

The following table shows the work done on brake-vans during the year :—

Description.	Number passed through Shops.	Built new.	Rebuilt.	Heavy Repairs.	Light Repairs.	Painted.	Paint touched up.
Brake-vans	587	2	2	315	268	131	243

Included in the above is one brake-van rebuilt for a private line. Sixteen bogie vans are under construction.

Wagons.—The wagon stock on the 1st April, 1916, consisted of 21,554 vehicles, and the number on the 31st March, 1917, was 21,940. Twenty-nine worn-out wagons were broken up and written off, six wagons were sold to the Public Works Department, and twelve second-hand wagons were sold to private companies. Four hundred and thirty-three new wagons were built and added to stock. Of this number, 390 were additional stock, and the balance, forty-three, was to replace wagons sold and wagons worn out and written off.

The carrying-capacity of wagon stock was increased by 4,714 tons, equal to 2·56 per cent., or an equivalent of 786 ordinary wagons.

The following table gives particulars of work done on wagons during the year :—

Description.	Number passed through Shops.	Built new.	Rebuilt.	Heavy Repairs.	Light Repairs.	Painted.	Paint touched up.
Wagons	21,128	433	18	5,911	14,766	2,792	5,628

One thousand one hundred and eighty-three wagons were under construction in the railway workshops at the close of the year, and comprised 205 bogie and 978 four-wheel wagons.

Tarpaulins.—The tarpaulin stock on the 1st April, 1916, was 17,282, and on the 31st March, 1917, the number was 17,532. Two hundred and sixty-two new tarpaulins were made in railway workshops, 250 being additional stock, and 12 for the Public Works Department; 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	21,139	262	517	20,360

One thousand and fifty 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 Repairs.	Painted.	Touched up.	Boiler-repairs.				
						Heavy Repairs.	Light Repairs.	New Tubes (Sets).	Tube: pieced (Sets).	Boilers patched.
Hand-cranes	24	8	16	1	10	..	..	..	..	..
Steam-cranes	30	14	16	11	4	..	5	..	..	1
Stationary engines	39	..	1	1	..	8	31	1	3	12
Pile-drivers and hoisting-engines	6	1	5	1	2	..	..	..	..	..
Pneumatic cranes	3	2	1	..	..	..	..	..	..	..

Axles.—During the year 176 car, van, and wagon axles were replaced with modern steel axles; this number, however, does not include axles for new rolling-stock. 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 Westland Section 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.