

RETURN No. 13—continued.

STATEMENT of CARRIAGE and WAGON STOCK, &c.—continued.

Description.	Class.	Whangarei.	Kaihu.	North Island Main Line and Branches.	Gisborne.	South Island Main Line and Branches.	Westland.	Westport.	Nelson.	Pictou.	Total.
WAGONS, ETC.—continued.											
Brought forward		265	61	7,176	94	7,964	926	721	152	208	17,587
Sheep, bogie	S			73		52					125
Cattle, "	T			49		21					70
Platform, "	U	3		206	8	61	28	2	2	4	314
Gas-storeholders, bogie	UA			6		6					12
Platform, "	UB			127		40	44				211
Horseboxes, "	UG			16		12					28
Frozen-meat, "	V			46		64					110
"	VB			20							20
Covered goods, "	Z			43		21					64
Totals..		268	61	7,762	102	8,241	998	723	154	212	18,521
TARPAULINS		60	24	5,580	75	7,539	265	42	130	240	13,955

RETURN No. 14

STATEMENT of LOCOMOTIVE STOCK for the Year ending 31st March, 1912.

Class.	Type.	Cylinder.		Coupled Wheels.		Truck Wheels.		Whangarei.	Kaihu.	North Island Main Line and Branches.	Gisborne.	South Island Main Line and Branches.	Westland.	Westport.	Nelson.	Pictou.	Total.
		Dia- meter.	Stroke.	No.	Dia- meter.	No.	Dia- meter.										
A	Tender (4-cyl. balanced compound)	12 & 19	22	6	4 6	6	30½			20		7					27
A	Tender (simple)	17	26	6	4 6	6	30½					1					1
Ad	Tender (4-cyl. balanced compound)	12 & 19	22	6	4 6	6	30½			10							10
B	Tender	16	22	8	3 6½	4	30½					8					8
BA	"	16	22	8	3 6½	4	26½					4					4
Bo	" (compound)	11½ & 19	20	8	3 7	2	28			1							1
C	Tank	9½	18	4	2 6½	2	18	1		3			2				6
D	"	9½	18	4	3 0½	2	18	1		9	1	15	1	1	1	1	29
E	" (articulated compound)	9½ & 16	18	12	3 0½	2	26½			1							1
F	"	10½	18	6	3 0½	2			2	24		37	5	2	1		71
FA	"	12	18	6	3 0½	2	24			5	1	5	1	2	2	2	20
G	"	10½	18	4	3 0½	4	21									4	4
H	" (Fell)	14	16	4	2 8	2	30			6							6
J	Tender	14	20	6	3 6½	2	24½			17		15					32
K	"	12	20	4	4 1½	4	30½			2		6					8
L	Tank	12	18	4	3 6½	6	26½			9		1					10
LA	"	12	18	4	3 9	4	26½						5				5
M	"	13	20	4	3 6½	6	28½			4							4
N	Tender	15	20	6	4 1½	4	28½			10							10
NA	"	15	20	6	4 1	4	30			2							2
NC	" (compound)	10 & 17	20	6	4 1	4	30			2							2
O	"	15	18	8	3 0½	2	28½			6							6
OA	" (compound)	11 & 18	20	8	3 7	2	30			1							1
OB	"	16	20	8	3 7	2	30			2							2
OC	" (compound)	11 & 18	20	8	3 7	2	30			1							1
P	"	15	20	8	3 5	2	26½			4		6					10
Q	"	16	22	6	4 1½	4	30			6		7					13
R	Single Fairlie	12½	16	6	3 0½	4	36½			10		8					18
S	"	13	16	6	3 0½	4	36½			4							4
T	Tender	15	18	8	3 0½	2	24½			2		4					6
U	"	16	20	6	4 6	4	30½					9					9
UA	"	16	20	6	4 1½	4	30					6					6
UB	"	16	20	6	4 1½	4	26½					20					20
UB	"	16	22	6	4 1½	4	30					2					2
UC	"	16	22	6	4 1½	4	30					10					10
UD	"	16½	22	6	4 10	4	28			2							2
V	"	15	20	6	4 1½	4	26½			3		10					13
W	Tank	14	20	6	3 0½	4	26½										2
WA	"	14	20	6	3 3½	4	28½			6	2		3				11
WB	"	14	20	6	3 3½	4	25	3		3			1	5			12
WD	"	14	20	6	3 3½	6	25			14		4					18
WE	"	16	22	6	3 6½	8	30½			2							2
WF	"	14	22	6	3 9	6	30½			22		16					38
WG	"	14	22	6	3 9	8	26½			12							12
WH	"	12	18	6	3 1	4	24½			3							3
WJ	"	17	20	8	3 7	2	30			1							1
X	Tender (4-cyl. balanced compound)	13½ & 22	22	8	3 9	4	26½			8							8
Totals								7	2	239	4	201	18	11	4	7	493