

Tarpaulins.—The tarpaulin stock on the 1st April, 1919, was 18,232, and on the 31st March, 1920, the number was 18,817. Five hundred and eighty-five new tarpaulins were made in railway workshops; 1,517 worn-out tarpaulins were condemned and written off and replaced with a similar number of new tarpaulins.

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	20,091	585	1,517	17,989

Seven hundred and sixty-five tarpaulins were being manufactured in the railway workshops at the close of the year.

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

Description.	Number passed through Shops.	Heavy Repairs.	Light Repair.	Painted.	Paint touched up.	Boiler-repairs.					
						Heavy Repairs.	Light Repairs.	New Tubes (Sets).	Tubes pieced and Second-hand (Sets).	New Firebox.	Boilers patched.
Hand-cranes	23	5	18	3	6	..	..	..	..	..	..
Steam-cranes	27	11	16	1	12	..	7	..	..	..	5
Stationary engines	12	..	..	..	..	1	11	1	1	..	2
Pile-drivers and hoisting-engines	3	1	2	2	..	1	1	..	..	1	1

General.—In addition to the engines, cars, brake-vans, and wagons shown as passing through workshops for repairs as mentioned above, during the year 26,432 engines, 37,023 cars, 8,818 brake-vans, and 76,321 wagons were repaired at out-depots in order to keep vehicles out of service the shortest possible time.

Axles.—During the year 270 car, van, and wagon axles were replaced with modern steel axles. This number does not include axles for new rolling-stock.

Westinghouse Brake.—The work of equipping the balance of engines and rolling-stock on Westland Section with the Westinghouse brake is in hand. 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 during the year amounted to 8,170,302 cubic feet, and cost to manufacture 5s. 2·86d. per 100 cubic feet. The increase in cost of production is again due to the extra cost of oil, &c.

On sections not provided with Pintsch gas all cars are lighted with acetylene gas.

Rail Motor-cars.—The Thomas transmission rail motor-car was out of commission, due to repair parts not being obtainable. The Westinghouse petrol-electric rail motor-car was available for service.

Steamers.—The control of the Lake Wakatipu steamers is now in charge of the Traffic Branch.

Train Running and Mileage.—There has been a decrease of 68,975 miles in train-mileage as compared with 1918–19.

The engine mileage has increased by 30,435 miles as compared with 1918–19, due chiefly to increased shunting mileage.

The following table shows particulars of the expenditure per train mile :—

Year.	Train-mileage.	Engine-mileage.	Cost, in Pence, per Train-mile.		
			Locomotive Branch.	Car and Wagon Branch.	Total.
1919–20	7,408,608	10,023,309	45·61	12·56	58·17
1918–19	7,477,583	9,992,874	34·89	9·83	44·72

The increased cost is due to the advanced price of fuel, and stores, and the extra cost of wages.