

RETURN NO. 7—continued.

LOCOMOTIVE DEPARTMENT: PARTICULARS OF ROLLING-STOCK, ETC.

Description of Stock ordered.	Order.	Number incomplete on March 31, 1899.	Completed on 31st March, 1900.	Incomplete on 31st March, 1900.	Expenditure in Year ended 31st March, 1900.
					£ s. d.
Locomotives, Class U	A	2	2	..	2,919 14 9
Class B	M	6	1	5	6,196 13 2
Carriages, double-bogie, Class A	N	1	..	1	123 3 6
" conversions to double-bogie, Class A	O	24	..	24	146 18 5
Wagons, double-bogie, Class U, platform	W	..	..	..	*302 14 1
Locomotives, Class Wa	B-1	1	1	..	1,662 11 4
Carriages, double-bogie, Class A	E-1	4	4	..	1,339 10 9
Wagons, four-wheel, Class G, horse-boxes	F-1	5	5	..	378 3 1
" " Class H, cattle-trucks	G-1	6	6	..	169 10 0
" " Class L, high-side	H-1	60	60	..	4,148 9 0
" double-bogie, Class U, platform	K-1	10	10	..	382 12 6
" " Class V, frozen-meat	L-1	..	..	..	*48 18 0
" four-wheel, Class J, sheep-trucks	M-1	6	6	..	811 13 7
" " Class K, covered goods	N-1	3	3	..	42 7 9
" " Class X, cool-trucks	P-1	..	..	..	*68 2 8
Locomotives from Baldwin Company, U.S.A., Class Wa	T-1	..	..	..	*2,746 8 3
Steam travelling-crane	V-1	1	1	..	228 19 10
Carriages, double-bogie, Class A	W-1	67	26	41	25,094 2 6
Brake-vans, double-bogie, Class F	X-1	12	8	4	5,340 18 3
Wagons, double-bogie, Class R, high-side	Y-1	5	5	..	1,004 6 1
" " Class U, platform	Z-1	15	12	3	2,863 7 3
" " Class V, frozen-meat	A-2	5	5	..	1,582 8 3
" four-wheel, Class L, high-side	B-2	†215	215	..	19,798 6 11
" " Class Y, ballast-hoppers	..	5	5	..	541 11 3
" " Class L, high-side	C-2	25	25	..	2,658 6 5
" " Class J, sheep-trucks	D-2	20	20	..	2,080 11 7
" " Class W, frozen-meat	E-2	10	10	..	1,278 8 0
" " Class X, cool-trucks	F-2	5	5	..	782 17 4
Conversions to Class L, high-side	G-2	†22	22	..	1,332 9 3
" " Class X, cool-trucks	"	10	10	..	745 3 3
Locomotives from Sharp, Stewart, and Co., Glasgow—4 Class B, and 6 Class U	H-2	\$10	\$10	..	22,896 10 3
Carriages, Class A, dining	I-2	3	3	..	2,544 18 9
Wagons, four-wheel, Class Y, ballast-hoppers	J-2	25	25	..	2,669 4 0
" double-bogie, Class R, high-side	K-2	10	10	..	2,103 7 1
Brake-vans, double-bogie, Class F	L-2	12	3	9	2,015 5 5
Wagons, four-wheel, Class K, covered goods	M-2	36	..	96	2,158 10 5
" double-bogie, Class R, high-side	N-2	20	..	20	3,053 9 0
Tarpaulins	O-2	550	350	200	1,178 9 1
Wagons, four-wheel, Class G, horse-boxes	P-2	6	..	6	490 16 2
" " Class H, cattle-trucks	Q-2	6	..	6	375 15 2
" " Class J, sheep-trucks	R-2	50	..	50	1,814 15 0
" " Class L, high-side	S-2	340	..	340	11,045 9 7
" " Class M, low-side	T-2	25	..	25	610 6 3
" double-bogie, Class U, platform	U-2	20	..	20	2,062 16 4
" four-wheel, Class W, frozen-meat	V-2	10	..	10	691 11 5
" " Class X, cool-trucks	W-2	2	2	..	226 4 2
" double-bogie, Class T, cattle-trucks	X-2	3	..	3	385 0 6
Fitting R wagons for passenger traffic	..	..	..	..	1,348 17 5
Fitting second-class compartments of bogie cars with cushions	..	..	..	..	1,128 0 5
Compressed-gas lighting for carriages	..	..	..	..	3,220 5 11
Lighting Petone shops electrically	..	..	..	..	818 0 1
Machinery for workshops	..	..	..	..	4,988 16 11
Engine turntable for Takapau	..	..	..	..	251 9 4
Less material taken from stock on hand, 31st March, 1899	..	..	..	..	154,897 6 6
Stock of material on hand—	..	..	..	..	739 19 4
31st March, 1899	..	£ s. d.	..	..	17,988 11 3
31st March, 1900	..	17,248 11 11	..	..	£154,157 7 2
		£739 19 4			

Particulars.	Number under Order.	Additional Stock.		Conversions.		
		Completed on 31st March, 1900.	Incomplete on 31st March, 1900.	Completed on 31st March, 1900.	Incomplete on 31st March, 1900.	
Total locomotives	\$19	\$14	5	..	..	One-third cost of car-conversion charged to "Additions to Open Lines."
" carriages	99	33	42	..	24	
" brake-vans	24	11	13	..	..	
" wagons, bogie	88	42	46	..	..	
" " four-wheel	892	337	473	32	..	
Crane, steam	1	1	..	..	..	
Tarpaulins	550	350	200	..	..	

* Additional expenditure on orders W, L-1, P-1, and T-1 brought into stock year ending 31st March, 1899. † Appears in Table 7, D-2, 31st March, 1899, as 220 Class L, high-sides. ‡ Appears in Table 7, D-2, 31st March, 1899, as 50 Class L, high-sides.

§ Three of these locomotives charged to working expenses, year ending 31st March, 1900.