

1916.
NEW ZEALAND.

GOVERNMENT RAILWAYS ROLLING-STOCK

(REPORT OF GENERAL MANAGER ON CONDITION OF).

Laid on the Table of the House of Representatives by Leave.

CONDITION OF ROLLING-STOCK.

Memorandum for the Hon. the Minister of Railways.

WITH reference to the motion of Mr. Wilford respecting the condition of the rolling-stock on the New Zealand State railways, I attach hereto the report of the Chief Mechanical Engineer, who is in charge of, and responsible for the condition of, the whole of the rolling stock used in connection with the New Zealand State railways. In accordance with your directions, reports were also obtained from the whole of the officers in the Locomotive Branch who are responsible to the Chief Mechanical Engineer for the condition and safety of the rolling-stock used in the various districts. In addition to these, reports have been obtained from the Workshop Managers who are responsible for the building of new rolling-stock and repairs to stock sent to the workshops for overhaul.

The whole of the officers state in the most definite manner possible—

- (1.) That the rolling-stock has been maintained in a high state of efficiency :
- (2.) That repairs have not been neglected :
- (3.) That there has never been any necessity or occasion to direct attention to rolling-stock running in an unsafe condition, nor do they know of any instances in which vehicles have been placed on trains when unsafe to run :
- (4.) That they have never received any instruction that underframes and running-gear were not to be repaired when required—on the contrary, such gear is kept well within the limits of safety :
- (5.) That while due economy has been exercised it has not in any way reduced the efficiency of the rolling-stock, nor have repairs been allowed to stand over to the detriment of safety :
- (6.) That the instructions in regard to the upkeep of rolling-stock have not been relaxed during the past three years, and before any vehicle, either new or repaired, is allowed out of the shops a personal and detailed inspection is made for the purpose of seeing that it is in a thoroughly safe condition.

With respect to draw-bar springs, these do not form any portion of the running-gear, but are merely shock-absorbers and reduce the bumping that would otherwise take place when trains are being started and stopped. The draw-bar spring is equally efficient for the purpose of absorbing shock whether it is in one or two pieces. This will be seen by reference to the drawing herewith. The draw-bar is shown through the head-stock of the carriage, with the draw-bar spring in compression. Alongside is a print of the same spring uncompressed.

