

- (1.) The condition of the rolling-stock on the New Zealand Government railways in July, one thousand nine hundred and sixteen.
- (2.) Has such rolling-stock been maintained in good and efficient order and condition during the three years between August, one thousand nine hundred and thirteen, and July, one thousand nine hundred and sixteen?
- (3.) Has proper provision been made for the upkeep and renewal of the rolling-stock?
- (4.) Has the condition of carriage and wagon springs at any time been inefficient?
- (5.) Is it correct, as has been alleged, that where broken springs have been found under carriages two such springs have been put into one instead of being replaced by one sound carriage-spring?
- (6.) Has the safety of the public been adversely affected at any time during the three years preceding July, one thousand nine hundred and sixteen, by the condition of the underframes and running-gear of the carriages and wagons?
- (7.) Has any Inspector or other officer having charge of rolling-stock, or responsible for its condition, at any time during the three years aforesaid reported adversely on the condition and upkeep of the rolling-stock, or notified any of his superiors that he declined to carry the burden of his responsibilities by reason of the condition of the rolling-stock? If so, to whom was such report or notification given, and on what date?
- (8.) Is the allegation that has been made, "that the undergear of coaches and wagons is wearing out, and that there has not been a sufficient supply of spares available during the three years specified," justified?
- (9.) Is the allegation that has been made that the condition of rolling-stock at present existing is due to inefficiency, want of thought, and neglect of public interests on the part of the responsible officers of the Department justified?

we have the honour to report—

That we entered upon and have completed the Commission entrusted to us.

That, in execution of the said Commission, we sat to hear evidence at Auckland on the 5th, 6th, and 7th of February; at Wanganui on the 12th and 13th of February; at Wellington on the 19th and 20th of February; at Dunedin on the 7th of March; and at Christchurch on the 9th, 10th, and 12th of March, 1917.

That these sittings were duly advertised in the local newspapers, and persons desirous of giving evidence were, by advertisement, invited to attend. No person responded to this invitation.

#### CLASSIFICATION OF WITNESSES.

At these sittings seventy witnesses were examined, namely:—

Messrs. W. A. Veitch and T. M. Wilford, members of Parliament:

The General Manager of the New Zealand Railways:

The Chief Mechanical Engineer of the New Zealand Railways:

A. L. Beattie, Esq., former Chief Mechanical Engineer of the New Zealand Railways;

The Assistant Chief Mechanical Engineer, New Zealand Railways:

The District Engineer of Railways, Auckland:

The Locomotive Engineers for the Auckland, Wellington, Westland, and Hurunui-Bluff Sections:

The Relieving Locomotive Engineer attached to the Chief Mechanical Engineer's Office, Wellington:

The Workshop Managers at Newmarket, East Town, Petone, Hillside, and Addington: