

Taken over from Westport Harbour Board : 1 Class F locomotive.

Taken over with Kaihu Railway : 1 Class A locomotive, 1 Class F locomotive, 1 Class D carriage, 1 Class F brake-van, and 16 Class M wagons.

Attached please find copies of reports from the various officers : District Managers, Kawakawa, Whangarei, Nelson, Picton, Westport, and Greymouth. Locomotive Engineer, Auckland ; together with report of Locomotive Foreman, Rolling-Stock Inspector, and Foreman Fitter. Locomotive Engineer, Napier-Taranaki and Wellington Sections ; together with reports of Workshop Foremen, Napier and Eastown ; Locomotive Foremen, Wanganui and Wellington ; Rolling-Stock Inspector and Foreman Fitter, Petone. Locomotive Engineer, Hurunui-Bluff ; together with reports of Workshop Managers, Addington and Hillside ; Locomotive Foremen, Christchurch, Dunedin, and Invercargill ; and Rolling-Stock Inspectors, Christchurch and Dunedin Districts.

T. F. ROTHERAM, Locomotive Superintendent.

MEMORANDUM for the RAILWAY COMMISSIONERS, Wellington.

No. 2147/77.

Chief Engineer's Office, Working Railways Department,
Wellington, 29th December, 1893.

Report on Condition of New Zealand Railways.

I HAVE the honour to report that the mileage of lines in my charge amounts to 1,948 miles 52 chains.

This includes an addition of 172 miles of new railways opened during the past five years.

The way and works generally have been maintained in good order.

Recent flood damages will shortly be fully repaired.

The lines have been very considerably improved during the past five years.

Relaying has been done as under :—

	M.	ch.
53lb. steel rails in place of 40lb. iron and 30lb. iron	110	20
53lb. steel rails in place of 40lb. steel	1	40
53lb. steel rails in place of 52lb. iron	22	40

Making a total of 134 20

of railway of improved weight of material.

The standard number of sleepers per rail length has during the last fifteen months been increased, involving the use of about 30,000 extra sleepers, giving additional stability to about 70 miles of main line.

Sleepers put in in the ordinary course amount to about 651,000 in five years ; these were 8in. by 5in. sleepers, replacing a large percentage of 7in. by 5in.

Considerable improvements have been carried out as under during the last five years : Improvements in grades and curves of the railway ; extensions of sidings ; river and foreshore protective works ; a number of bridges and culverts originally constructed of soft woods have been more permanently reconstructed in masonry, iron, and hardwood timbers ; foot-bridges and road-approaches ; level crossings and cattle-stops ; improvements to water services ; additional station-buildings and dwelling-houses ; additions to station-buildings and dwellings ; replacing timber platforms with solid ones having concrete fronts and asphalt surface ; cattle-yards ; additions to workshops ; overhead travelling cranes in goods-sheds and workshops ; grain-lifting appliances ; wharf extensions ; purchase of additional land for stations and ballasting purposes ; miscellaneous. These have all been done out of working expenses to the aggregate value of about £74,000.

I append hereto the certificates of the district officers.

I have, &c.,

J. HENRY LOWE, Chief Engineer.

MEMORANDUM for the RAILWAY COMMISSIONERS.

Stores Manager's Office, Wellington, 5th January, 1894.

In re Stock of Stores on 9th December, 1893.

I HAVE the honour to report that the value of stores on hand on 9th December 1893, at the various dépôts, amounted to £104,373 11s. 9d., as against £96,595 1s. 7d. on the 31st March, 1889.

The stock is in good order, and sufficient for our requirements. It has been carefully and systematically inspected every year.

R. CARROW, Stores Manager.

ACCOUNT No. 1.

WORKING RAILWAYS, VOTE No. 58, 1893-94.—£734,821.

Expenditure, 1st April to 31st December, 1893, as per Treasury books :—

	£	s.	d.
Final charges	481,612	1	7
Outstanding advances	81,966	6	10
Balance	171,242	11	7

£734,821 0 0