

RETURN No. 13—continued.

STATEMENT OF CARRIAGE, BRAKE-VAN, AND WAGON STOCK, AND TARPAULINS, FOR THE YEAR ENDED 31ST MARCH, 1922—continued.

Description.	Class.	Whangarei.	Kaiti.	North Island Main Line and Branches.	Gisborne.	South Island Main Line and Branches.	Westland.	Westport.	Nelson.	Pictou.	Total.
WAGONS—continued.											
Sheep, bogie ..	S	..	..	73	..	52	..	..	..	..	125
Cattle, „ ..	T	..	..	49	..	26	..	..	..	..	75
Platform, „ ..	U	8	..	213	40	82	28	4	4	6	385
Gas-storeholders, bogie ..	UA	..	..	9	..	5	..	..	..	..	14
Platform, „ ..	UB	..	..	127	..	115	44	..	..	..	286
Horse-boxes, „ ..	UG	..	..	27	..	24	..	..	..	..	51
Frozen meat, „ ..	V	..	..	54	..	75	..	..	..	..	129
„ ..	VB	..	..	115	..	60	..	..	..	..	175
„ ..	Z	..	..	61	..	27	..	..	..	..	88
„ ..	ZP	..	..	36	..	38	..	..	..	..	74
Totals..		504	60	10,720	186	9,831	1,048	760	167	248	23,524
TARPAULINS ..		147	24	8,874	115	10,570	335	52	175	290	20,582

RETURN No. 14.

STATEMENT OF LOCOMOTIVE STOCK FOR THE YEAR ENDED 31ST MARCH, 1922.

Class.	Type.	Cylinder.		Coupled Wheels.		Truck Wheels.		Whangarei.	Kaiti.	North Island Main Line and Branches.	Gisborne.	South Island Main Line and Branches.	Westland.	Westport.	Nelson.	Pictou.	Total.
		Dia-meter.	Stroke.	No.	Dia-meter.	No.	Dia-meter.										
A	Tender (4-cyl. balanced compound)	12 & 19	22	6	4 6	6	30½	..	..	50	..	7	..	..	..	..	57
AA	Tender (superheated) ..	18	24	6	4 1	6	30½	..	..	10	..	..	..	..	..	..	10
AB	„ „ ..	17	26	6	4 6	4	26½	..	..	30	..	18	..	..	..	..	48
AB	„ (409) „ ..	17	26	6	4 6	6	30½	..	..	..	..	1	..	..	..	..	1
B	„ ..	16	22	8	3 6½	4	30½	..	..	..	..	3	..	..	..	..	8
BA	„ ..	16	22	8	3 6½	4	26½	..	..	..	..	10	..	..	..	..	10
BB	„ (superheated) ..	17	22	8	3 6½	4	26½	..	..	30	..	..	..	..	..	..	30
BC	„ (compound)	11½ & 19	20	8	3 7	2	30½	..	..	1	..	..	..	..	..	..	1
D	Tank ..	9½	18	4	3 0½	2	18	..	..	2	..	1	..	..	..	..	3
F	„ ..	10½	18	6	3 0½	2	..	..	2	24	..	37	5	2	1	..	71
FA	„ ..	12	18	6	3 0½	2	24	3	..	4	1	3	1	2	3	2	19
H	„ (Fell) ..	14	16	4	2 8	2	30½	..	..	6	..	..	..	..	..	..	6
J	Tender ..	14	20	6	3 6½	2	24	..	..	14	..	14	..	..	..	..	28
K	„ ..	12	20	4	4 1½	4	30½	..	..	2	..	6	..	..	..	..	8
L	Tank ..	12	18	4	3 6½	6	26½	..	..	9	..	1	..	..	..	..	10
LA	„ ..	12	18	4	3 9	4	26½	..	..	..	..	..	4	..	..	..	4
M	„ ..	13	20	4	3 6½	6	28½	..	..	4	..	..	..	..	..	..	4
N	Tender ..	15	20	6	4 1½	4	28½	..	..	10	..	..	..	..	..	..	10
N	„ ..	15	20	6	4 1½	4	30½	..	..	..	..	..	2	..	..	..	2
NA	„ (compound) ..	10 & 17	20	6	4 1	4	30½	..	..	2	..	..	..	..	..	..	2
NC	„ ..	10 & 17	20	6	4 1	4	30½	..	..	2	..	..	..	..	..	..	2
O	„ ..	15	18	8	3 0½	2	28½	..	..	6	..	..	..	..	..	..	6
OA	„ (compound) ..	11 & 18	20	8	3 7	2	30½	..	..	1	..	..	..	..	..	..	1
OB	„ ..	16	20	8	3 7	2	30½	..	..	2	..	..	..	..	..	..	2
OC	„ (compound) ..	11 & 18	20	8	3 7	2	30½	..	..	1	..	..	..	..	..	..	1
P	„ ..	15	20	8	3 5	2	26½	..	..	4	..	6	..	..	..	..	10
Q	„ ..	16	22	6	4 1½	4	30½	..	..	6	..	7	..	..	..	..	13
R	Single Fairlie ..	12½	16	6	3 0½	4	36½	..	..	10	..	7	..	..	..	..	17
S	„ ..	13	16	6	3 0½	4	36½	..	..	4	..	..	..	..	..	..	4
T	Tender ..	15	18	8	3 0½	2	24	..	..	2	..	4	..	..	..	..	6
U	„ ..	16	20	6	4 6	4	30½	..	..	..	..	9	..	..	..	..	9
UA	„ ..	16	20	6	4 1½	4	30½	..	..	..	..	6	..	..	..	..	6
UB	„ ..	16	20	6	4 1½	4	26½	..	..	..	..	20	..	..	..	..	20
UB	„ ..	16	22	6	4 1½	4	30½	..	..	..	..	2	..	..	..	..	2
UC	„ ..	16	22	6	4 1½	4	30½	..	..	..	..	10	..	..	..	..	10
UD	„ ..	16½	22	6	4 10	4	28	..	..	2	..	..	..	..	..	..	2
V	„ ..	15	20	6	4 1½	4	26½	..	..	3	..	10	..	..	..	..	13
W	Tank ..	14	20	6	3 0½	4	26½	..	..	..	..	..	2	..	..	..	2
WA	„ ..	14	20	6	3 3½	4	28½	..	..	2	6	..	3	..	..	..	11
WA	„ (converted) ..	14	20	6	3 6½	4	24	..	..	3	..	1	..	..	..	..	4
WAB	„ (superheated) ..	17	26	6	4 6	4	30½	..	..	2	..	..	..	..	..	..	2
WB	„ ..	14	20	6	3 3½	6	25	7	..	..	..	..	..	5	..	..	12
WD	„ ..	14	20	6	3 3½	8	25	..	..	11	..	3	4	..	..	..	18
WE	„ ..	16	22	6	3 6½	6	30½	..	..	1	..	..	1	..	..	..	2
WF	„ ..	14	22	6	3 9	6	30½	..	..	17	..	16	..	..	2	3	38
WG	„ ..	14	22	6	3 9	8	26½	..	..	20	..	..	..	..	..	..	20
WH	„ ..	12	18	6	3 1	4	24½	..	..	2	..	..	..	..	..	..	2
WJ	„ ..	17	20	8	3 7	4	30½	..	..	1	..	..	..	..	..	..	1
WW	„ (superheated) ..	15½	22	6	3 9	8	26½	..	..	48	..	2	..	..	..	..	50
X	Tender (4-cyl. balanced compound)	13½ & 22	22	8	3 9	4	30½	..	..	18	..	..	..	..	..	..	18
..	Small Tank ..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	1
Totals ..		..	..	..	..	..	..	10	2	307	7	209	22	9	6	5	637