

For some time past a specially close watch has been kept on spares with a view to economy, but I have not on any occasion been refused material required for rolling-stock repairs. The economy exercised 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. I have not seen any vehicle in traffic during the last three years unsafe to run.

The instructions in regard to upkeep of rolling-stock affecting safety have not been amended or relaxed during the past three years, and before any vehicle, new or repaired, is allowed out of shops I make a personal and detailed inspection, as I fully understand my responsibility for seeing that rolling-stock is to be maintained in a thoroughly safe condition.

20th July, 1916.

L. PATERSON,
Car and Wagon Inspector, Christchurch.

Statement of Mr. W. J. WATSON, Workshop Manager at Addington.

1. I do not consider that the designing of rolling-stock during the last three years has in any way decreased the safe running of rolling-stock.

2. I consider that the underframes and running-gear of all new stock built under my control are in every way safe to carry the vehicles for which they are built.

3. I have not received any instruction not to thoroughly carry out the repairs to the underframes or running-gear of any car, brake-van, or wagon sent into the shops for repairs.

4. I have not received any instructions not to supply any spares for rolling-stock repairs. I have supplied them according to the orders received from the Car and Wagon Inspector.

5. Whenever cars, wagons, or brake-vans are sent to shops for repairs they are thoroughly overhauled and repaired before being returned to traffic. The Car and Wagon Inspector is very particular in seeing that this is done.

6. I consider that the state of the rolling-stock has improved during the last three years. Improved standardization has been steadily proceeding all the time.

7. The strictest economy has been practised, but in no direction whatever has the safety of the rolling-stock suffered.

8. Nothing has been cut out of the necessary repairs to keep down expenditure, full attention being paid to the efficiency of the rolling-stock.

9. The instructions *re* the upkeep of rolling-stock have certainly not been relaxed during the last three years, but on the other hand amendments of considerable importance have been made, such as heavier axles, extra springs, improved axle-boxes, and improvements in draw-gear.

10. I do not consider that there are any grounds for the statement that the state of rolling-stock has deteriorated in any way, nor has there been a shortage of spares even since the war has been running.

20th July, 1916.

W. J. WATSON,
Workshop Manager, Addington.

Statement of Mr. J. CARSON, Workshop Manager, Hillside.

1. I have never received any instructions not to carry out the repairs to underframes or running-gear of any car, brake-van, or wagon sent to Hillside Workshops for repairs.

2. When a car, brake-van, or wagon is sent to workshops for repairs it is thoroughly overhauled and repaired before being sent into traffic. Before a car, brake-van, or wagon is sent out of shops after repairs have been effected it has to be passed by the Car and Wagon Inspector, who makes a thorough inspection of it.

3. I consider the rolling-stock at present time is just as efficient as it was three years ago, and improvements have been steadily going on.

4. The instructions for the upkeep of rolling-stock have not relaxed during the last three years. On the other hand, I am of opinion that the instructions have been more rigid for the efficiency of the rolling-stock.

5. The designing of rolling-stock has not in any way decreased the safe running of rolling-stock during the last three years.

6. I consider that the underframes and running-gear of all new rolling-stock built under my control are in every particular safe and strong to carry the vehicles for which they are built.

7. The efficiency of the rolling-stock has not been impaired in any respect, although the strictest economy has been exercised.

8. I have not allowed any repairs to stand over to keep down expenditure.

9. I have never received any instructions not to supply spares for rolling-stock either to Car and Wagon Inspector or Locomotive Foreman.

26th July, 1916.

J. CARSON,
Workshop Manager, Hillside.

Locomotive Branch, Wanganui, 20th July, 1916.

Chief Mechanical Engineer, Wellington.

Condition of Rolling-stock.

STATEMENTS as asked for are attached. Copies have been forwarded to the Locomotive Engineer, Petone.

E. E. GILLON,
Locomotive Engineer.