

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.

Car-lighting.—The oil-gas manufactured at the five separate Pintsch-gas works during the year amounted to 9,794,890 cubic feet, and cost to manufacture 6s. 1d. per 100 cubic feet.

On sections not provided with Pintsch gas all cars are lighted with acetylene gas.

Train Running and Mileage.—There has been an increase of 1,894,784 miles in train-mileage as compared with 1919–20.

The engine-mileage has increased by 2,411,583 miles, as compared with 1919–20.

The increases in both instances are due to a full time-table on the pre-war basis being in operation the whole of the 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
1920–21	9,303,392	12,434,892	55·14	13·72	68·86
1919–20	7,408,608	10,023,309	45·61	12·56	58·17

The increase in cost per train-mile is due principally to the higher price paid for fuel.

STORES.

Mr. H. Baxter, Comptroller of Stores, reports as follows :—

The value of stores, material, and plant (purchased under the Railways vote) on hand at the 31st March, 1921, at the various stores, depots, and sawmills amounted to £1,553,722 6s. 7d., as against £834,384 15s. 9d. on the 31st March, 1920.

The value of stores on hand on account of additions to open lines amounted to £127,116 13s. 5d., as against £46,378 9s. 3d. on the 31st March, 1920.

The value of stores on hand on account of Railway Improvement Authorization is £13,250 19s. 10d. as against £14,176 3s. 1d. on the 31st March, 1920.

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