

RETURN NO. 7—continued.

LOCOMOTIVE BRANCH: PARTICULARS OF ROLLING-STOCK, ETC.

Description of Stock ordered.	Order.	Number Incomplete on March 31, 1914.	Number Complete on 31st March, 1915.	Number Incomplete on 31st March, 1915.	Expenditure in Year ended 31st March, 1915.
					£ s. d.
Wagons, four-wheel, 1910-1911 programme ..	M-8	23	23	..	337 12 6
Wagons, bogie, 1911-12 programme ..	R-8	2	2	..	521 11 10
Wagons, four-wheel, 1911-12 programme ..	S-8	5	5	..	612 3 2
Locomotives, Class Wg ..	U-8	8*	8	..	12,560 15 9
Locomotives, Class X.. ..	V-8	6	6	..	20,220 2 11
Locomotives, Class Ad (contract) ..	X-8	6	6	..	17,030 13 7
Carriages, Class A, 1912-1913 programme ..	B-9	..	..	..	188 16 8
Brake-vans, Class F, 1912-1913 programme ..	C-9	2	2	..	623 2 3
Wagons, bogie, 1912-1913 programme ..	D-9	15	15	..	1,238 5 8
Wagons, four-wheel, 1912-1913 programme ..	E-9	402	292	110	15,440 19 4
Wagons, Class P, for Whangarei ..	F-9	..	..	..	700 0 1
Pneumatic coaling-cranes ..	H-9	..	..	..	4 7 9
Fitting Gisborne rolling-stock with Westinghouse brake ..	I-9	..	..	..	Cr. 9 14 10
Fitting brake-vans with Pintsch gas ..	K-9	..	..	..	5 6 0
Fitting cars and brake-vans with steam heating-gear ..	M-9	..	..	..	52 15 2
Carriages, Class A, 1913-1914 programme ..	N-9	19	15	4	10,959 19 11
Brake-vans, Class F, 1913-1914 programme ..	O-9	2	2	..	953 4 11
Wagons, bogie, 1913-1914 programme ..	P-9	62	62	..	15,858 1 4
Wagons, four-wheel, 1913-1914 programme ..	Q-9	409	229	180	33,569 16 6
Tarpaulins, 1913-1914 programme ..	R-9	..	..	..	74 2 6
Westinghouse petrol electric car ..	S-9	1	1	..	1,015 10 5
Fitting Whangarei rolling-stock with Westinghouse brake ..	T-9	..	..	..	6,355 1 3
Locomotives, Class Wg ..	V-9	10	..	10	13,526 8 9
Locomotives, Class B (contract) ..	W-9	20	2	18	31,574 13 3
Carriages, Class A, 1914-1915 programme ..	X-9	40	19	21	25,813 3 6
Brake-vans, Class F, 1914-1915 programme ..	Y-9	13	..	13	2,528 2 7
Wagons, bogie, 1914-1915 programme ..	Z-9	32†	5	27	4,981 6 3
Wagons, four-wheel, 1914-1915 programme ..	A-10	543‡	333	210	58,570 3 6
Carriages, Class A, 1915-1916 programme ..	B-10	50	..	50	763 0 1
Brake-vans, Class F, 1915-1916 programme ..	C-10	16	1	15	2,760 19 6
Wagons, bogie, 1915-1916 programme ..	D-10	75	..	75	4,446 12 3
Wagons, four-wheel, 1915-1916 programme ..	E-10	768	..	768	7,664 14 0
Locomotives, Class A ..	F-10	10	..	10	5,210 4 6
Fitting sleeping-cars with electric light ..	G-10	..	..	..	127 11 10
Locomotives, Class Wg ..	H-10	10	..	10	..
Workshop machinery ..	..	..	..	..	11,105 9 6
Total ..	..	..	..	..	£307,385 4 2
Total locomotives ..	..	70	22	48	..
„ carriages ..	..	110	35	75	..
„ brake-vans ..	..	33	5	28	..
„ wagons, bogie ..	..	186	84	102	..
„ wagons, four-wheel ..	..	2,150	882	1,268	..

* Order reduced by 2.

† Order increased by 22.

‡ Order increased by 145.

EXPENDITURE UNDER THE RAILWAYS IMPROVEMENTS AUTHORIZATION ACT, 1904, CHARGED TO CAPITAL ACCOUNT FOR THE YEAR ENDED 31ST MARCH, 1915.

	£ s. d.
Dunedin-Mosgiel, duplication and deviation of line ..	5,272 17 3
Charges and expenses of raising loan, as per Treasury-books ..	0 7 0
	<u>£5,273 4 3</u>

THE HUTT RAILWAY AND ROAD IMPROVEMENT ACTS, 1903 AND 1905, FOR THE YEAR ENDED 31ST MARCH, 1915.

	£ s. d.
New Hutt Road ..	Cr. £1,432 3 3
Charges and expenses of raising loan as per Treasury books ..	0 3 6
	<u>Net Cr. £1,431 19 9</u>

H. DAVIDSON, Chief Accountant.