

RETURN NO. 23.

LOCOMOTIVE RETURNS for the Year ending 31st March, 1885.

KAWAKAWA SECTION.

Type.	No. of Engines.		Engine-Mileage.			Quantity of Stores.			Cost.			Cost per Engine-Mile in Pence.			Haulage.									
	Average Speed - Miles per Hour.		Detail.		Total.	Running.			Repairs.	Running.		Total.	Wages and Materials.	Running.		Total.	Ton-Miles Gross.	Average Tonnage per Train-Mile.	Cost in Pence per Ton-Mile.	Days in Steam.				
	2	10	Train.	Shunting.		Ballast.	Coal.	Oil.		Tallow.	Waste.			Wages and Materials.	Stores.						Fuel.	Wages.	Stores.	Fuel.
F	2	10	12,284	2,497	28	14,809	1,840	220	346	308	356	15	46	399	816 174*	576	24	74	646	1322 282	876,046	7131	18 04*	306

Both engines were in use by the Bay of Islands Coal Company prior to 7th April, 1884.

WHANGAREI SECTION.

F	2	18	15,656	1,903	302	17,861	6,314	611	316	304	79	60	157	604	900 48*	105	80	212	811	1209 64	890,569	56	196 012*	313
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AUCKLAND SECTION.

B	1	17	6,459	429	...	6,888	2,161	336	117	145	332	30	56	111	529	1156	104	195	387	1842	425,215	66	208	69
C	1	14	944	13,433	...	14,377	2,227	379	145	276	92	20	56	415	583	153	33	94	692	972	41,528	44	3367	253
D	1	13	28	3,298	...	3,326	587	103	25	68	87	4	15	91	197	629	32	106	659	1426	1,392	50	34,089	54
F†	14	16	143,713	32,400	44,961	221,074	48,248	9,690	2,086	5,166	2,126	404	1,219	4,592	8,311	2,311	44	132	495	902	11,494,268	80	175	2,813
J	6	17	137,947	10,108	...	148,055	45,253	5,645	2,088	2,815	983	256	1,144	2,143	4,536	1,591	42	186	347	734	13,718,053	99	979	1,309
L	4	17	24,637	8,423	7,496	40,286	8,613	2,100	367	1,050	741	100	218	1,003	2,097	441	60	130	600	1231	1,922,310	79	258	615
R	3	16	25,743	1,574	...	27,317	8,582	1,731	511	441	889	66	217	419	1,591	781	58	191	368	1398	1,629,048	63	234	257
Total	30	...	339,201	69,665	52,457	461,323	115,671	19,984	5,339	9,963	5,250	880	2,925	8,749	17,804	2,731	46	152	455	924	29,231,814	86	147	5,370

NAPIER SECTION.

A	1	15	5,580	8,499	...	14,079	1,581	451	254	251	76	19	127	241	463	1,291	33	216	412	790	179,473	3216	620	253
D	2	16	17,995	10,457	1,627	30,079	4,535	973	391	442	310	42	369	453	1,174	2,471	34	294	362	937	1,155,735	5890	244	386
F†	8	16	127,436	15,707	22,137	165,280	28,735	5,649	2,024	2,124	1,472	213	2,234	2,009	5,928	2,141	31	324	292	861	10,866,966	7265	131	1,539
Total	11	...	151,011	34,663	23,764	209,438	34,851	7,073	2,669	2,817	1,858	274	2,730	2,703	7,595 220*	213	31	313	310	861	12,202,174	6966	149	2,178

WELLINGTON SECTION.

D	4	15	39,030	20,739	2,252	62,012	10,510	1,624	212	945	433	64	638	1,219	2,354	1,668	25	247	472	912	1,727,336	443	206	965
H	4	6	11,894	2,735	...	14,619	19,5718	1,450	281	1,101	1,448	97	1,492	900	3,997	2,377	159	2449	1576	6561	906,384	762	861	747
L	4	15	53,938	12,785	2,273	68,996	14,420	2,311	104	755	1,253	81	875	1,059	3,208	4,361	28	304	368	1136	3,638,673	675	166	719
R	3	15	46,799	14,099	128	61,026	15,110	1,825	1,080	835	1,092	98	906	999	3,095	4,291	39	356	393	1217	4,406,586	842	130	657
S	5	14	12,460	6,573	384	49,417	14,388	2,413	699	607	1,220	90	859	637	2,800	592	44	417	309	1362	3,423,226	806	169	440
Total	20	...	194,121	56,912	5,937	256,070	73,999	9,623	2,376	4,243	5,446	439	4,770	4,874	15,520 474*	5,104	403	447	4568	14,545 44	14,101,405	726	205	3,528

\* Miscellaneous charges.  
 † This includes F 65, shipped to Napier in May, 1883, and Thames Valley and Rotorua Railway Company, F 3, only thirteen days in steam.  
 ‡ F 47 and 48 commenced to run 10th July, 1884, and 16th March, 1885, respectively.  
 § Includes 6,321 cart. coals.