

The train services have been maintained with punctuality, as will be seen from the following table :—

Average Late Arrival of Trains, Year ended 31st March, 1915.

	Period ending													Average for Year in Minutes.
	Apr. 25.	May 23.	June 20.	July 18.	Aug. 15.	Sept. 12.	Oct. 10.	Nov. 7.	Dec. 5.	Jan. 2.	Jan. 30.	Feb. 27.	Mar. 31.	
<i>Express and Mail Trains.</i>														
Year ending 31st March, 1915	1-12	1-52	2-37	0-65	0-69	0-45	0-24	0-80	0-79	3-76	1-61	2-15	1-95	1-40
Year ending 31st March, 1914	2-43	2-03	2-07	1-30	0-62	0-85	0-29	0-51	1-35	2-82	1-17	1-80	0-92	1-40
<i>Long-distance Mixed Trains.</i>														
Year ending 31st March, 1915	2-40	3-35	2-51	1-21	1-23	1-36	0-77	1-28	1-45	2-55	1-99	3-30	3-85	2-09
Year ending 31st March, 1914	3-70	3-24	2-44	1-25	1-02	0-92	1-06	1-97	2-54	3-10	2-44	3-15	2-33	2-28
<i>Suburban Trains.</i>														
Year ending 31st March, 1915	0-52	0-63	0-84	0-27	0-13	0-15	0-16	0-33	0-21	0-43	0-30	0-34	0-36	0-36
Year ending 31st March, 1914	0-59	0-87	0-61	0-44	0-29	0-15	0-23	0-39	0-59	0-62	0-47	0-51	0-45	0-48

LOCOMOTIVE.

Mr. H. H. Jackson, Chief Mechanical Engineer, reports as follows :—

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

Locomotives.—On the 1st April, 1914, there were 534 engines in service, and on the 31st March, 1915, there were 557 engines. Two engines were sold and written off. One tank engine in hands of Stores Branch was taken into stock, and twenty-four new engines were added to stock. Of the new engines added to stock sixteen were built in the Government railway workshops, and comprised ten heavy tank engines, Class Ww, and six Class X 94-ton tender engines, four-cylinder “*balanced-compound*”; six Class Ad 72-ton tender engines, four-cylinder “*balanced-compound*,” and two large simple superheated tender engines, Class Bb, were completed under the contracts with Messrs. A. and G. Price (Limited), of Thames.

In the Government railway workshops to date 141 engines have been built, and twenty-four old locomotives have been rebuilt to modern designs.

Seven hundred and fifteen locomotives passed through the workshops during the year, the details being as follows :—

Particulars.	Number and Type.							Total.
	Four-cylinder “ <i>Balanced-compound</i> ” Tender Engines.	Tender Engines.	Tank Engines.	Fell Engines.	Fairlies.			
					Single.	Double.		
Number passed through shops	98	213	376	6	20	2	715	
Built new	6	...	10	...	...	...	16	
Re-erected	6	1	12	...	...	...	19	
Thoroughly overhauled	10	47	41	...	3	...	101	
Heavy repairs	27	61	117	6	12	2	225	
Light repairs	49	104	196	...	5	...	354	
Painted	14	52	48	2	5	...	121	
Paint touched up	31	64	56	2	2	...	155	

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

At the close of the year there were under construction in the railway workshops thirty engines, consisting of ten Class Ab simple superheated tender engines and twenty Class Ww heavy tank engines. Under the contract with Messrs. A. and G. Price (Limited), of Thames, there were eighteen Class Bb tender engines to complete, and an order was placed with the Baldwin Locomotive Works in America for ten Class Aa simple superheated tender engines, so that at the close of the year there were altogether in hand fifty-eight locomotive engines.

The new locomotives added, together with boiler-renewals, increased the total tractive power by 508,763 lb., or equal to 7.33 per cent. The new engines being built and the boilers under construction will, when completed, still further materially increase the tractive power.