Class J, five Class R, one Class Wr, twenty Class Wg, and ten Class X.

Carriages.—The car stock on the 1st April, 1912, consisted of 1,212 cars, and the number on the 31st March, 1913, was 1,282 cars. Seventy-seven new bogie cars were built and added to stock, and six old cars were written off and replaced; one old car was converted to a sleeping-van, and is being replaced with a new bogie car.

Satisfactory progress has been made with fitting second-class cars on long-distance trains with chair seats, also fitting platform gates, gangways, and additional handrails on all sections.

The following table shows the details of car-work during the year :—

Particulars.	Number and Type of Carriages.			Total.
	Bogie.	Six-wheel.	Four-wheel.	
Number passed through shops	1,864	91	36	1,991
Built new	77	...	...	77
Converted	1	...	1	2
Thoroughly overhauled	43	2	...	45
Heavy repairs	1,046	13	6	1,065
Light repairs	697	76	29	802
Painted and varnished	561	6	...	567
Touched up and revarnished	441	10	8	459

One hundred and eight new bogie cars are under construction in Railway workshops.