

*Brake-vans.*—The number of brake-vans on the line on the 1st April, 1920, was 444, and the number on the 31st March, 1921, was 443. One bogie brake-van was built to replace a van damaged in service, and one old four-wheel van was condemned and written off stock.

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

Description.	Number passed through Shops.	Built new.	Thoroughly overhauled.	Heavy Repairs.	Light Repairs.	Painted.	Paint touched up.
Brake-vans .. .. .	953	1	52	292	608	150	328

Sixteen bogie brake-vans were under construction at the close of the year.

*Wagons.*—The wagon stock on the 1st April, 1920, was 22,493, and the number on the 31st March, 1921, was 22,676. 187 wagons were built and added to stock. Two old four-wheel wagons were sold, and two four-wheel wagons destroyed by fire were written off stock; these two latter were replaced.

The carrying-capacity of wagon stock was increased by 2,649 tons, equal to 1.34 per cent., or an equivalent of 441 ordinary wagons.

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

Description.	Number passed through Shops.	Built new.	Rebuilt.	Thoroughly overhauled.	Heavy Repairs.	Light Repairs.	Painted.	Paint touched up.
Wagons .. .. .	25,641	187	105	702	9,573	15,074	3,326	14,730

During the year a contract was entered into with Messrs. Cammell, Laird, and Co. (Limited), of Sheffield, for 2,500 12-ton four-wheel wagons. 476 wagons were under construction in the railway workshops at the close of the year, and comprised 85 bogie and 391 four-wheel wagons. Altogether there were on order on the 31st March, 1921, 2,976 wagons.

*Tarpaulins.*—The tarpaulin stock on the 1st April, 1920, was 18,817, and on the 31st March, 1921, was 19,467. 650 new tarpaulins were made in railway workshops; 1,565 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 .. .. .	20,770	650	1,565	18,555

At the close of the year 1,115 tarpaulins were being manufactured in the railway workshops.

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

Description.	Number passed through Shops.	Thoroughly overhauled.	Heavy Repairs.	Light Repairs.	Painted.	Paint touched up.	Boiler-repairs.						
							Built new.	Heavy Repairs.	Light Repairs.	New Tubes (Sets).	Tube: piece and Second-hand (Sets).	New Firebox.	Boilers patched.
Hand-cranes ..	24	..	7	17	1	11	..	..	..	..	..	..	..
Steam-cranes ..	27	5	8	14	3	7	..	..	8	..	..	..	1
Stationary engines ..	23	..	..	2	..	..	..	7	16	1	3	1	6
Pile-drivers and hoisting-engines	5	..	1	1	..	..	2	..	1	..	..	..	..

*General.*—In addition to the engines, cars, brake-vans, and wagons shown as passing through workshops for repairs as mentioned herein, during the year 33,741 engines, 46,134 cars, 9,931 brake-vans, and 80,719 wagons were repaired at out-depots in order to keep vehicles out of service the shortest possible time.

*Axles.*—During the year 1,324 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