

RETURN No. 7--continued.

LOCOMOTIVE BRANCH: PARTICULARS OF ROLLING-STOCK, ETC.

Description of Stock ordered.	Order.	Number Incomplete on March 31, 1913.	Number Complete on 31st March, 1914.	Number Incomplete on 31st March, 1914.	Expenditure in Year ended 31st March, 1914.
					£ s. d.
Locomotives, Class BA	E-8	1	1	..	1,218 12 9
Carriages, Class A, 1910-1911 programme ..	J-8	2	2	..	545 15 2
Wagons, four-wheel, 1910-1911 programme ..	M-8	158	135	23	589 9 0
Carriages, Class A, 1911-1912 programme ..	Q-8	10	10	..	4,697 0 5
Wagons, bogie, 1911-1912 programme ..	R-8	2	..	2	70 16 4
Wagons, four-wheel, 1911-1912 programme ..	S-8	10	5	5	515 2 6
Tarpaulins	T-8	..	..	..	Cr. 222 13 10
Locomotives, Class Wg	U-8	20	10	10	27,319 5 5
Locomotives, Class X	V-8	10	4	6	23,825 15 9
Locomotives, Class Ad (contract)	X-8	13	7	6	37,374 15 6
Steamer for Lake Wakatipu service	Y-8	..	..	..	785 13 0
Carriages, Class AA, for Main Trunk	Z-8	..	..	..	146 9 3
Carriages, Class A, for Rotorua Express ..	A-9	..	..	..	2,095 19 6
Carriages, Class A, 1912-1913 programme ..	B-9	22	22	..	11,574 5 11
Brake-vans, Class F, 1912-1913 programme ..	C-9	6	4	2	1,942 16 6
Wagons, bogie, 1912-1913 programme ..	D-9	43	28	15	5,256 16 2
Wagons, four-wheel, 1912-1913 programme ..	E-9	796	394	402	47,066 9 4
Wagons, Class P, for Whangarei	F-9	20	20	..	1,468 16 11
Brake-vans, "Fell," for Greymouth	G-9	1	1	..	282 10 2
Pneumatic coaling-cranes	H-9	3	3	..	216 15 6
Fitting Gisborne rolling-stock with Westinghouse brake	I-9	..	..	..	2,310 1 8
Tarpaulins, 1912-1913 programme	J-9	950	950	..	1,137 2 5
Fitting brake-vans with Pintsch's gas	K-9	..	..	..	1,417 0 11
Fitting locomotives with steam heating-gear ..	L-9	..	..	..	6 12 10
Fitting cars with steam heating-gear	M-9	..	..	..	2,113 14 4
Carriages, Class A, 1913-1914 programme ..	N-9	65	46	19	49,622 0 7
Brake-vans, Class F, 1913-1914 programme ..	O-9	19	17	2	10,939 16 11
Wagons, bogie, 1913-1914 programme	P-9	68	6	62	11,953 4 10
Wagons, four-wheel, 1913-1914 programme ..	Q-9	532*	123	409	28,442 0 8
Tarpaulins, 1913-1914 programme	R-9	1,100†	1,100	..	3,627 17 10
Westinghouse petrol-electric car	S-9	1	..	1	3,895 18 2
Fitting Whangarei rolling-stock with Westinghouse brake	T-9	..	..	..	387 11 11
Fitting locomotive D 143 with Westinghouse brake..	U-9	..	..	..	96 1 10
Locomotives, Class Wg	V-9	10	..	10	..
Locomotives, Class B (contract)	W-9	20	..	20	..
Carriages, Class A, 1914-1915 programme ..	X-9	40	..	40	..
Brake-vans, Class F, 1914-1915 programme ..	Y-9	13	..	13	..
Wagons, bogie, 1914-1915 programme	Z-9	10	..	10	..
Wagons, four-wheel, 1914-1915 programme ..	A-10	398	..	398	..
Workshop machinery	..	..	..	..	16,873 18 0
Total	..	..	..	..	£299,643 14 2
Total locomotives	..	74	22	52	..
" carriages	..	140	80	60	..
" brake-vans	..	39	22	17	..
" wagons, bogie	..	123	34	89	..
" wagons, four-wheel	..	1,914	677	1,237	..
" tarpaulins	..	2,050	2,050	..	..

* Order increased by 78.

† Order increased by 25.

EXPENDITURE under the Hutt Railway and Road Improvement Acts, 1903 and 1905, for the Year ended 31st March, 1914.

Railway Capital Account:—

Straightening and doubling Wellington-Hutt Railway	£ s. d.
Less value of working-plant transferred to other works	38 5 2
	41 0 0
	Cr. £7 14 10

For Recovery in terms of Act:—

New Hutt Road (including land for same)	£ s. d.
	Dr. £4,125 14 5

EXPENDITURE under the Railways Improvements Authorisation Act, 1904, charged to Capital Account for the Year ended 31st March, 1914.

Dunedin-Mosgiel, duplication and deviation of line	£ s. d.
Charges and expenses of raising loan, as per Treasury-books	39,563 0 6
	1 1 0
	£39,564 1 6

H. DAVIDSON, Chief Accountant.