

## APPENDICES.

## APPENDIX A.

Locomotive Superintendent's Office,  
Wellington, 25th May, 1894.

GENTLEMEN,—

I have the honour to report on the Locomotive Department for the year ending 31st March, 1894, as follows:—

The locomotives, carriages, wagons, vans, cranes, tarpaulins, machinery, and general plant have been maintained in good and efficient condition.

Improvements to locomotives and rolling-stock have been effected at every suitable opportunity.

Many valuable additions have been made to the machinery for workshops—notably, boiler-drilling machine, milling machine, quartering machine, &c., &c.

*Locomotive Repairs and Rebuilding.*—170 locomotives have passed through the shops. Of these, 3 have been rebuilt, 1 to F<sup>a</sup> and 2 to L<sup>a</sup>, and their tractive power largely increased; 18 were thoroughly overhauled; 53 received heavy repairs, and 94 received light repairs; 67 were wholly painted, and 44 had paintwork or varnish renewed. The following new work is in hand: Compounding 2 locomotives, rebuilding 5 class F locomotives to class F<sup>a</sup>, and building 6 new ones—viz., 2 class W<sup>a</sup>, and 4 new passenger locomotives class U. 123 boilers were overhauled, of which 18 had new tubes; 24 had tubes pieced; 7 received new barrels; 11 were supplied with new smoke-box tube-plates; 4 had new fire-boxes; 7 had new copper tube-plates; 50 were patched; 38 underwent heavy repairs, and 77 light repairs; and 8 were furnished completely with new boilers. There are also 20 new boilers in hand.

*Carriage and Wagon Repairs and Rebuilding.*—519 cars passed through shops; 5 new cars were built; and 6 old-type four-wheeled cars were entirely rebuilt to 5 class A bogie cars; 2 class C cars were converted to bogie, class B. The following work is in hand: 3 four-wheel type and 3 six-wheel type are under conversion to 6 class A bogie cars and 6 new bogie cars, class A. 100 cars were thoroughly overhauled; 68 received heavy repairs, 329 light repairs, and 16 were fitted with standard draw-gear; 187 carriages were wholly painted, and 161 had paintwork renewed. 232 brake-vans passed through shops, 4 of which were of the bogie type and entirely new. Two old four-wheel vans were rebuilt to the bogie type, and 2 others are now under conversion. Three new four-wheel vans and 3 new bogie vans are in hand; 38 were thoroughly overhauled; 39 received heavy repairs, and 145 light repairs; 4 were fitted with standard draw-gear; 76 were wholly painted, and 46 had paintwork renewed. 3,460 wagons passed through the shops: of these, 50 were entirely new, 19 were rebuilt, and 427 were thoroughly overhauled; 932 received heavy repairs, and 1,977 light repairs; 329 were fitted with standard draw-gear; and 1,208 were wholly painted, and 679 had paintwork renewed. The following new wagon-work is in hand: 15 class L (four-wheel high-side), 35 class O (four-wheel iron-hopper), 6 class R (bogie high-side), 10 class S (bogie sheep-trucks), and 5 class V (double bogie freezing-vans).

The work of balancing the car- and wagon-wheels is now fairly started.

*Steam Cranes and Stationary Boilers.*—51 passed through shops, of which 6 cranes were overhauled; 3 cranes received heavy repairs, and 21 light repairs; 4 stationary boilers received heavy repairs, and 16 light repairs.

*Tarpaulins.*—5,104 passed through shops; 474 were thoroughly overhauled; 2,252 received heavy repairs, and 1,877 light repairs; 390 new ones were manufactured.

*Expenditure.*—The expenditure per train-mile in pence has been as follows:—

Year.	Train-mileage.	Engine-mileage.	Locomotive, per Train-mile.	Car and Wagon, per Train-mile.	Total.
			d.	d.	d.
1893	3,002,174	3,882,516	14·69	4·32	19·01
1894	3,113,231	4,005,511	13·71	4·35	18·06

The usual returns are forwarded.

The New Zealand Railway Commissioners,  
Wellington.

I have, &c.,

T. F. ROTHERAM,  
Locomotive Superintendent.