

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 Workshops 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 exists.

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 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.