

EXHIBIT No. 14.

New Zealand Railways, Locomotive Department, Putaruru Station,
4th August, 1907.

Report of Engineman E. M. Leydon, of No. W Train, Goods, from Frankton to Putaruru.

SIR,—

With regard to your memo. of equal date, I beg to report that engine T 102 was in good order when taken over by Engineman Cooper.

Yours, &c.,

E. M. LEYDON, Engineman,

Engine No. 102, Class T.

The Running-shed Foreman.

EXHIBIT No. 15.

New Zealand Railways, Locomotive Department, Putaruru Station,
5th August, 1907.

SIR,—

I beg to report the wreck of No. 11 and X special trains about two miles and a half below Ngatira. We left Putaruru with a full load, and all went well until we reached the 48-mile post, and there engine No. 102 missed her beats, and was at once stopped and examined by Engineman Cooper and Taylor, and they could not find anything wrong, so it was agreed to uncouple the train, and Engineman Taylor applied the brakes before uncoupling, and after uncoupling there was hand-brakes dropped by Engineman Taylor, and we stood some time to see if the train held, which she did until we got about 50 yards away and it was seen to be running down the hill, and Engineman Cooper gave three loud whistles and then several more to draw the attention of the guard and we started to catch the train, but it was impossible owing to the speed of the train. When we seen it was no use trying to catch the train, so we slowed down and followed on slowly until about two miles and a half below Ngatira where the wreck occurred. Everything was done by Engineman Cooper and Taylor as was necessary.

I am, &c.,

C. V. KERR.

The Running-shed Foreman.

EXHIBIT No. 16.

New Zealand Railways, Locomotive Department, Rotorua Station,
4th August, 1907.

Report of Engineman J. L. Taylor, of No. 11 Train, Saturday, 3rd August, 1907, from Morrinsville to Rotorua.

SIR,—

I regret to have to report the wreck of the above train about two miles and a half below Ngatira. We left Putaruru with a double load and two engines, and all went well till we reached the 48-mile peg. At about this place Engineman Cooper's engine went off her beat, and we stopped to ascertain the cause. I made a big reduction in the train-pipe pressure, and Engineman Cooper crawled under his engine to examine the link-motion. He was under there about ten minutes. We then decided to cut the engines off and move them slowly ahead, the better to examine them. Before cutting off I pumped the train up again and gave plenty of time for the train to thoroughly recharge, and made an application of about 35 lb. or 40 lb.; in addition put down three brakes while Cooper screwed the brakes hard on the van next his engine. We eased up carefully, and saw that the train remained perfectly motionless, and after a few minutes moved slowly ahead for 70 or 80 yards. On starting to return to our train we saw it disappearing round a curve and at once started in pursuit, Engineman Cooper whistling repeatedly for brakes, but could not catch it. I am at a loss to understand how the train got away. The Westinghouse brake was fully applied, with the above-mentioned hand-brakes besides. It may be the train was not coupled throughout, but we tried the brakes before leaving Putaruru.

Yours, &c.,

J. L. TAYLOR, Acting-engineman,

Engine No. 84, Class J.

The Running-shed Foreman.

EXHIBIT No. 17.

New Zealand Railways, Locomotive Department, Rotorua Station,
5th August, 1907.

Report of Fireman H. Pee, of No. 11 Train, Saturday, 3rd August, 1907, from Morrinsville to Rotorua.

SIR,—

I have to report the wreck of No. 11 train some two miles below Ngatira. We stopped on the bank to examine Cooper's engine, and the driver put the Westinghouse brake hard on, while Cooper went beneath his engine to examine her. He was there some time. Before we unhooked, Taylor put steam against the weight of the train and pumped the train up again. Then he made a big application of the brakes. Care was then taken to see that the train remained motionless, and the engines were then moved slowly ahead. After going about 80 yards we started to return, and to our dismay saw the train running away. We could not catch it, and it was wrecked below Ngatira. I heard the driver say he had put down some hand-brakes.

Yours, &c.,

H. PEE, Fireman.

The Running-shed Foreman.