

RETURN NO. 13—*continued.*STATEMENT OF CARRIAGE AND WAGON STOCK, ETC.—*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.—<i>continued.</i>											
Brought forward	..	310	62	7,648	95	8,356	935	763	152	210	18,531
Sheep, bogie	S	..	..	73	..	52	..	..	..	..	125
Cattle, „	T	..	..	49	..	21	..	..	..	..	70
Platform, „	U	3	..	205	10	60	28	2	2	6	316
Gas-storeholders, bogie	UA	..	..	7	..	7	..	..	..	..	14
Platform, „	UB	..	..	127	..	51	44	..	..	..	222
Horseboxes, „	UG	..	..	18	..	14	..	..	..	..	32
Frozen meat, „	V	..	..	46	..	75	..	..	..	..	121
„	VB	..	..	20	..	..	..	..	..	..	20
Covered goods, „	Z	..	..	43	..	21	..	..	..	..	64
Totals.. .. .	..	313	62	8,236	105	8,657	1,007	765	154	216	19,515
TARPAULINS	..	80	24	6,315	90	8,026	275	42	130	240	15,222

RETURN NO. 14.

STATEMENT OF LOCOMOTIVE STOCK FOR THE YEAR ENDING 31ST MARCH, 1913.

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 in.	19 in.	22	6	4 ft.	6 in.	6	30 in.	..	..	20	..	7	..	..	27
A	Tender (simple)	17	26	6	4	6	6	30 in.	..	..	..	..	1	..	..	..	1
AD	Tender (4-cyl. balanced compound)	12 & 19	22	6	4	6	6	30 in.	..	..	17	..	..	..	..	..	17
B	Tender	16	22	8	3	6 in.	4	30 in.	..	..	..	..	8	..	..	..	8
BA	„	16	22	8	3	6 in.	4	26 in.	..	..	..	..	9	..	..	..	9
Bc	„ (compound)	11 in. & 19	20	8	3	7	2	28	..	..	1	..	..	..	..	..	1
C	Tank	9 in.	18	4	2	6 in.	2	18	1	..	3	..	..	2	..	..	6
D	„	9 in.	18	4	3	0 in.	2	18	1	..	10	..	15	1	..	1	29
E	„ (articulated compound)	9 in. & 16	18	12	3	0 in.	2	26 in.	..	..	1	..	..	..	..	..	1
F	„	10 in.	18	6	3	0 in.	..	..	2	24	..	37	5	2	1	..	71
FA	„	12	18	6	3	0 in.	2	24	2	..	5	1	4	1	2	3	20
G	„	10 in.	18	4	3	0 in.	4	21	..	..	..	..	..	..	..	4	4
H	„ (Fell)	14	16	4	2	8	2	30	..	..	6	..	..	..	..	..	6
J	Tender	14	20	6	3	6 in.	2	24 in.	..	..	17	..	15	..	..	..	32
K	„	12	20	4	4	1 in.	4	30 in.	..	..	2	..	6	..	..	..	8
L	Tank	12	18	4	3	6 in.	6	26 in.	..	..	9	..	1	..	..	..	10
LA	„	12	18	4	3	9	4	26 in.	..	..	..	..	5	..	..	..	5
M	„	13	20	4	3	6 in.	6	28 in.	..	..	4	..	..	..	..	..	4
N	Tender	15	20	6	4	1 in.	4	28 in.	..	..	10	..	..	..	..	..	10
N	„	15	20	6	4	1	4	30	..	..	2	..	..	..	..	..	2
NA	„ (compound)	10 & 17	20	6	4	1	4	30	..	..	2	..	..	..	..	..	2
NC	„	10 & 17	20	6	4	1	4	30	..	..	2	..	..	..	..	..	2
O	„	15	18	8	3	0 in.	2	28 in.	..	..	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	26 in.	..	..	4	..	6	..	..	..	10
Q	„	16	22	6	4	1 in.	4	30 in.	..	..	6	..	7	..	..	..	13
R	Single Fairlie	12 in.	16	6	3	0 in.	4	36 in.	..	..	10	..	8	..	..	..	18
S	„	13	16	6	3	0 in.	4	36 in.	..	..	4	..	..	..	..	..	4
T	Tender	15	18	8	3	0 in.	2	24 in.	..	..	2	..	4	..	..	..	6
U	„	16	20	6	4	6	4	30 in.	..	..	..	..	9	..	..	..	9
UA	„	16	20	6	4	1 in.	4	30	..	..	..	..	6	..	..	..	6
UB	„	16	20	6	4	1 in.	4	26 in.	..	..	..	..	20	..	..	..	20
UB	„	16	22	6	4	1 in.	4	30	..	..	..	..	2	..	..	..	2
UC	„	16	22	6	4	1 in.	4	30	..	..	..	..	10	..	..	..	10
UD	„	16 in.	22	6	4	10	4	28	..	..	2	..	..	..	..	..	2
V	„	15	20	6	4	1 in.	4	26 in.	..	..	3	..	10	..	..	..	13
W	Tank	14	20	6	3	0 in.	4	26 in.	..	..	..	..	2	..	..	..	2
WA	„	14	20	6	3	3 in.	4	28 in.	..	..	5	3	..	3	..	..	11
WB	„	14	20	6	3	3 in.	4	25	3	..	3	..	1	5	..	..	12
WD	„	14	20	6	3	3 in.	4	25	..	..	14	..	4	..	..	..	18
WE	„	16	22	6	3	6 in.	8	30 in.	..	..	1	..	1	..	..	..	2
WF	„	14	22	6	3	9	6	30 in.	..	..	22	..	16	..	..	..	38
WG	„	14	22	6	3	9	8	26 in.	..	..	20	..	..	..	..	..	20
WH	„	12	18	6	3	1	4	24 in.	..	..	3	..	..	..	..	..	3
WJ	„	17	20	8	3	7	4	30 in.	..	..	1	..	..	..	..	..	1
X	Tender (4-cyl. balanced compound)	13 in. & 22	22	8	3	9	2	30 in.	..	..	8	..	..	..	..	..	8
Totals		..	..	..	..	..	..	7	2	253	4	205	19	11	5	7	513