

LOCOMOTIVE RETURNS FOR THE YEAR ENDED 31ST MARCH, 1922—continued.

RETURN NO. 24—continued.

Type.	Number of Engines.	Average Speed—Miles per Hour.			Engine-mileage.			Quantity of Stores.			Cost.				Cost per Engine-mile, in Pence.				Days in Steam.	Type.
		Train.	Detail.		Coal.	Running.			Repairs.	Running.			Repairs.	Running.			Total.			
			Shunting and Empty.	Work-train.		Total.	Coal.	Oil.		Tallow.	Waste.	Wages and Material.		Stores.	Fuel.	Wages.		Wages and Material.		
A	50	1,354.418	112,026	315	761,410	62,283	2,504	20,795	73,961	5,000	162,376	50,493	291,830	12-10	0-82	26-57	8-26	47-75	11,120	A.
AA	10	232,254	15,072	2,311	136,057	9,959	486	3,338	8,464	812	30,592	8,693	48,561	8-14	0-78	29-41	8-36	46-69	1,808	AA.
AB	30	388,550	22,754	29	172,692	14,469	785	5,800	14,232	1,203	38,905	11,562	65,902	8-30	0-70	22-70	6-75	38-45	3,020	AB.
BB	30	687,281	86,965	5,615	503,078	29,723	1,670	9,823	29,231	2,384	108,527	30,859	171,001	9-00	0-73	33-40	9-49	52-62	7,529	BB.
BC	1	5,159	4,104	..	7,910	465	33	266	2,249	45	1,751	584	4,629	58-27	1-17	45-37	15-13	119-94	172	BC.
C	2	Not working.	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	C.
D*	15	28	4,359	..	45	13	..	..	306	1	10	27	344	16-74	0-06	0-55	1-47	18-82	266	D*.
E	24	5,220	318,596	12,538	115,888	10,321	573	4,334	8,461	842	19,306	19,694	48,303	6-04	0-60	13-78	14-05	34-47	5,124	E.
FA	4	263	79,305	3,632	30,822	2,575	113	1,008	7,111	223	4,769	4,473	10,176	2-05	0-64	13-76	12-90	29-35	912	FA.
H	6	28,537	16,556	33	48,956	3,582	272	1,674	7,143	309	11,101	4,885	23,438	37-99	1-64	59-04	25-98	124-65	1,329	H.
J	14	21,085	12,738	8	17,638	1,525	95	744	6,093	142	3,441	1,785	11,461	43-23	1-00	24-41	12-66	81-30	484	J.
K	2	Not working.	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	K.
L†	9	22,878	18,050	9,755	13,976	1,218	82	513	1,826	107	3,142	2,156	7,231	8-64	0-51	14-88	10-21	34-24	815	L†.
M	4	6,010	13,495	16	10,063	568	27	249	487	48	2,248	1,071	3,854	5-99	0-59	27-63	13-17	47-38	279	M.
N (simple)	9	46,432	33,734	2,817	46,263	3,240	232	1,420	2,516	275	9,791	3,998	16,580	7-28	0-79	28-32	11-56	47-95	1,168	N (simple).
N (compound)	1	8,401	2,096	..	6,395	432	21	201	1,162	37	1,412	429	3,040	26-57	0-85	32-28	9-81	69-51	123	N (compound).
NA	2	17,103	3,555	107	10,729	660	29	273	2,111	63	2,403	791	5,368	24-40	0-73	27-77	9-14	62-04	205	NA.
NC	2	44,939	2,763	..	25,325	1,619	76	584	814	130	5,726	1,708	8,378	4-10	0-65	28-81	8-59	42-15	387	NC.
O	6	3,533	1,698	1,370	6,601	269	12	121	138	23	854	319	1,334	5-02	0-83	31-05	11-60	48-50	95	O.
OA	1	19,684	3,492	..	13,695	857	33	316	636	69	3,080	888	4,673	6-58	0-71	31-90	9-20	48-39	239	OA.
OB	2	46,250	5,700	..	31,203	1,765	65	591	1,673	138	7,072	1,894	10,777	7-73	0-64	32-67	8-75	49-79	491	OB.
OC	1	2,794	2,794	..	1,895	95	7	38	159	10	466	182	817	13-66	0-86	40-03	15-63	70-18	36	OC.
P	4	12,252	30,086	16,131	39,715	1,817	125	803	1,542	154	4,651	3,180	9,527	6-33	0-63	19-09	13-06	39-11	764	P.
Q	6	111,971	16,214	1,501	84,919	4,815	218	1,586	4,930	389	16,174	5,034	26,347	9-13	0-72	29-93	9-35	49-13	1,271	Q.
R	10	5,782	45,254	10	25,291	2,005	154	1,166	1,298	177	5,745	3,458	10,678	6-10	0-83	27-02	16-26	50-21	1,076	R.
S	4	10,299	17,431	..	12,130	783	62	481	349	74	2,740	1,502	4,665	3-02	0-64	23-71	13-00	40-37	379	S.
T	2	53	129	22,097	22,279	685	32	267	320	54	2,411	937	3,722	3-45	0-58	25-98	10-09	40-10	452	T.
UD	2	49,818	4,753	..	17,957	1,936	89	578	646	152	6,318	1,773	8,889	2-84	0-67	27-78	7-80	39-09	252	UD.
V	3	3,641	21,549	998	15,381	1,041	103	439	1,532	88	3,688	1,700	7,038	14-50	0-80	33-80	15-58	64-68	382	V.
WA	3	12,827	12,772	4,084	29,683	1,2169	71	406	1,722	87	2,808	1,320	5,937	13-92	0-70	22-71	10-67	48-00	291	WA.
WAB	3	33,236	22,567	..	25,754	1,770	107	718	780	147	4,698	2,465	8,090	3-36	0-63	20-20	10-60	34-79	693	WAB.
WAB (converted)	2	41,280	5,765	374	24,505	1,927	101	707	3,111	168	5,466	1,887	10,632	15-75	0-85	27-66	9-55	53-81	436	WAB (converted).
WD	11	65,617	75,760	22,356	86,368	5,963	363	2,476	14,766	505	19,528	8,084	42,883	21-65	0-74	28-62	11-85	62-86	1,976	WD.

NORTH ISLAND MAIN LINE AND BRANCHES.