RETURN No. 26—*continued.*

LOCOMOTIVE RETURNS for the Year ending 31st March, 1898—*continued.*

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 Material.	Cost. Running. Stores.	Cost. Running. Fuel.	Cost. Running. Wages.	Cost. 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.	Days in Steam.
HURUNUI-BLUFF SECTION.																					
							Cwt.	qt.	lb.	lb.	£	£	£	£	£						
A	2	6	312	4,327	559	5,198	893	68	4	60	42	3	23	117	185	1·94	·14	1·06	5·40	8·54	100
D	17	18	87,076	177,538	466	265,080	40,873	4,300	194	2,135	1,131	164	1,629	5,348	8,272	1·02	·15	1·47	4·84	7·48	3,668
F	36	20	335,207	205,147	33,518	573,872	127,951	8,986	426	4,194	7,485	348	3,811	10,178	21,822	3·13	·15	1·60	4·26	9·14	6,990
FA	4	20	67,169	11,580	112	78,861	23,033	1,280	62	617	691	49	771	1,285	2,796	2·10	·14	2·34	3·92	8·50	887
FB	...	20	830	190	...	1,020	281	31	1	11	1	1	13	21	36	0·23	23	3·06	4·95	8·47	14
G	2	20	7,356	4,219	8,386	29,961	7,473	482	25	217	273	19	318	551	1,161	2·19	·15	2·55	4·41	9·30	391
J	20	25	450,617	44,482	328	495,427	183,391	8,395	487	4,228	4,444	338	5,535	6,453	16,770	2·15	·16	2·68	3·13	8·12	4,203
K	6	25	77,545	6,884	332	84,761	20,497	1,309	93	940	1,089	57	996	1,266	3,408	3·08	·16	2·82	3·59	9·65	860
L	1	20	5,944	3,214	398	9,556	1,180	160	11	99	644	6	58	222	930	16·18	·15	1·46	5·57	23·36	204
N	6	30	156,182	9,647	36	165,865	46,061	2,871	129	1,376	1,982	116	2,152	1,604	5,854	2·87	·17	3·11	2·32	8·47	1,165
O	5	18	107,267	13,173	24	120,464	85,040	2,065	127	1,390	1,894	89	1,388	1,954	5,325	3·77	·17	2·77	3·89	10·60	1,206
P	7	18	150,210	16,505	151	166,866	93,996	2,915	172	1,910	1,622	124	2,152	2,680	6,578	2·33	·18	3·09	3·86	9·46	1,641
Q	1	20	12,095	1,757	...	13,852	5,117	197	36	245	30	11	89	286	416	0·52	·19	1·54	4·95	7·20	290
R	6	20	75,910	20,674	16,410	112,994	43,728	1,643	106	998	1,158	74	741	1,964	3,937	2·46	·15	1·58	4·17	8·36	1,100
T	6	18	81,205	18,417	41	99,663	63,076	1,807	115	1,327	1,318	80	1,360	1,703	4,461	3·18	·19	3·27	4·10	10·74	1,163
U	4	30	97,888	3,821	89	101,798	34,370	1,819	82	810	663	72	1,577	1,156	3,468	1·56	·16	3·72	2·73	8·17	680
V	10	25	249,060	23,724	130	272,914	125,137	5,112	244	2,462	2,374	209	2,779	3,250	8,612	2·08	·18	2·45	2·86	7·57	2,120
WA	...	...	8	41	...	49	55	...	...	...	...	...	3	1	4	...	..	...	...	...	2
Total	133	...	1,971,881	565,340	60,980	2,598,201	902,152	43,440	2,314	23,019	26,841	1,760	25,395	40,039	94,035	2·48	·16	2·34	3·70	8·68	26,684
Less recoverable mileage & expenditure					7,905	7,905	...	...	...	..	...	...	...	...	551	...	...	...	...	...	...
					53,075	2,590,296	...	...	...	...	...	...	...	...	93,484	...	...	...	...	...	...
General charges			...	...	...	...	...	...	...	...	...	...	...	...	15,623	...	...	...	...	1·43	...
Total	...	...	...	...	...	...	...	...	...	...	...	...	...	...	109,107	...	...	...	...	10·11	...
GREYMOUTH SECTION.																					
F	5	15	35,513	28,504	1,043	65,060	10,914	995	139	693	834	39	218	1,229	2,320	3·08	·14	0·80	4·53	8·55	846
D	2	15	11,752	2,816	691	15,259	2,559	233	36	164	421	9	51	242	723	6·63	·14	0·80	3·8	11·37	197
R	1	15	3,577	4,077	14	7,668	1,632	105	23	105	179	5	33	168	385	5·60	·16	1·02	5·27	12·05	104
Total	8	...	50,842	35,397	1,748	87,987	15,105	1,333	198	962	1,434	53	302	1,639	3,428	3·91	·15	·82	4·47	9·35	1,147
General charges			...	...	...	...	...	...	...	...	...	...	..	...	483	...	...	...	...	1·32	..
Total	...	...	...	...	...	...	...	...	...	...	...	...	...	...	3,911	...	...	...	...	10·67	...