

At the close of the year there were under construction in the railway workshops 268 wagons, consisting of 30 bogie and 238 four-wheel wagons. There were also 1,887 four-wheel wagons under the contract entered into with Messrs. Cammell, Laird, and Co. (Limited) to be delivered. Altogether there were on order on the 31st March, 1922, 2,155 wagons.

Tarpaulins.—The tarpaulin stock on the 1st April, 1921, was 19,467, and on the 31st March, 1922, the number was 20,582. 1,115 new tarpaulins were made in railway workshops; 1,527 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	25,436	1,115	1,527	22,794

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

Description.	Number passed through Shops.	Thoroughly over-hauled.	Heavy Repairs.	Light Repairs.	Painted.	Paint touched up.	Boiler-repairs.				
							Heavy Repairs.	Light Repair.	New Tubes (Sets).	Pieces and Second-hand Tubes (Sets).	Boilers patched.
Hand-cranes ..	25	..	7	18	4	13	..	..	..	..	..
Steam-cranes ..	33	3	7	23	2	12	2	1	1	..	1
Stationary engines ..	23	1	..	4	1	..	8	15	2	5	8
Pile-drivers and hoisting-engines	6	..	2	1	..	..	2	4	..	1	2

General.—In addition to the engines, cars, brake-vans, and wagons shown as passing through workshops for repairs during the year 36,793 engines, 51,913 cars, 10,068 brake-vans, and 83,283 wagons were repaired at out-depots in order to keep vehicles out of service the shortest possible time.

Axles.—During the year 3,870 car, van, and wagon axles were replaced with modern steel axles. This number does not include axles for new rolling-stock.

Westinghouse Brake.—The necessary material for equipping the balance of engines and rolling-stock on Westland Section with the Westinghouse brake is now being collected, and the work will be commenced shortly. Efficient arrangements are in force for the examination and upkeep of the Westinghouse brake.

Train Running and Mileage.—There has been a decrease of 586,127 miles in train-mileage as compared with 1920-21.

The engine-mileage has decreased by 605,369 miles as compared with the previous year.

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.
1921-22	8,717,265	11,829,523	70-69	15-60	86-29
1920-21	9,303,392	12,434,892	55-14	13-72	68-86

STORES.

Mr. E. J. Guinness, Comptroller of Stores, reports as follows :—

The values of stores, material, and plant (purchased under Railway vote) on hand at the 31st March 1922, at the various stores, depots, and sawmills amounted to £1,545,508 1s. 7d., as against £1,553,722 6s. 7d. on the 31st March, 1921.

The value of stores on hand on account of additions to open lines amounted to £542,770 1s. 2d., as against £127,116 13s. 5d. on the 31st March, 1921. Included in the former is an amount of £396,429 8s. 11d. for new locomotives and wagons.

The value of stores on hand on account of Railways Improvement Authorization is £11,920 16s. 4d., as against £13,250 19s. 10d., on the 31st March, 1921.

The whole stock is in good order, has been systematically and carefully inspected, and is value for the amounts stated.