

RETURN No. 7—continued.

LOCOMOTIVE BRANCH: PARTICULARS OF ROLLING-STOCK, ETC.

Description of Stock ordered.	Order.	Number Incomplete on March 31, 1910.	Number Complete on 31st March, 1911.	Number Incomplete on 31st March, 1911.	Expenditure in Year ended 31st March, 1911.
					£ s. d.
Wagons, four-wheel, 1907-1908 programme ..	G-7	132	127	5	3,126 14 9
Locomotives, Class X	K-7	2	2	..	888 15 1
Carriages, Class A, 1908-1909 programme ..	P-7	23	19	4	11,489 12 1
Brake-vans, Class F, 1908-1909 programme ..	Q-7*	..	..	..	312 4 10
Wagons, bogie, 1908-1909 programme ..	R-7	35	35	..	5,728 8 6
Wagons, four-wheel, 1908-1909 programme ..	S-7	374	193	181	16,899 1 10
Carriages, Class A, 1909-1910 programme ..	X-7	39	7	32	8,138 0 8
Brake-vans, Class F, 1909-1910 programme ..	Y-7	11	5	6	1,845 8 5
Wagons, bogie, 1909-1910 programme ..	Z-7	12	..	12	497 17 7
Wagons, four-wheel, 1909-1910 programme ..	A-8	739	331	408	37,581 10 8
Locomotives, Class WG	D-8	10	8	2	17,516 13 1
Locomotives, Class BA	E-8	10	..	10	12,581 18 2
Tarpaulins, 1909-1910 programme ..	F-8	325	325	..	163 19 10
Locomotives, 10 Class AD (contract) ..	G-8	10	4	6	29,263 0 9
Carriages, Class A, 1910-1911 programme ..	J-8	17	..	17	2,794 4 10
Brake-vans, Class F, 1910-1911 programme ..	K-8	4	2	2	1,320 18 2
Wagons, bogie, 1910-1911 programme ..	L-8	14	..	14	533 15 8
Wagons, four-wheel, 1910-1911 programme ..	M-8	866	114	752	53,844 4 4
Pneumatic coaling-cranes	N-8	10	..	10	1,413 13 2
Locomotives, Class WG	O-8	10	..	10	6,934 17 8
Tarpaulins, 1910-1911 programme ..	P-8	820	10	810	2,446 4 11
Workshop machinery .. .. .	..	..	..	..	34,729 16 4
Total .. .. .	..	..	..	..	£250,051 1 4
Total locomotives .. .. .	..	42	14	28	..
" carriages .. .. .	..	79	26	53	..
" brake-vans .. .. .	..	15	7	8	..
" wagons, bogie .. .. .	..	61	35	26	..
" wagons, four-wheel .. .. .	..	2,111	765	1,346	..
" tarpaulins .. .. .	..	1,145	335	810	..

* Order for 18 brake-vans finally reduced to 6.

EXPENDITURE under the Hutt Railway and Road Improvement Acts, 1903 and 1905, for the Year ended 31st March, 1911.

<i>Railway Capital Account:—</i>	£	s.	d.
Straightening and doubling Wellington-Hutt Railway	19,511	3	7
<i>For Recovery in terms of Act:—</i>			
New Hutt Road (including land for same)	15,484	17	5
	<u>£34,996</u>	<u>1</u>	<u>0</u>

EXPENDITURE under the Railways Improvements Authorisation Act, 1904, charged to Capital Account for the Year ended 31st March, 1911.

Auckland-Penrose, duplication of line	£	s.	d.
Addington-Rolleston,	75	4	8
Dunedin-Mosgiel, duplication and deviation of line	1,801	1	1
Charges and expenses of raising loan, as per Treasury-books	58,469	9	9
	<u>5</u>	<u>12</u>	<u>4</u>
	<u>£60,351</u>	<u>7</u>	<u>10</u>

H. DAVIDSON, Chief Accountant.