

go off her beat, could find nothing wrong with engine. In order to locate defect we decided to cut off train and move engine slowly ahead. Before doing so, Engineman Taylor released Westinghouse brake, and held train until such time as he had pumped up and fully recharged train, then applied brakes again. He then cut off behind my engine, and he went along and dropped three hand-brakes on trucks while I screwed on van-brake next engine. After cutting off we waited three or four minutes to see that brakes were holding quite secure; then, seeing train did not move, we went slow ahead for about four or five yards. Train had not moved then. We then steamed slowly ahead for about seventy yards, and when looking around seen train moving. We at once moved in pursuit, but could not catch it. I cannot understand why train moved away with Westinghouse brake on, besides hand-brakes we put on. After we stopped the train I was underneath engine, and it did not move on the first application of brakes, and no hand-brake was on then.

I remain, &c.,

T. M. COOPER, Acting-engineman,
Engine No. 102, Class T.

The Running-shed Foreman.

EXHIBIT No. 12.

Vehicle.	Condition of Wheels.	Any Sign of Wheels skidding.	Condition of Brake-gear.	General Remarks.
H 346	Good ...	No ...	Damaged.	
F 165*	" ...	" ...	"	
H 304	" ...	" ...	"	
F 190*	" ...	" ...	"	
LA 7350	" ...	" ...	"	
L 7235	" ...	" ...	Good ...	This wagon ran down on its own wheels on special from Putururu to Auckland empty. The brake-gear was in service during the run down, and worked satisfactorily.
R 66	" ...	" ...	" ...	This wagon ran down on its own wheels on special from Putururu to Auckland, and was loaded with about 5 tons of broken gear. The brake-gear was in service during the run down, and worked satisfactorily.
A 452†	" ...	" ...	Damaged.	
L 4956	" ...	" ...	"	
K 606	" ...	" ...	"	
L 3557	" ...	" ...	"	
H 343	" ...	" ...	"	
L 3452	" ...	" ...	"	
L 7778	" ...	" ...	"	
L 3532	" ...	" ...	"	
L 7764	" ...	" ...	"	
L 3497	" ...	" ...	"	
L 3533	" ...	" ...	"	
H 257	" ...	" ...	"	
L 3495	" ...	" ...	"	
LA 7134	" ...	" ...	"	
LA 7004	" ...	" ...	"	

* Van.

† Car.

16/8/07.

G. E. RICHARDSON,
W.S. Manager.

16/8/07.

EXHIBIT No. 13.

No. 68-62-07-152.

New Zealand Railways, Auckland Section, 9th August, 1907.

In re attached papers.—Memorandum for Locomotive Engineer, Railways, Newmarket.

Disaster to No. 11 Train, on 3rd instant, at 42-mile Peg, Rotorua Branch.

I ATTACH hereto reports from engineman and fireman in connection with above.

The engine, when leaving Frankton, was in perfect order in every detail. (Acting-engineman Cooper's wire re engine attached.)

Valves were examined, and found in good order.

It is quite evident that there were not enough hand-brakes put down to hold the train on this grade before the engines were uncoupled from the train.

GEO. BOWLES,
Running-shed Foreman.