## RETURN No. 23—*continued.*

### PICTON SECTION.

| Type. | No. of Engines. | Average Speed—Miles per Hour. | Engine-Mileage. Detail. Train. | Engine-Mileage. Detail. Shunting. | Engine-Mileage. Detail. Ballast. | 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 Materials. | Cost. Running. Stores. | Cost. Running. Fuel. | Cost. Running. Wages. | Cost. Total. | Cost per Engine-Mile in Pence. Repairs. Wages and Materials. | 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. | Days in Steam. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | Cwt. | qt. | lb. | lb. | £ | £ | £ | £ | £ | | | | | | |
| C | 2 | 15 | 20,268 | 3,751 | ... | 24,019 | 3,767 | 299 | ... | 174 | 114 | 11 | 225 | 387 | 737 | 1·14 | ·10 | 2·25 | 3·87 | 7·36 | 316 |
| D | 1 | 15 | 832 | 160 | ... | 992 | 156 | 15 | ... | 7 | 216 | ... | 9 | 13 | 238 | 52·26 | ... | 2·18 | 3·14 | 57·58 | 13 |
| Total | 3 | ... | 21,100 | 3,911 | ... | 25,011 | 3,923 | 314 | ... | 181 | 330 | 11 | 234 | 400 | 975 | 3·17 | ·10 | 2·24 | 3·84 | 9·35 | 329 |

### HURUNUI-BLUFF SECTION.

| Type. | No. of Engines. | Average Speed—Miles per Hour. | Engine-Mileage. Detail. Train. | Engine-Mileage. Detail. Shunting. | Engine-Mileage. Detail. Ballast. | 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 Materials. | Cost. Running. Stores. | Cost. Running. Fuel. | Cost. Running. Wages. | Cost. Total. | Cost per Engine-Mile in Pence. Repairs. Wages and Materials. | 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. | Days in Steam. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| A | 7 | 6 | 690 | 44,561 | 10 | 45,261 | 4,294 | 532 | 71 | 345 | 371 | 23 | 229 | 903 | 1,526 | 1·99 | ·12 | 1·21 | 4·77 | 8·09 | 628 |
| C | 1 | 18 | 60 | 18,626 | ... | 18,686 | 2,281 | 325 | 28 | 179 | 10 | 14 | 118 | 347 | 489 | ·13 | ·18 | 1·51 | 4·46 | 6·28 | 287 |
| D | 17 | 18 | 129,812 | 134,500 | 165 | 264,477 | 36,873 | 4,007 | 329 | 1,972 | 1,264 | 158 | 1,694 | 4,206 | 7,322 | 1·15 | ·14 | 1·54 | 3·81 | 6·64 | 3,161 |
| F | 32 | 20 | 264,795 | 187,110 | 44,379 | 496,284 | 105,940 | 7,553 | 676 | 3,798 | 3,556 | 295 | 3,306 | 7,707 | 14,864 | 1·72 | ·14 | 1·60 | 3·73 | 7·19 | 6,112 |
| G | 4 | 20 | 30,957 | 12,848 | 258 | 44,063 | 6,743 | 567 | 70 | 305 | 838 | 23 | 370 | 585 | 1,816 | 4·56 | ·12 | 2·02 | 3·19 | 9·89 | 486 |
| J | 23 | 25 | 435,474 | 56,436 | 1,241 | 493,151 | 182,923 | 8,099 | 697 | 4,381 | 6,012 | 309 | 4,811 | 5,942 | 17,074 | 2·93 | ·15 | 2·34 | 2·89 | 8·31 | 4,107 |
| K | 8 | 35 | 86,002 | 13,547 | 224 | 99,773 | 21,831 | 1,503 | 137 | 1,147 | 722 | 65 | 1,203 | 1,283 | 3,273 | 1·74 | ·16 | 2·89 | 3·08 | 7·87 | 1,125 |
| L | 1 | 20 | 21,490 | 3,850 | ... | 25,340 | 4,136 | 314 | 39 | 183 | 48 | 13 | 228 | 310 | 599 | ·45 | ·12 | 2·16 | 2·94 | 5·67 | 264 |
| M | 4 | 20 | 21,228 | 11,922 | 2,668 | 35,818 | 10,950 | 641 | 78 | 381 | 754 | 26 | 302 | 569 | 1,651 | 5·05 | ·18 | 2·02 | 3·81 | 11·06 | 517 |
| N | 6 | 35 | 138,558 | 10,857 | 56 | 149,471 | 31,939 | 1,912 | 140 | 1,351 | 1,852 | 77 | 1,677 | 1,646 | 5,252 | 2·98 | ·12 | 2·69 | 2·64 | 8·43 | 1,099 |
| O | 6 | 18 | 86,114 | 15,052 | 544 | 101,710 | 56,537 | 1,980 | 205 | 1,055 | 1,312 | 73 | 1,251 | 1,361 | 3,997 | 3·10 | ·17 | 2·95 | 3·21 | 9·43 | 1,019 |
| P | 7 | 18 | 114,435 | 14,625 | 69 | 129,129 | 56,288 | 2,751 | 249 | 1,333 | 2,851 | 106 | 2,006 | 1,596 | 6,559 | 5·30 | ·20 | 3·73 | 2·96 | 12·19 | 1,264 |
| Q | 2 | 35 | 19,243 | 5,415 | 619 | 25,277 | 6,424 | 433 | 68 | 325 | 495 | 18 | 161 | 401 | 1,075 | 4·70 | ·17 | 1·53 | 3·80 | 10·20 | 425 |
| R | 6 | 20 | 62,250 | 20,673 | 16,984 | 99,907 | 36,693 | 1,584 | 201 | 992 | 1,729 | 66 | 793 | 1,543 | 4,131 | 4·15 | ·16 | 1·90 | 3·71 | 9·92 | 1,129 |
| T | 6 | 18 | 70,470 | 18,374 | 137 | 88,981 | 48,523 | 1,966 | 172 | 1,141 | 1,094 | 80 | 1,207 | 1,305 | 3,686 | 2·95 | ·22 | 3·26 | 3·51 | 9·94 | 1,009 |
| V | 10 | 25 | 187,396 | 19,862 | ... | 207,258 | 66,442 | 3,715 | 308 | 1,660 | 4,044 | 137 | 2,220 | 1,976 | 8,377 | 4·68 | ·16 | 2·57 | 2·29 | 9·70 | 1,466 |
| W | ... | ... | 1,651 | 259 | 82 | 1,992 | 642 | 54 | 4 | 22 | 201 | 2 | 35 | 23 | 261 | 24·22 | ·24 | 4·21 | 2·77 | 31·44 | 21 |
| Total | 140 | ... | 1,670,625 | 588,517 | 67,436 | 2,326,578 | 679,459 | 37,936 | 3,472 | 20,570 | 27,153 | 1,485 | 21,611 | 31,703 | 81,952 | 2·80 | ·15 | 2·23 | 3·27 | 8·45 | 24,119 |
| Less recoverable mileage & expenditure | | | | | 11,290 | 11,290 | ... | ... | ... | .. | ... | ... | ... | ... | 718 | ... | ... | ... | ... | ·03 | ... |
| | | | | | 56,146 | 2,315,288 | ... | ... | ... | ... | ... | ... | ... | ... | 81,234 | ... | ... | ... | ... | 8·42 | ... |
| General charges ... ... ... | | | | | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 11,351 | ... | ... | ... | ... | 1·17 | ... |
| Total | ... | ... | ... | ... | 56,146 | 2,315,288 | ... | ... | ... | ... | ... | ... | ... | ... | 92,585 | ... | ... | ... | ... | 9·59 | ... |

T. F. Rotheram,
Locomotive Superintendent, N.Z.R.