

Included in "Built new" is one wagon for the Public Works Department.

One thousand three hundred and ninety wagons were under construction in the railway workshops at the close of the year, and comprised 104 bogie and 1,286 four-wheel wagons.

Tarpaulins.—The tarpaulin stock on the 1st April, 1914, consisted of 17,282 tarpaulins, and on the 31st March, 1915, the number was 17,074. By a fire at East Town Workshops on the 18th February last 208 tarpaulins were destroyed. These sheets will be replaced at an early date.

Seventy-five tarpaulins were made for other Departments, and 1,310 worn-out tarpaulins were condemned and written off, and replaced with a similar number of new sheets.

The following table gives details of the work on tarpaulins for the year :—

Description.	Number passed through Shops.	Manufactured new.	Condemned, and replaced with New Tarpaulins.	Repaired.
Tarpaulins	21,003	75	1,310	19,618

Stationary Engines and Cranes.—The repairs and renewals during the year were as follows :—

Description.	Number passed through Shops.	Heavy Repairs.	Light Repairs.	Painted.	Touched up.	Boiler-repairs.						
						Heavy Repairs.	Light Repairs.	New Tubes (Sets).	Tubes pieced (Sets).	Boilers patched.	New Boiler.	New Firebox Tube-plate.
Hand-cranes	26	5	21	2	4	...	...	...	...	...	...	...
Steam-cranes	22	10	12	3	5	1	1	...	1	1	...	...
Stationary engines...	26	...	1	...	...	7	18	15	4	8	1	1
Pile-drivers and hoisting-engines	4	1	3	...	...	...	...	...	...	...	...	...
Pneumatic cranes	1	...	1	...	...	...	...	...	...	...	...	...

Axles.—During the year 140 car, van, and wagon axles were replaced with modern steel axles: this number, however, does not include axles for new rolling-stock. Practically all the iron axles in service have now been renewed with modern steel axles. The steel axles increase the carrying-capacity of each wagon by 2 tons.

Westinghouse Brake.—The work of equipping engines and rolling-stock on the Whangarei Section with the automatic quick-acting Westinghouse air-brake has made good progress, and will be completed during the current year; the work on the Westland Section will be put in hand at an early date. Efficient arrangements are in force for the examination and upkeep of the Westinghouse brake. All new engines and rolling-stock built for sections upon which the air-brake is in operation are equipped with it before being put into service.

Car-lighting.—The oil-gas manufactured at the five separate Pintsch-gas works amounted to 11,136,940 cubic feet, costing 2s. 4.15d. per 100 cubic feet. The increased cost was due to the price of gas-oil and repairs to plant. On sections not provided with Pintsch gas all cars are now lighted with acetylene gas.

Motor-cars.—The motor-cars in use on the Culverden-Hammer service have been kept in good and efficient working-order. One Westinghouse petrol-electric rail motor-car was completed in the railway workshops and put into traffic on suburban services.

Steamers.—The Railway Department's steamers on Lake Wakatipu service have been maintained in good working-order.

Renewals and Replacements.—During the year two tank engines, one brake-van, and ten wagons, all second-hand, were sold; also two cars, two brake-vans, and six wagons were damaged; one brake-van, twenty-five wagons, and 1,310 worn-out tarpaulins were all written off. To replace the engines and rolling-stock sold or written off during the year under review and also last year, two heavy tank engines, two bogie cars, three bogie brake-vans, forty-six wagons were built, and 1,310 new tarpaulins were made. To replace the cars, vans, and wagons sold or written off, new stock is under construction. In accordance with the practice of the Department, the cost of replacing engines and rolling-stock sold or worn out and written off is debited to working-expenses.

Train Running and Mileage.—There has again been an increase in train-mileage. Compared with 1913-14 the increase in 1914-15 is 64,152 train-miles and 42,014 engine-miles. With the heavier engines now employed and taking bigger loads a material reduction in train and engine mileage is to be expected.