TABLE III.—FUEL-CONSUMPTION, LINE B 1.

Miles.	500-, 700-, 1,000-train Traffic.				340-, 477-, 681-train Traffic.	
	Grade, Per Cent.	Speed.	Resistance, One Train.	Mile-pounds = R.M.	Resistance, One Train.	Mile-pounds = R.M.
0·728	Same as B 3			15,594	Same as B 3	21,969
0·830	3·33	10	30,150	25,050	42,700	35,450
1·010	3.03	12	27,650	27,920	39,100	39,500
5·521	Same as B 3			153,680	Same as B 3	217,100
(2·68)	0·33	8·5–12	*5,200	13,920	*7,350	19,700
	Total R.M., Otira to summit ...			236,164	...	333,719
0·187	R.M., same as B 3 on summit level			713·5	Same as B 3	1,009
1·836	R.M., Bealey to summit, same as B 3			18,597	Same as B 3	26,406
10·112	(Total length of line.)					
Total R.M. uphill				(254,761)	...	(360,125)
Equivalent R.M. downhill (10 per cent.) ...				25,476	...	36,012
Total equivalent R.M., one round trip ...				280,950	...	397,146
Cost of fuel = R.M. ÷ 215,384·6 = £1·308 per round trip.					Cost of fuel = R.M. ÷ 215,384·6 = £1.842 per round trip.	

* Resistance due to curvature.

TABLE IV.—FUEL-CONSUMPTION, LINE A.

Miles.	500-, 700-, 1,000-train Traffic.				340-, 477-, 681-train Traffic.	
	Grade, Per Cent.	Speed.	Resistance, One Train.	Mile-pounds = R.M.	Resistance, One Train.	Mile-pounds = R.M.
6·640	2·70	12	24,950	165,700	35,200	233,400
0·262	2·57	12	23,850	6,250	33,700	8,830
0·162	2·51	12	23,350	3,780	33,000	5,350
0·752	2·47	12	23,000	17,300	32,500	24,450
0·275	2·46	12	22,950	6,310	32,400	8,920
(1·126)	0·24	8·5–12	*4,450	5,010	*6,280	7,070
	Total R.M., Otira to Summit ...			204,350	...	288,020
0·194	Summit level.	12	2,450	475	3,460	671
0·194	Summit level.	12	1,365	265	1,935	376
	R.M., both ways on Summit level			740	...	1,047
0·312	2·42	12	12,565	3,920	17,850	5,565
0·363	1·67	12	9,115	574	12,920	814
	R.M., Bealey to Summit ...			4,494	...	6,379
Total R.M. uphill				(208,844)	...	(294,399)
Equivalent R.M. downhill (10 per cent.) ...				20,884	...	29,440
Total equivalent R.M., one round trip ...				230,468	...	324,886
Cost of fuel = R.M. ÷ 215,384·6 = £1·07 per round trip.					Cost of fuel = R.M. ÷ 215,384·6 = £1·508 per round trip.	

* Resistance due to curvature.