

RETURN No. 13—continued.

STATEMENT OF CARRIAGE AND WAGON STOCK, ETC.—continued.

Description.	Class.	Whangarei.	Kaim.	North Island Main Line and Branches.	Gisborne	South Island Main Line and Branches.	Westland.	Westport.	Nelson.	Pictou.	Total.
WAGONS, ETC.—continued.											
Brought forward	..	364	62	7,889	107	8,736	936	763	159	217	19,233
Sheep, bogie	S	..	..	73	..	52	..	..	..	..	125
Cattle, „	T	..	..	49	..	21	..	..	..	..	70
Platform, „	U	3	..	199	15	60	28	2	2	6	315
Gas-storeholders, bogie	UA	..	..	8	..	7	..	..	..	..	15
Platform, „	UB	..	..	127	..	75	44	..	..	..	246
Horseboxes, „	UG	..	..	18	..	14	..	..	..	..	32
Frozen meat, „	V	..	..	46	..	75	..	..	..	..	121
„	VB	..	..	20	..	..	..	..	..	..	20
Covered goods, „	Z	..	..	49	..	25	..	..	..	..	74
Totals	..	367	62	8,478	122	9,065	1,008	765	161	223	20,251
TARPAULINS	..	100	24	7,265	115	8,976	285	52	175	290	17,282

RETURN No. 14.

STATEMENT OF LOCOMOTIVE STOCK FOR THE YEAR ENDING 31ST MARCH, 1914.

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	..	..	24	..	..	..	..	..	24
B	Tender	16	22	8	3	6½	4	30½	..	..	..	..	8	..	..	..	8
BA	"	16	22	8	3	6½	4	26½	..	..	..	..	10	..	..	..	10
Bc	" (compound)	11½ & 19	20	8	3	7	2	28	..	..	1	..	..	..	..	..	1
C	Tank	9½	18	4	2	6¼	2	18	1	..	3	..	..	2	..	..	6
D	"	9½	18	4	3	0½	2	18	1	..	10	..	14	1	..	1	28
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	2	..	5	1	4	1	2	3	20
G	"	10½	18	4	3	0½	4	21	..	..	..	..	..	..	..	..	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	6¼	6	28½	..	..	4	..	..	..	..	..	4
N	Tender	15	20	6	4	1½	4	28½	..	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	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..	12¼	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	0¼	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	..	..	..	2
WA	"	14	20	6	3	3¾	4	28½	..	..	5	3	..	3	..	..	11
WB	"	14	20	6	3	3¾	4	25	4	..	2	..	1	5	..	..	12
WD	"	14	20	6	3	3¾	6	25	..	14	..	4	..	..	..	..	18
WE	"	16	22	6	3	6½	8	30½	..	..	1	..	1	..	..	..	2
WF	"	14	22	6	3	9	6	30½	..	22	..	16	..	..	..	..	38
WG	"	14	22	6	3	9	8	26½	..	30	..	..	..	..	..	..	30
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	2	30½	..	..	12	..	..	..	..	..	12
Totals		..	..	..	..	..	..	8	2	273	4	205	19	11	5	7	534