

RETURN NO. 7—continued.

LOCOMOTIVE BRANCH: PARTICULARS OF ROLLING-STOCK, ETC.

Description of Stock ordered.	Order.	Number Incomplete on 31 March, 1920.	Number Complete on 31st March, 1921.	Number Incomplete on 31st March, 1921.	Expenditure in Year ended 31st March, 1921.
#					£ s. d.
Carriages, Class A, 1915-1916 programme ..	B-10	3	..	3	112 5 4
Wagons, bogie, 1915-1916 programme ..	D-10	12	8	4	1,510 8 2
Wagons, four-wheel, 1915-1916 programme ..	E-10	110	85	25	6,860 7 10
Carriages, Classes A and AA, 1916-1917 programme ..	I-10	30	..	30	1,689 5 9
Brake-vans, Class F, 1916-1917 programme ..	J-10	12	..	12	398 3 11
Wagons, bogie, 1916-1917 programme ..	K-10	85	26	59	11,398 4 7
Wagons, four-wheel, 1916-1917 programme ..	L-10	370	41	329	27,193 0 5
Locomotives, Class Ww, seventh lot ..	Q-10	..	..	..	Cr. 63 8 10
Fitting Westland rolling-stock with Westinghouse brake	S-10	..	..	..	206 12 6
Carriages, Class AA, 1917-1918 programme ..	V-10	2	..	2	2,540 9 11
Locomotives, Class Ab, third lot ..	X-10	10	..	10	6,945 5 8
Tarpaulins, 1919-1920 programme ..	Y-10	765	650	115	587 7 11
Wagons, four-wheel, 1919-1920 programme ..	Z-10	20	..	20	4,198 1 10
Locomotives, Class Ab (being built by Messrs. A. and G. Price (Limited))	A-11	20	..	20	22,509 4 10
Locomotives, Class WAB, second lot ..	D-11	10	..	10	2,050 6 11
Brake-vans, Class F, 1920-1921 programme ..	E-11	1	..	1	404 14 4
Wagons, bogie, 1920-1921 programme ..	F-11	20	..	20	9,545 13 1
Wagons, four-wheel, 1920-1921 programme ..	G-11	14	1	13	2,488 15 4
Difference in value of cars being built to replace four obsolete cars to be written off	H-11	..	..	..	14 17 6
Difference in value of wagons built to replace two N wagons sold	I-11	..	..	..	285 4 9
Equipment for Royal train ..	J-11	..	..	..	1,520 8 4
Passenger fittings for Ub wagons ..	K-11	..	..	..	1,312 5 6
Conversion of R wagon to carry passengers (part cost)	L-11	..	..	..	200 0 0
Foot-warmers for Westland ..	M-11	..	..	..	162 2 3
Additional first-class seats for cars ..	N-11	..	..	..	330 16 5
Additional Westinghouse-brake pumps ..	O-11	..	..	..	1,178 2 7
Locomotives, Class Ab (British contract) ..	P-11	45	..	45	414 12 8
Wagons, four-wheel (British contract) ..	Q-11	2,500	..	2,500	2,114 11 1
Tarpaulins, 1920-1921 programme ..	R-11	1,000	..	1,000	..
Workshops machinery ..	..	..	..	..	4,140 3 7
Total ..	..	..	..	..	£112,248 4 2
Total locomotives ..	..	85	..	85	..
„ carriages ..	..	35	..	35	..
„ brake-vans ..	..	13	..	13	..
„ wagons, bogie ..	..	117	34	83	..
„ wagons, four-wheel ..	..	3,014	127	2,887	..
„ tarpaulins ..	..	1,765	650	1,115	..

EXPENDITURE UNDER THE RAILWAYS IMPROVEMENT AUTHORIZATION ACT, 1914, CHARGED TO CAPITAL ACCOUNT, FOR THE YEAR ENDED 31ST MARCH, 1921.

	£	s.	d.	£	s.	d.
Material on hand at 31st March, 1920 ..	14,176	3	1			
Expenditure charged by Treasury ..	63,077	16	6			
	77,253	19	7			
Less material on hand at 31st March, 1921 ..	13,525	3	6			
				£63,728	16	1

	£	s.	d.
New stations and station-yards, goods-sheds, and terminal facilities at Auckland, Wellington and Christchurch ..	11,205	14	3
Grade easements— Penrose-Mercer } ..	29,390	11	0
Palmerston North - Marton } ..			
Additions to workshops, Petone ..	1,555	0	0
New line—Auckland-Westfield ..	289	5	7
Signalling, interlocking, and safety appliances ..	21,288	5	3
	£63,728	16	1

H. WILLIAMS, Chief Accountant.