

RETURN NO. 7—continued.

LOCOMOTIVE BRANCH: PARTICULARS OF ROLLING-STOCK, ETC.

Description of Stock ordered.	Order.	Number Incomplete on 31st Mar., 1921.	Number Complete on 31st March, 1922.	Number Incomplete on 31st March, 1922.	Expenditure in Year ended 31st March, 1922.
					£ s. d.
Carriages, Class A, 1915-16 programme ..	B-10	3	3	..	1,649 18 0
Wagons, bogie, 1915-16 programme ..	D-10	4	4	..	1,227 14 8
Wagons, four-wheel, 1915-16 programme ..	E-10	25	25	..	1,154 8 5
Carriages, classes A and AA, 1916-17 programme ..	I-10	30	..	30	Cr. 2,093 2 10
Brake-vans, Class F, 1916-17 programme ..	J-10	12	5	7	4,984 17 2
Wagons, bogie, 1916-17 programme ..	K-10	59	29	30	5,824 4 6
Wagons, four-wheel, 1916-17 programme ..	L-10	329	100	229	73,805 19 1
Fitting Westland rolling-stock with Westing-house brake	S-10	..	..	..	537 5 1
Carriages, Class AA, 1917-18 programme ..	V-10	2	2	..	800 6 6
Locomotives, Class Ab, third lot ..	X-10	10	3	7	20,664 8 3
Tarpaulins, 1919-20 programme ..	Y-10	115	115	..	84 12 3
Wagons, four wheel, 1919-20 programme ..	Z-10	20	12	8	1,236 19 3
Locomotives, Class Ab (A. and G. Price (Limited))	A-11	20	..	20	32,696 16 11
Locomotives, Class WAb, second lot ..	D-11	10	..	10	13,952 3 4
Brake-vans, Class F, 1920-21 programme ..	E-11	1	1	..	949 17 5
Wagons, bogie, 1920-21 programme ..	F-11	20	20	..	7,712 1 4
Wagons, four wheel, 1920-21 programme ..	G-11	13	13	..	2,584 1 9
Difference in value of cars being built to replace four obsolete cars to be written off	H-11	..	..	..	929 7 1
Difference in value of wagons rebuilt or converted	I-11	..	..	..	3,806 4 9
Equipment for Royal train ..	J-11	..	..	..	Cr. 51 5 0
Additional first-class seats for cars ..	N-11	..	..	..	2,911 17 9
Locomotives, Class Ab (British Contract)	P-11	45	27	18	288,864 10 1
Wagons, four-wheel (British contract)..	Q-11	2,500	613	1,887	627,869 2 9
Tarpaulins, 1920-21 programme ..	R-11	1,000	1,000	..	16,040 15 7
Brake-vans, Class F, 1921-22 programme ..	S-11	5	2	3	3,505 6 4
Wagons, four-wheel, 1921-22 programme ..	T-11	24	24	..	10,166 17 6
Steam-heating locomotives and cars ..	U-11	..	..	..	1,571 4 7
Additional superheater elements ..	V-11	..	..	..	981 9 10
Difference in value of brake-vans built to replace stock written off	W-11	..	..	..	1,197 18 7
Electric headlights for AA locomotives ..	X-11	..	..	..	154 17 4
Sales of locomotives ..	..	..	..	..	Cr. 12,500 0 0
Sales of rolling-stock ..	..	..	..	..	Cr. 245 0 0
Workshops machinery ..	..	..	..	..	8,206 7 1
Sales of workshop machinery ..	..	..	..	..	Cr. 50 0 0
Total ..	..	..	..	..	£1,121,132 5 4
Total locomotives ..	..	85	30	55	..
„ carriages ..	..	35	5	30	..
„ brake-vans ..	..	18	8	10	..
„ wagons, bogie ..	..	83	53	30	..
„ wagons, four-wheel ..	..	2,911	787	2,124	..
„ tarpaulins ..	..	1,115	1,115	..	..

EXPENDITURE UNDER THE RAILWAYS IMPROVEMENT AUTHORIZATION ACT, 1914, CHARGED TO CAPITAL ACCOUNT, FOR THE YEAR ENDED 31ST MARCH, 1922.

	£	s.	d.	£	s.	d.
Material on hand at 31st March, 1921 ..	13,525	3	6			
Expenditure charged by Treasury ..	132,240	10	3			
Proportionate cost of raising loan ..	9,619	18	5			
	155,385	12	2			
Less material on hand at 31st March, 1922 ..	11,920	16	4			
				£143,464	15	10
New station and station-yards, goods-sheds, and terminal facilities at Auckland, Wellington, and Addington ..				8,387	10	9
Grade easements—Penrose—Mercer, Palmerston North—Marton ..				55,873	1	9
New line—Auckland—Westfield ..				260	12	1
Signalling, interlocking, and safety appliances ..				78,943	11	3
				£143,464	15	10

L. HAMANN, Acting Chief Accountant.