RETURN No. 21—*continued.*

SUMMARY of Locomotive Return for Year ending 31st March, 1882.

Clinton–Invercargill Division.

Type.	No. of Engines.	Average Speed Miles per Hour.	Engine-Mileage. Detail.	Engine-Mileage. Total.	Quantity of Stores. Running. Coal.	Quantity of Stores. Running. Oil.	Quantity of Stores. Running. Tallow.	Quantity of Stores. Running. Waste.	Cost. Repairs. Wages and Material.	Cost. Running. Stores.	Cost. Running. Fuel.	Cost. Running. Wages.	Cost. Running. Total.	Cost per Engine-Mile in Pence. Repairs. Wages and Material.	Cost per Engine-Mile in Pence. Running. Stores.	Cost per Engine-Mile in Pence. Running. Fuel.	Cost per Engine-Mile in Pence. Running. Wages.	Cost per Engine-Mile in Pence. Total.	Haulage. Ton Miles.	Haulage. Average Tonnage per Mile.	Haulage. Cost in Pence per Ton-Mile, exclusive of Ballasting and Shunting.	Days in Steam.
A	2	12	Train, 729 ...	...	1,331	142	49	95	2 16 8	1 0 5	6 12 0	11 19 11	22 9 0	...	...	...	...	...	33,399	45·81	·161	130
			Shunting, 4,397 ...	...	...	...	...	...	17 2 0	6 3 10	39 15 0	72 7 1	135 7 11	...	...	...	...	...	...	...	...	...
			Ballasting, 4,148 ...	9,274	...	...	...	...	16 2 8	5 16 10	37 9 10	68 5 2	127 14 6	·933	·338	2·170	3·949	7·390	...	...	...	...
C	2	12	Train, 16,483 ...	...	3,669	364	103	281	219 1 8	22 15 3	173 10 10	267 2 10	682 10 7	...	...	...	...	...	800,134	48·55	·205	236
			Shunting, 4,811 ...	...	...	...	...	...	63 18 10	6 12 10	50 13 1	77 19 6	199 4 3	...	...	...	...	...	...	...	...	...
			Ballasting, 177 ...	21,471	...	...	...	...	2 7 1	0 4 11	1 17 3	2 17 4	7 6 7	3·189	·331	2·527	3·890	9·937	...	...	...	...
D	1	12	Train, 28,258 ...	...	5,651	592	120	282	40 12 4	39 8 1	323 19 2	383 5 6	787 5 0	...	...	...	...	...	1,741,448	61·626	·108	284
			Shunting, 2,754 ...	...	...	...	...	...	3 19 2	3 16 9	31 11 5	37 7 1	76 14 6	...	...	...	...	...	...	...	...	...
			Ballasting	31,012	...	...	...	...	...	...	...	...	...	·345	·335	2·751	3·255	6·686	...	...	...	...
E	1	15	Train, 98	...	42	9	2	6	427 18 5	1 4 3	2 12 5	2 7 2	434 2 3	...	...	...	...	...	4,702	48·00	22·158	2
			Shunting, 10 ...	...	...	...	...	...	43 13 3	0 2 5	0 5 4	0 4 9	44 5 9	...	...	...	...	...	...	...	...	...
			Ballasting	108	...	...	...	...	...	...	...	...	...	1,047·963	2·963	6·416	5·768	1,063·110	...	...	...	...
F & O	14	15	Train, 103,302 ...	...	34,186	3,694	1,076	2,439	1,329 10 11	162 10 11	1,085 14 11	1,514 15 11	4,092 13 0	...	...	...	...	...	6,581,229	63·70	·149	2,185
			Shunting, 40,902 ...	...	...	...	...	...	526 8 6	64 7 8	429 17 10	599 15 6	1,620 9 4	...	...	...	...	...	...	...	...	...
			Ballasting, 50,715 ...	194,919	...	...	...	...	652 14 5	79 16 6	533 0 8	743 13 5	2,009 4 10	3·088	·377	2·522	3·519	9·506	...	...	...	...
J	4	15	Train, 118,117 ...	...	41,992	2,715	1,151	1,638	439 12 0	189 9 6	1,961 19 2	1,297 12 0	3,888 12 8	...	...	...	...	...	11,293,281	95·61	·082	877
			Shunting, 13,195 ...	...	...	...	...	...	49 0 6	21 3 4	222 12 0	144 19 0	437 14 10	...	...	...	...	...	...	...	...	...
			Ballasting	131,312	...	...	...	...	...	...	...	...	...	·893	·385	3·992	2·637	7·907	...	...	...	...
K	2	17	Train, 22,413 ...	...	6,529	337	338	315	61 14 0	28 17 2	340 18 7	232 13 4	664 2 7	...	...	...	...	...	1,874,777	83·64	·085	225
			Shunting, 2,190 ...	...	...	...	...	...	6 0 6	2 16 0	33 6 2	22 14 8	64 17 10	...	...	...	...	...	...	...	...	...
			Ballasting	24,603	...	...	...	...	...	...	...	...	...	·660	·308	3·651	2·492	7·111	...	...	...	...
R	1	15	Train, 11,004 ...	...	4,035	240	116	160	205 18 6	19 4 7	184 4 0	114 6 7	523 13 8	...	...	...	...	...	909,396	82·64	·138	96
			Shunting, 1,745 ...	...	...	...	...	...	32 13 0	3 0 11	29 4 4	18 2 8	83 0 11	...	...	...	...	...	...	...	...	...
			Ballasting	12,749	...	...	...	...	...	...	...	...	...	4·491	·419	4·017	2·494	11·421	...	...	...	...