

With regard to the statement that a requisite stock of spares has not been provided for, I must say that that is not the case. I cannot understand why my name should be mentioned as being in a position to give information in support of such a statement, for although I certainly can give information bearing upon the subject it is definitely to the effect that the rolling-stock was never in such good and efficient condition as it is at the present time.

Inclosed please see statements made by the Car and Wagon Inspector, Christchurch, the Workshop Manager, Addington, and the Brake Inspector (who is acting Car and Wagon Inspector). Report from Workshop Manager, Hillside, will be taken in Dunedin and forwarded.

G. E. RICHARDSON,
Locomotive Engineer.

Statement of Mr. H. WYLIE *re* the condition of rolling-stock on South Island main line and branches.

My designation is that of Brake Inspector of South Island Main Line and Branches, but during the last ten years I have from time to time relieved for varying periods the Workshop Foremen at Addington, Invercargill, and Greymouth, also Car and Wagon Inspectors at Christchurch, Dunedin, and Invercargill. During the last four months I have acted as Car and Wagon Inspector at Dunedin, and am in a position to state definitely the condition of the rolling-stock. Unquestionably the condition of the rolling-stock on this section is in first-class working-order and absolutely in perfect safe-running condition. So far as this section is concerned, there are no grounds for any statement to the contrary.

Periodically a progress report is submitted by me giving a truthful though brief statement as to the condition of the rolling-stock. A perusal of these reports will be found to show that the equipment of the rolling-stock is in a thoroughly sound condition as regards safety.

I am fully conversant with Loco. Instruction No. 328 and my responsibility as defined therein, and I always act in accordance with instruction which is specially laid down for the guidance of Car and Wagon Inspectors. Instruction No. 334 is also rigorously adhered to.

I am conversant with the condition of the rolling-stock on this section and the condition of all vital and other parts, such as underframes and running-gear of carriages, vans, and wagons, which is thoroughly sound.

I do not know of any instance where cars, vans, or wagons have been allowed to run in an unsafe condition, and I have not at any time been instructed to allow vehicles to run in an unsafe condition. I consider the efficiency of the rolling-stock at the present time to be of as high a standard as at any time of which I have any knowledge.

I have no knowledge of any repairs being neglected as a result of a shortage of spares for renewals and repairs, and I have not had occasion to call attention to any shortage of spares that could in any way affect the safety of the travelling public. I have had sufficient spares on hand for necessary upkeep of rolling-stock in a condition of safety. I have not at any time received instructions not to carry stocks of spares.

The economy practised on this section has not reduced the efficiency of rolling-stock to an unsafe condition. The safety of the rolling-stock has not been in any way involved by the introduction of this economy. Repairs have not been allowed to stand over to the detriment of safety.

Instructions regarding the upkeep of rolling-stock affecting safety have not been in any way relaxed during the last three years.

H. WYLIE,

Brake Inspector,
(Acting Car and Wagon Inspector), Dunedin.

22nd July, 1916.

Statement of Mr. L. PATERSON, Car and Wagon Inspector, Christchurch.

Repairs of late have not had to be neglected through any shortage of spares for renewals, &c., although a few years ago there was a shortage of buffer-springs, but this was overcome by piecing up, which met the requirements. The question of safety is not concerned thereby.

I have never had occasion to call attention to the rolling-stock running in an unsafe condition, and I have always had sufficient spares on hand for the necessary upkeep of rolling-stock in a condition of safety; also, I have never received instruction that I was not to keep a stock of spares.

I am fully conversant with Loco. Instruction 328 and responsibility defined therein, and always act in accordance with instruction; and as I am also fully conversant with the condition of the rolling-stock on this section I am of the opinion that the condition of the underframes and running-gear on this section is in good and safe running order.

I do not know of any instance where cars, vans, or wagons have been allowed to run in an unsafe condition, and I have never received any instruction that underframes and running-gear were not to be repaired when required; on the contrary, they are kept well within safe limits.

I consider the efficiency of the rolling-stock has been kept at quite as high standard during the last three years as in any period of the history of my term as Inspector—viz., nineteen years—whilst improvements are steadily progressing.