

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.

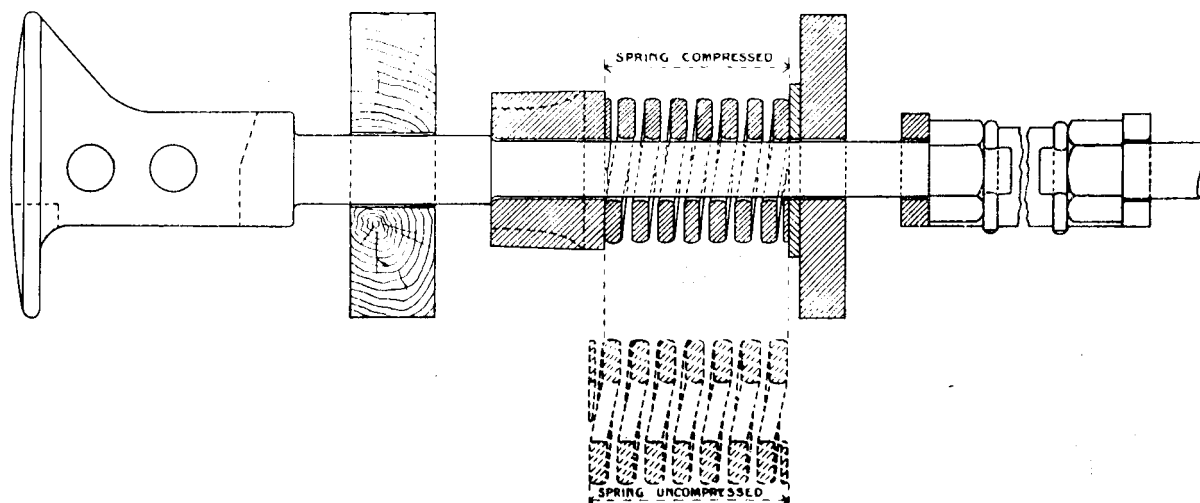
Memorandum for the Hon. the Minister of Railways.

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.



I desire to point to the references made to the condition of the rolling-stock in each year's Railways Statement, and to state positively that I am not aware of anything to warrant the assumption that the rolling-stock has been neglected, and that neither directly nor indirectly has any instruction been given for the curtailment of expenditure on the upkeep of the rolling-stock. The constant aim of the Department is not only to maintain its rolling-stock in the highest standard of efficiency, but to improve the class of vehicle employed with a view to increasing the accommodation and conveniences afforded to the public.

The figures given below show (a) that more vehicles have been passed through the shops per annum during the last two years than during the previous eight years, and (b) that more money has been expended on repairs per vehicle during the latter period :—

AVERAGE NUMBER OF ENGINES, CARRIAGES, BRAKE-VANS, AND WAGONS PASSED THROUGH VARIOUS SHOPS PER ANNUM FOR REPAIRS DURING THE LAST TEN YEARS.

	During Eight Years, from 1907 to 1914.	During Two Years, 1915 and 1916 (ending 31st March).
Locomotives	590	727
Carriages	1,850	2,126
Brake-vans and wagons	17,093	21,170

AVERAGE AMOUNT PER VEHICLE PER ANNUM SPENT ON REPAIRS.

	During Eight Years, from 1907 to 1914.	During Two Years, 1915 and 1916 (ending 31st March).
	£	£
Locomotives	195·50	220·71
Carriages	37·83	37·49
Brake-vans and wagons	3·51	3·74

The Department has no objection to the fullest investigation and inquiry being made into the condition of the rolling-stock at present running on the railway system.

Wellington, 2nd August, 1916.

E. H. HILEY,
General Manager.

Chief Mechanical Engineer's Office, Wellington, 2nd August, 1916.

General Manager, New Zealand Railways.

Condition of Rolling-stock.

IN accordance with your above-quoted instruction, I now forward herewith for your information reports from the various officers of the Locomotive Branch who are immediately responsible for the efficient upkeep of the rolling-stock of the New Zealand railways.

As you will observe, these reports absolutely deny the suggestions made that the rolling-stock is not in thoroughly efficient working-order, that there is any scarcity of spare parts, or that the regulations *re* keeping stock in good repair have been in any way relaxed.

I now desire, as head of the Locomotive Branch, to thoroughly endorse these reports, and to say that I consider the suggestions made were absolutely without any foundation in fact.

From my own personal knowledge I can state emphatically that the rolling-stock of the New Zealand railways has never been in better condition than it is at the present time.

H. H. JACKSON,
Chief Mechanical Engineer.

Locomotive Engineer's Office, Addington, 21st July, 1916.

Chief Mechanical Engineer, Wellington.

Condition of Rolling-stock.

IN reply to your above-quoted memo. calling attention to a statement in the House that the repairs to rolling-stock have not been kept up during recent years, and that there is a shortage of spares, I beg to state that there is no foundation for such an assertion so far as the South Island main line and branches are concerned, nor any other portion of the railway system of which I have knowledge.

The repairs are thoroughly well attended to, and the instructions regarding the upkeep of the condition of rolling-stock as a matter of safety have not been amended or relaxed during the last three years, but, on the other hand, have been strictly enforced, and the closest attention directed to this very important matter, which is recognized by Railway officers as the first and most important duty; also, improvements have progressed during the last three years.

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.

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.

Statement by Mr. J. VALENTINE, Car and Wagon Inspector, stationed at Wanganui.

I have been Car and Wagon Inspector at Wanganui for about two years, and in such position examine all vehicles before leaving the workshops. I am also responsible for the safe condition of the rolling-stock as defined in Loco. Instruction No. 328.

So far as I am aware in my district there is no vehicle in service which is in an unsafe or dangerous condition. The instructions *re* upkeep of condition of rolling-stock affecting safety have not in any way been amended or relaxed during the last three years. No vehicles have ever been allowed by me to remain in service in an unsafe condition. I have never been debarred from sending vehicles to the workshops for repairs when necessary. I have a perfectly free hand in the matter.

With regard to spares, there has been a shortage of draw-bar springs lately, and I have had to use two pieces on wagon draw-bars. No cars or bogie wagons have been fitted with two pieces of spring or draw-bars except a few cars on short-distance runs. No bogies whatever have had broken springs fitted in.

I recognize my responsibility on the matter of safety to the public, and always impress upon my staff the necessity of paying strict attention to the running and draw-gear of all vehicles. I am satisfied that my staff is reliable and carry out their duties faithfully.

I consider that the upkeep of the rolling-stock has in no way deteriorated during recent years. I consider that there are no grounds for the statement made in Parliament.

So far as I am aware there have not been any alterations in the design of rolling-stock to in any way interfere with its safety. I consider that it is a perfectly safe practice to use two pieces of springs on draw-bars of wagons, provided that the spring is left long enough to compress. This practice has been in use for many years whenever a shortage of springs takes place.

J. VALENTINE,

20th July, 1916.

Car and Wagon Inspector, Wanganui.

Statement of Mr. W. KYDD, Workshop Manager at East Town Workshops.

I have been twelve years in charge of East Town Railway Workshops. During recent years repairs to rolling-stock have been kept up to safe and efficient working-order, and in no case have vehicles been allowed to leave East Town Workshops unless they were in safe running-condition.

I have never noticed a vehicle sent in for repairs to be in really unsafe running-condition, excepting, of course, vehicles which have been damaged by shunting or through an accident.

It is incorrect to say that a number of carriages and bogie stock in daily use are unsafe, and I can safely say that no car or bogie wagon or other vehicle has left East Town Workshops in unsafe running-condition. I have a first-class staff of lifters, in whom I have every confidence, and they would not allow anything defective to leave their hands.

After my staff have finished repairing, vehicles are, before finally leaving workshops, inspected by the Car and Wagon Inspector, whose inspection is very rigid.

So far as spares are concerned, there has occasionally been a shortage of draw-bar springs, but nothing else, and on wagon stock we have had to use two half-springs, which is not in any way unsafe or detrimental to the stock. No half-springs have been used on cars or bogie wagons. To my knowledge half-springs have been used on wagons for many years.

In my opinion there has not been any alteration in the design of rolling-stock which would in any way interfere with its safety.

So far as I am aware the instructions *re* upkeep of rolling-stock affecting safety have not been amended or relaxed during the last three years.

19th July, 1916.

W. KYDD,

Workshop Manager.

Locomotive Engineer's Office, Newmarket, 19th July, 1916.

Chief Mechanical Engineer.

Condition of Rolling-stock.

I HAVE perused the copy of memo. from General Manager attached to your above-quoted memo., and have to report as follows:—

The statement that underframes and running-gear of vehicles in use on this division have not been kept up to the usual standard of efficiency during the past two or three years is absolutely incorrect, and I am not aware of any ground for such statement.

The instructions *re* upkeep of condition of rolling-stock affecting safety have not been in any way amended or relaxed during the last three years.

We have not experienced any difficulty in getting the necessary spares to maintain all rolling-stock in thorough safe and efficient running-order.

The first consideration of any Railway officer connected with the repairs and upkeep of rolling-stock is the safety of running-gear, and I am certainly not aware of any vehicles running in an unsafe condition, and feel quite sure that none of the officers of this branch would allow such a state of affairs to exist.

The condition and upkeep of rolling-stock has not in any way gone back, and is as good as it was at any time during my experience.

I do not know of any alteration in the design of rolling-stock which would in any way interfere with its safety.

Statements from Workshop Manager, Workshop Foreman, and Car and Wagon Inspector attached.

F. T. MURISON,

Locomotive Engineer

Statement of Mr. J. F. McCARTHY, Workshop Manager, Newmarket.

I am Workshop Manager, Newmarket Railway Workshops.

I am not aware of any grounds for the statement made in Parliament that repairs to rolling-stock have not been kept up to the usual standard of efficiency during recent years and that there is a shortage of spares.

The instructions *re* upkeep of condition of rolling-stock affecting safety have not been in any way amended or relaxed during the last three years.

We have not experienced any difficulty in getting the necessary spares to maintain all rolling-stock sent to shops in thoroughly safe and efficient running-order.

The condition and upkeep of rolling-stock has not in any way gone back, and it is as good now as it was at any time during my experience.

I am certainly not aware of any rolling-stock running in an unsafe condition, nor can I supply any information to show that such a state of affairs exist.

I do not know of any alteration in the design of rolling-stock which would in any way interfere with its safety.

19th July, 1916.

J. F. McCARTHY,
Workshop Manager, Newmarket.

Statement of Mr. D. A. MOORE, Car and Wagon Inspector, Auckland.

I am Car and Wagon Inspector for the Auckland District. My duty, in the first place, is to see that the whole of the rolling-stock is maintained in a safe and efficient condition to travel on any train, and that any vehicle unfit for service is immediately withdrawn and arrangements made for its repair. I am responsible for seeing that all vehicles before leaving workshops are in thoroughly safe running-order.

I am not aware of any grounds for the statements made in Parliament that repairs to rolling-stock have not been kept up to the usual standard of efficiency during recent years, and that there is a shortage of spares.

The instructions *re* upkeep of condition of rolling-stock affecting safety have not been in any way amended or relaxed during the last three years.

I have not experienced any difficulty in getting the necessary spares to maintain all rolling-stock in thoroughly safe and efficient running-order.

The condition and upkeep of rolling-stock have not in any way gone back, and is as good now as it was at any time during my experience.

I have never allowed any vehicle to remain in service in an unsafe condition. If any defects are discovered that would affect the safe running of vehicle it is immediately withdrawn from service.

I cannot supply any information to show that rolling-stock in an unsafe condition is allowed to remain in service.

I have not been in any way debarred from sending cars and wagons to shops for repairs when necessary.

I am fully aware that my responsibility is defined by Loco. Instruction No. 328.

19th July, 1916.

D. A. MOORE,
Car and Wagon Inspector, Auckland.

Statement of Mr. H. F. HOLDER, Workshop Foreman, Newmarket.

I am Workshop Foreman Carpenter, Newmarket Railway Workshops. It is my duty to see that all vehicles, new, rebuilt, or repaired, are in thoroughly safe running-order before leaving shops.

With regard to the statement made in Parliament that repairs to rolling-stock have not been kept up during recent years, and that there is a shortage of spares, there are no grounds for such a statement as far as Newmarket Workshops are concerned. The instructions *re* upkeep of condition of rolling-stock affecting safety have not been in any way amended or relaxed during the last three years.

We have not experienced any difficulty in getting the usual spares to maintain all rolling-stock sent to shops in thoroughly efficient and safe running-order.

The condition and upkeep of rolling-stock has not in any way gone back, and is as good now as it was at any time during my experience.

I am not aware of any rolling-stock running in an unsafe condition, nor can I supply any information to show that any vehicles are running in an unsafe condition.

19th July, 1916.

H. F. HOLDER,
Workshop Foreman, Newmarket.

Locomotive Engineer's Office, Petone, 20th July, 1916.

Chief Mechanical Engineer.

Condition of Rolling-stock.

THERE are no grounds whatever for the statements made in Parliament that the repairs to rolling-stock have not been kept up during recent years, and that there is a shortage of spares.

The instructions regarding the safe and efficient maintenance of rolling-stock have not been amended or relaxed during the last three years.

During the fourteen months I have been in charge of this district I have on frequent occasions personally impressed upon Workshops Managers, Foremen, Car and Wagon Inspectors, and Train-examiners the absolute necessity for exercising the greatest care in the examination of rolling-stock, so that no vehicle should remain in service in a faulty or unsafe condition.

My officers have clearly realized their responsibility in this direction, and I can confidently state that the stock on this district has never been in a more efficient condition than it is at the present time.

In any alterations in the design of rolling-stock made during recent years the chief aim has been to increase the efficiency of the various parts subject either to wear or strain, but no alterations have been made that would be liable to impair the safety of any vehicle.

There has been no shortage of any material necessary for the safe running of stock in this district, and, as I have previously intimated, the statements made in Parliament have no foundation in fact.

S. P. EVANS,
Locomotive Engineer.

Statement of CHARLES THOMAS BARGH, Workshops Manager, Petone.

I read Mr. Wilford's question *re* condition of rolling-stock, and I came to the conclusion that he had received some information *re* the use of broken draw-bar springs.

I have been Workshops Manager at Petone since April, 1913, and our methods in keeping car and wagon stock in good and efficient running order have not been altered. All vehicles sent to the Petone Workshops are put in good order, and are passed by the Car and Wagon Inspector before being sent into service. The Car and Wagon Inspector is just as rigid in his examination as obtained three years ago, and I am satisfied that no vehicle leaves the workshops in an unfit condition.

The instructions regarding the upkeep of stock affecting safety have not been relaxed or amended in any way.

I have not noticed that any alteration in design of rolling-stock has affected the safety of the vehicle; on the contrary, I consider they have been improved as regards the safety of the travelling public. The renewal of axles, tires, &c., has gone on just the same, and the only shortage we have experienced was with draw-bar springs. Wagons have occasionally left the shops with pieced draw-bar springs, but this does not affect its safety.

No car has been allowed to leave the shops even with a broken draw-spring, while the under-frames and running-gear are maintained in first-class running-order.

18th July, 1916.

C. T. BARGH,
Workshop Manager.

Statement of JAMES FORRESTER MACKLEY, Brake Inspector (North Island), Wellington.

I have relieved the Car and Wagon Inspectors in both the North and South Islands on several occasions, and I am fully conversant with the Car and Wagon Inspectors' duties as laid down by Instruction No. 328 in the Loco. Codes.

The first time I was sent to relieve a Car and Wagon Inspector was about three years ago, when I relieved Mr. Turner at Dunedin, and since then I have relieved the Car and Wagon Inspectors at the following centres: Christchurch, Wellington, Wanganui, and Auckland.

As regards the upkeep of the rolling-stock, both cars and wagons, I consider the methods of to-day are better than they were three years ago, and I consider the stock generally in first-class order. I have never received any instructions to relax those regarding the maintenance of rolling-stock, and I have never known of any vehicles being allowed to run in an unsafe condition.

I am relieving the Car and Wagon Inspector at Wellington at the present time, and I consider the condition of the rolling-stock is excellent in every respect.

During the times I have relieved I have never known any vehicle to run in an unsafe condition, and I have never been debarred from sending vehicles to shops.

I should not consider it at all unsafe to run vehicles with broken draw-bar springs, and no doubt many vehicles run for some time before the broken draw-bar spring is discovered.

I would not allow any vehicle with a broken bearing-spring to run, and no car or wagon would be allowed to run even if one leaf of the spring was broken.

J. F. MACKLEY,
Brake Inspector (Acting Car and Wagon Inspector).

Statement by CHARLES GEORGE KELLY, Car and Wagon Inspector, Wellington.

I was appointed Car and Wagon Inspector for the Wellington District in February, 1915. Before my appointment I acted as Car and Wagon Inspector on two or three occasions, relieving both Mr. Smith and Mr. Moore, the former Car and Wagon Inspectors on the Wellington districts.

I am fully acquainted with the duties and responsibilities of a Car and Wagon Inspector as laid down in Instruction No. 328 in the Loco. Codes.

The maintenance of cars and wagons is just as good at the present time as it was three years ago, and the instructions regarding the upkeep of condition of rolling-stock affecting the safety have not been amended or relaxed in any shape or form.

I have not at any time received any instruction to allow any car or wagon to run in an unsafe condition, and no car or wagon has to my knowledge been run in an unsafe condition.

I quite recognize that I am responsible for sending vehicles in need of repair to the shops, and also for seeing that they are efficiently repaired and fit for service before I pass them out.

When I read Mr. Wilford's question in the House I at once thought he alluded to draw-bar springs, although he mentioned bearing-springs. As regards the latter, no vehicle, either car or wagon, has been allowed to run with a broken bearing-spring. Broken draw-bar springs have been pieced up, owing to the shortage, but this in no way affects the safety of the vehicle, and this has been done often in years past.

The underframes and running-gear of the stock in my control are in first-class running-order, and are in as efficient condition as they were three years ago.

I have never allowed any vehicle, either car or wagon, to run in an unsafe condition, and I have never been debarred from sending vehicles for repair to the workshops.

18th July, 1916.

C. G. KELLY,
Car and Wagon Inspector.

Locomotive Branch, Invercargill, 31st July, 1916.

Locomotive Engineer, Adington.

Condition of Rolling-stock.

1. REGULATIONS regarding repairs and upkeep of rolling-stock have not been altered or relaxed during the last three years.

2. I have not been debarred from sending stock in for repairs when I considered it necessary.

3. I fully understand by Loco. Instruction 328 that I am responsible in seeing that rolling-stock is kept in safe running-order, and I have not allowed cars and wagons or vans in an unsafe condition to remain in service.

4. The general conditions of running-gear and underframes of rolling-stock under my charge is the same now as it was three years ago.

E. H. FREED,
Car and Wagon Inspector.

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