Abstract C.—Maintenance of Rolling-stock.

Item.	Expenditure.								Kaihu.			Gisborne.			North Island Main Line and Branches.			South Island Main Line and Branches.			Westport.			Nelson.			Picton.			Total.		
	Kaihu.	Gisborne.	North Island Main Line and Branches.	South Island Main Line and Branches.	Westport.	Nelson.	Picton.	Total.	Per Cent. of Revenue.	Per Mile of Railway.	Per Train-mile.	Per Cent. of Revenue.	Per Mile of Railway.	Per Train-mile.	Per Cent. of Revenue.	Per Mile of Railway.	Per Train-mile.	Per Cent. of Revenue.	Per Mile of Railway.	Per Train-mile.	Per Cent. of Revenue.	Per Mile of Railway.	Per Train-mile.	Per Cent. of Revenue.	Per Mile of Railway.	Per Train-mile.	Per Cent. of Revenue.	Per Mile of Railway.	Per Train-mile.	Per Cent. of Revenue.	Per Mile of Railway.	Per Train-mile.
	£	£	£	£	£	£	£	£	£	£	d.	£	£	d.	£	£	d.	£	£	d.	£	£	d.	£	£	d.	£	£	d.	£	£	d.
General superintendence	28	132	15,090	9,389	425	94	139	25,297	0·3	1·2	0·4	0·3	2·2	0·4	0·3	12·0	0·6	0·3	5·9	0·6	0·3	9·9	1·1	0·3	1·5	0·4	0·3	2·5	0·7	0·3	8·2	0·6
Locomotives (including rail and electric)	726	2,574	307,758	234,271	6,343	2,267	3,961	557,900	8·6	30·3	9·8	6·5	42·9	7·9	6·8	245·0	12·0	8·3	146·1	14·6	5·0	147·5	16·8	8·0	37·2	9·2	9·4	70·7	19·0	7·3	179·8	13·0
Car and wagon supervision ..	..	..	3,608	2,708	..	..	..	6,316	..	..	..	..	..	..	0·1	2·9	0·1	0·1	1·7	0·2	..	..	..	..	..	..	..	..	..	0·1	2·0	0·1
Cars	172	698	114,446	76,679	1,588	807	617	195,007	2·0	7·2	2·3	1·8	11·6	2·1	2·5	91·1	4·5	2·7	47·8	4·8	1·2	36·9	4·2	2·9	13·2	3·3	1·5	11·0	3·0	2·6	62·8	4·5
Vans and postal vans	54	306	20,247	12,557	402	177	163	33,906	0·6	2·3	0·7	0·8	5·1	0·9	0·4	16·1	0·8	0·4	7·8	0·8	0·3	9·3	1·1	0·6	2·9	0·7	0·4	2·9	0·8	0·4	10·9	0·8
Wagons..	603	2,206	220,536	182,695	13,399	1,275	2,130	422,844	7·2	25·1	8·2	5·6	36·8	6·7	4·9	175·6	8·6	6·5	114·0	11·4	10·5	311·6	35·5	4·5	20·9	5·2	5·0	38·0	10·2	5·7	136·3	9·8
Service vehicles	6	35	6,101	5,368	2,041	19	65	13,635	0·1	0·3	0·1	0·1	0·6	0·1	0·1	4·9	0·2	0·2	3·3	0·3	1·6	47·5	5·4	0·1	0·3	0·1	0·2	1·2	0·3	0·2	4·4	0·3
Tarpaulins, ropes, and nets ..	44	229	17,370	22,475	268	132	398	40,916	0·5	1·8	0·6	0·6	3·8	0·7	0·4	13·8	0·7	0·8	14·0	1·4	0·2	6·2	0·7	0·5	2·2	0·5	0·9	7·1	1·9	0·5	13·2	1·0
Betterments	..	..	10,439	4,993	64	..	..	15,496	..	..	..	..	..	..	0·2	8·3	0·4	0·2	3·1	0·3	0·1	1·5	0·2	..	..	..	..	..	..	0·2	5·0	0·4
Totals	1,633	6,180	715,595	551,135	24,530	4,771	7,473	1,311,317	19·4	68·0	22·1	15·6	103·0	18·9	15·8	569·7	27·8	19·6	343·8	34·3	19·3	570·5	64·9	16·9	78·2	19·4	17·6	133·5	35·8	17·3	422·6	30·5

Abstract D.—Examination, Lubrication, and Lighting of Vehicles.

Item.	Expenditure.								Kaihu.			Gisborne.			North Island Main Line and Branches.			South Island Main Line and Branches.			Westport.			Nelson.			Picton.			Total.		
	Kaihu.	Gisborne.	North Island Main Line and Branches.	South Island Main Line and Branches.	Westport.	Nelson.	Picton.	Total.	Per Cent. of Revenue.	Per Mile of Railway.	Per Train-mile.	Per Cent. of Revenue.	Per Mile of Railway.	Per Train-mile.	Per Cent. of Revenue.	Per Mile of Railway.	Per Train-mile.	Per Cent. of Revenue.	Per Mile of Railway.	Per Train-mile.	Per Cent. of Revenue.	Per Mile of Railway.	Per Train-mile.	Per Cent. of Revenue.	Per Mile of Railway.	Per Train-mile.	Per Cent. of Revenue.	Per Mile of Railway.	Per Train-mile.	Per Cent. of Revenue.	Per Mile of Railway.	Per Train-mile.
	£	£	£	£	£	£	£	£	£	£	d.	£	£	d.	£	£	d.	£	£	d.	£	£	d.	£	£	d.	£	£	d.	£	£	d.
Examination and lubrication of cars, vans, and wagons	..	131	17,528	11,773	871	91	84	30,478	..	..	..	0·3	2·2	0·4	0·4	14·0	0·7	0·4	7·3	0·7	0·7	20·3	2·3	0·3	1·5	0·4	0·2	1·5	0·4	0·4	9·8	0.7
Lighting rolling-stock, Pintsch and acetylene gas	19	117	17,037	7,588	*Cr.* 6	72	61	24,888	0·2	0·8	0·3	0·3	2·0	0·4	0·4	13·6	0·7	0·3	4·7	0·5	..	0·1	..	0·3	1·2	0·3	0·1	1·1	0·3	0·3	8·0	0·6
Electric lighting of vehicles ..	..	..	2,126	260	..	..	..	2,386	..	..	..	..	..	..	..	1·7	0·1	..	0·2	..	..	..	..	..	..	..	..	..	..	..	0·8	0·1
Depot expenses	..	..	1,544	140	..	2	9	1,695	..	..	..	..	..	..	..	1·2	0·1	..	0·1	..	..	..	..	..	..	..	..	0·2	..	..	0·5	..
Totals	19	248	38,235	19,761	865	165	154	59,447	0·2	0·8	0·3	0·6	4·1	0·8	0·8	30·4	1·5	0·7	12·3	1·2	0·7	20·1	2·3	0·6	2·7	0·7	0·4	2·8	0·7	0·8	19·2	1.4