

RETURN No. 9.
SHOWING CLASSIFICATION OF EXPENDITURE ON MAINTENANCE OF WAY AND WORKS FOR THE YEAR ENDED 31st MARCH, 1884.

| Classification of Work. | Wangarei Section. | | Auckland Section. | | Napier Section. | | Wellington Section. | | Wanganui Section. | | New Plymouth Section. | | Christchurch Section. | | Oamaru Section. | | Dunedin Section. | | Invercargill Section. | | Greymouth Section. | | Westport Section. | | Nelson Section. | | Pictou Section. | | Total. | | | |
|---|-------------------|-------------------|-------------------|---------------------|-------------------|-------------------|----------------------|-------------------|-------------------|--------------------|-----------------------|--------------------|-----------------------|--------------------|--------------------|----------------------|----------------------|----------------------|-----------------------|----------------------|----------------------|----------------------|----------------------|----------------------|----------------------|----------------------|----------------------|----------------------|----------------------|----------------------|----------------------|------|
| | £ | s. d. | £ | s. d. | £ | s. d. | £ | s. d. | £ | s. d. | £ | s. d. | £ | s. d. | £ | s. d. | £ | s. d. | £ | s. d. | £ | s. d. | £ | s. d. | £ | s. d. | £ | s. d. | £ | s. d. | | |
| Track surfacing.. | 351 | 1 10 11 | 696 | 15 4 3 | 43,929 | 4 11 5 | 5,818 | 13 4 3 | 7,940 | 14 4 1 | 14,625 | 11 6 17 | 17,464 | 5 11 6 | 12,309 | 8 3 12 | 778 | 7 11 13 | 13,941 | 11 5 5 | 13,941 | 11 5 5 | 520 | 18 6 6 | 885 | 13 1 1 | 814 | 1 10 1 | 720 | 3 2 93,796 | | |
| Track renewals .. | 92 | 6 0 | 2,301 | 9 6 1 | 1,573 | 11 5 3 | 2,288 | 13 3 3 | 1,573 | 2 0 1 | 59 | 15 3 2 | 12,702 | 2 9 10 | 10,580 | 0 8 10 | 982 | 8 1 1 | 6,685 | 6 0 1 | 6,685 | 6 0 1 | 363 | 12 3 3 | 990 | 15 4 1 | 1,203 | 1 3 53,522 | | | | |
| Ballasting .. | 75 | 18 2 | 875 | 3 11 3 | 382 | 7 2 2 | 617 | 2 0 0 | 696 | 17 3 3 | 236 | 19 6 1 | 1,061 | 14 2 2 | 733 | 11 8 3 | 0 12 0 | 7 7 9 | 1,059 | 14 7 4 | 1,059 | 14 7 4 | 203 | 14 2 2 | 63 | 19 0 0 | 94 | 14 11 9,751 | | | | |
| Banks, cuttings, ditches, tunnels | 139 | 5 5 | 599 | 5 3 3 | 202 | 15 9 9 | 565 | 18 6 6 | 795 | 12 7 7 | 632 | 9 6 4 | 739 | 6 4 1 | 1,524 | 2 8 2 | 2,431 | 16 9 4 | 1,750 | 13 4 4 | 2,779 | 18 6 6 | 90 | 13 4 4 | 42 | 9 11 2 | 553 | 11 2 22,954 | | | | |
| Bridges, culverts, drains | 21 | 19 6 | 2,228 | 11 2 2 | 719 | 4 2 2 | 864 | 3 7 7 | 2,932 | 14 0 0 | 887 | 17 0 0 | 7,087 | 12 7 2 | 2,307 | 13 9 2 | 2,270 | 4 0 0 | 2,779 | 18 6 6 | 2,779 | 18 6 6 | 167 | 13 9 9 | 90 | 13 4 4 | 42 | 9 11 2 | 553 | 11 2 22,954 | | |
| Fences, gates, cattle-stops, hedges | 0 | 5 4 | 1,551 | 8 1 1 | 205 | 12 9 9 | 203 | 6 8 8 | 660 | 10 8 8 | 41 | 8 9 9 | 3,532 | 11 0 0 | 3,576 | 15 4 4 | 3,107 | 7 5 5 | 1,627 | 17 5 5 | 1,627 | 17 5 5 | 25 | 10 10 10 | 37 | 2 0 0 | 51 | 1 10 10 | 28 | 9 5 14,649 | | |
| Roads, approaches, &c. | 15 | 2 10 | 264 | 3 4 4 | 65 | 9 6 6 | 60 | 13 10 10 | 128 | 7 9 9 | 24 | 5 2 2 | 572 | 3 3 3 | 133 | 5 3 3 | 604 | 1 10 10 | 372 | 17 1 1 | 372 | 17 1 1 | 18 | 9 10 10 | 7 | 15 4 4 | 56 | 13 4 4 | 2 | 19 0 0 2,326 | | |
| Water-services, signals, cranes, appliances | .. | .. | 116 | 17 5 5 | 80 | 18 2 2 | 88 | 11 11 11 | 241 | 18 3 3 | 32 | 16 10 10 | 1,310 | 3 1 1 | 526 | 19 2 2 | 819 | 5 10 10 | 479 | 15 0 0 | 479 | 15 0 0 | 23 | 17 0 0 | 38 | 1 3 3 | 5 | 3 9 9 3,784 | | | | |
| Wharves .. | .. | .. | 57 | 5 0 0 | .. | .. | 0 | 4 10 10 | 8 | 17 1 1 | .. | .. | 12 | 3 3 3 | 1 | 8 6 6 | 237 | 13 10 10 | 33 | 12 2 2 | 33 | 12 2 2 | 121 | 17 5 5 | 18 | 13 4 4 | 128 | 15 6 6 672 | | | | |
| Buildings .. | 1 | 6 0 | 879 | 15 11 11 | 180 | 19 6 6 | 950 | 5 1 1 | 167 | 2 8 8 | 145 | 15 2 2 | 4,008 | 1 10 10 | 2,235 | 4 7 7 | 1,987 | 5 1 1 | 2,836 | 18 4 4 | 2,836 | 18 4 4 | 57 | 15 1 1 | 47 | 15 2 2 | 11 | 3 0 0 13,635 | | | | |
| Miscellaneous .. | 10 | 2 8 | 1,713 | 14 7 7 | 904 | 7 6 6 | 73 | 9 3 3 | 22 | 18 5 5 | .. | .. | 2,034 | 18 5 5 | 1,683 | 12 2 2 | 1,705 | 5 11 11 | 779 | 9 9 9 | 779 | 9 9 9 | .. | .. | .. | .. | .. | .. | .. | 8,930 | | |
| Total expenditure.. | 707 | 7 9 22,284 | 9 6 8,244 | 10 10 12,531 | 2 3 15,168 | 14 9 6,686 | 19 2 3 15,525 | 2 7 35,612 | 2 0 39,915 | 16 8 32,947 | 13 7 2,597 | 8 11 11,757 | 14 10 2,229 | 16 11 2,727 | 5 8 233,936 | 5 4 8 233,936 | 5 4 8 233,936 | 5 4 8 233,936 | 5 4 8 233,936 | 5 4 8 233,936 | 5 4 8 233,936 | 5 4 8 233,936 | 5 4 8 233,936 | 5 4 8 233,936 | 5 4 8 233,936 | 5 4 8 233,936 | 5 4 8 233,936 | 5 4 8 233,936 | 5 4 8 233,936 | 5 4 8 233,936 | 5 4 8 233,936 | |
| Mileage .. | 7 | .. | 139 | .. | 70 | .. | 69 | .. | 132 | .. | 51 | .. | 293 | .. | 179 | .. | 149 | .. | 240 | .. | 240 | .. | 8 | .. | 18 | .. | 23 | .. | 18 | .. | 1,396 | |
| Comparative rates per mile for the year | 101 | 1 1 | 160 | 6 5 | 117 | 15 7 | 181 | 12 2 | 114 | 18 3 | 131 | 2 4 | 172 | 8 10 | 198 | 19 0 | 267 | 17 10 | 137 | 5 8 | 137 | 5 8 | 324 | 13 7 | 97 | 13 1 | 96 | 19 0 | 151 | 10 4 | 167 | 11 6 |

A. C. FIFE,
Railway Accountant.