RETURN No. 7—*continued.*

LOCOMOTIVE DEPARTMENT: PARTICULARS OF ROLLING-STOCK, ETC.

Description of Stock ordered.	Order.	Number.	Completed on 31st March, 1899.	Incomplete on 31st March, 1899.	Expenditure in Year ended 31st March, 1899. £ s. d.
Locomotives, Class U	A	4	2	2	5,257 13 8
Carriages, double-bogie, Class A	B	..	..	..	*98 13 10
Locomotives, Class B	M	6	..	6	4,390 0 1
Carriages, double-bogie, Class A	N	7	6	1	2,086 7 9
" conversions to double-bogie, Class A ..	O	24	..	24	420 14 9
Brake-vans (incline)	P	..	..	..	*128 5 2
" conversion to bogie-vans	Q	8	8	..	1,328 9 7
Wagons, four-wheel, Class G, horse-boxes.. ..	R	8	8	..	967 13 4
" " Class H, cattle-trucks ..	S	10	10	..	624 4 2
" " Class L, high-side	T	230	230	..	8,995 12 2
" double-bogie, Class R, bogie high-side ..	U	10	10	..	1,271 2 5
" " Class S, bogie sheep-trucks ..	V	2	2	..	204 6 10
" " Class U, bogie platform ..	W	57	57	..	4,434 5 8
" " Class V, bogie frozen-meat ..	X	..	..	..	*184 9 5
" four-wheel, Class W, frozen-meat ..	Y	3	3	..	434 7 5
" " Class X, cool-trucks	Z	6	6	..	382 4 9
" double-bogie, Class Z, covered goods ..	A—1	4	4	..	709 15 8
Locomotives, Class WA	B—1	2	1	1	3,395 4 11
Carriages, double-bogie, Class A	C—1	6	6	..	2,704 7 7
Tarpaulins	D—1	522	522	..	458 4 4
Carriages, double-bogie, Class A	E—1	4	..	4	1,127 7 0
Wagons, four-wheel, Class G, horse-boxes	F—1	5	..	5	438 16 0
" " Class H, cattle-trucks ..	G—1	6	..	6	438 1 6
" " Class L, high-side	H—1	410	350	60	32,473 18 6
" double-bogie, Class R, bogie high-side ..	J—1	6	6	..	1,183 2 5
" " Class U, bogie platform ..	K—1	10	..	10	1,417 18 10
" " Class V, bogie frozen-meat ..	L—1	5	5	..	1,494 6 3
" four-wheel, Class J, sheep-trucks ..	M—1	55	49	6	5,119 7 1
" " Class K, covered goods ..	N—1	11	8	3	1,353 0 11
" " Class M, low-side	O—1	20	20	..	1,758 8 6
" " Class X, cool-trucks	P—1	6	6	..	859 15 7
" " conversion to Class L, high-side	Q—1	14	14	..	505 10 3
Tarpaulins	R—1	500	500	..	1,121 19 1
Locomotives from Baldwin Loco. Works, U.S.A., Class U	S—1	10	10	..	20,761 16 4
" " Class WA	T—1	6	6	..	8,064 17 9
Steam-crane, 7 tons	U—1	1	1	..	700 0 0
Steam-travelling-crane	V—1	1	..	1	869 14 9
Carriages, double-bogie, Class A	W—1	67	..	67	1,252 6 11
Brake-vans, double-bogie, Class F	X—1	12	..	12	0 12 0
Wagons, double-bogie, Class R, bogie high-side ..	Y—1	5	..	5	..
" " Class U, bogie platform ..	Z—1	15	..	15	107 11 2
" " Class V, frozen-meat ..	A—2	5	..	5	..
" four-wheel, Class L, high-side	B—2	220	..	220	423 2 6
" " Class L, iron, high-side ..	C—2	25	..	25	213 7 4
" " Class J, sheep-trucks ..	D—2	20	..	20	..
" " Class W, frozen-meat ..	E—2	10	..	10	335 9 8
" " Class X, cool-trucks	F—2	5	..	5	..
" " conversion to Class L, high-side	G—2	50	..	50	161 17 11
Locomotives under order from Sharp, Stewart, and Co., Great Britain—four Class B, six Class U	H—2	10	..	10	..
Fitting R wagons for passenger traffic	..	..	..	..	2,614 14 3
Compressed-gas lighting	..	..	..	..	15,360 1 0
Machinery for workshops	..	..	..	..	10,054 7 10
					148,687 14 10
Less material taken from stock on hand, 31st March, 1898	..	..	..	..	†13,976 0 4
					£134,711 14 6

† Stock of material on hand—

	£ s. d.
31st March, 1898 ...	31,964 11 7
31st March, 1899 ...	17,988 11 3
	£13,976 0 4

Particulars.	Number under Order.	Additional Stock. Completed on 31st March, 1899.	Additional Stock. Incomplete on 31st March, 1899.	Conversions. Completed on 31st March, 1899.	Conversions. Incomplete on 31st March, 1899.	—
Total locomotives	38	19	19	..	..	
" carriages	108	12	72	..	24	One-third cost of conversions charged to "Additions to Open Lines."
" brake-vans	20	..	12	8	..	
" wagons, bogie	119	84	35	..	..	
" " four-wheel ..	1,114	690	360	14	50	
" cranes, steam	2	1	1	..	..	
" tarpaulins..	1,022	1,022	..	..	..	

* Additional expenditure on orders B, P, and X brought into stock year ending 31st March, 1898.