

## RETURN No. 3.

BROKEN TIRES UNDER CARS AND WAGONS FOR YEARS 1907 TO 1916.

(Prepared in Chief Mechanical Engineer's Office.)

| Date.    | Station.                  | Vehicle. |      | Description of Tire, and Date. | Brand of Tire.           | Thickness of tread. | If Vehicle derailed. | Remarks.                                             |
|----------|---------------------------|----------|------|--------------------------------|--------------------------|---------------------|----------------------|------------------------------------------------------|
|          |                           | Class.   | No.  |                                |                          |                     |                      |                                                      |
| 18/4/07  | Lumsden, S.I.M.L. & B.    | J        | 311  | Steel, Bes-semer               | A.F.N. Avon ..           | 1 $\frac{1}{4}$ in. | No                   | Fractured 1 in. from centre of rivet.                |
| 3/7/07   | Dunedin, S.I.M.L. & B.    | M        | 138  | Steel ..                       | Brown, Bayley, and Dixon | 1 $\frac{1}{4}$     | No                   | Fractured through rivet-hole.                        |
| 24/8/08  | Parawa, S.I.M.L. & B.     | Y        | 136  | Steel, Bes-semer               | J. Brown and Co.         | 1 $\frac{1}{8}$     | No                   | Fractured through rivet-hole.                        |
| 29/9/08  | Nelson .. ..              | F        | 93   | Steel ..                       | Brown, Bayley, and Co.   | 1 $\frac{1}{8}$     | No                   | Fractured across tyre.                               |
| 22/12/08 | Waipiata, S.I.M.L. & B.   | L        | 1941 | Steel, Bes-semer               | J. Brown and Co.         | $\frac{5}{16}$      | No                   | Fractured through rivet-hole.                        |
| 25/2/09  | Ashburton, S.I.M.L. & B.  | L        | 1373 | Steel, 1874                    | Brown, Bayley, and Dixon | 1                   | No                   | Fractured through rivet-hole.                        |
| 12/6/09  | Lyttelton, S.I.M.L. & B.  | M        | 165  | Steel ..                       | Brands turned out        | $\frac{13}{16}$     | No                   | Fractured across tire.                               |
| 2/9/09   | Balclutha, S.I.M.L. & B.  | L        | 140  | Steel ..                       | Krupp ..                 | $\frac{15}{16}$     | ..                   | Fractured through rivet-hole.                        |
| 24/9/09  | Balclutha, S.I.M.L. & B.  | L        | 108  | Steel, Bes-semer               | Cammells ..              | 1 $\frac{5}{16}$    | ..                   | Fractured from rivet to outer edge.                  |
| 21/10/09 | Thorndon, N.I.M.L. & B.   | L        | 5080 | Steel ..                       | Brown, Bayley, and Dixon | $\frac{15}{16}$     | No                   | Fractured at rivet.                                  |
| 29/10/09 | Milton, S.I.M.L. & B.     | L        | 700  | ..                             | Brown, Bayley, and Dixon | 1 $\frac{5}{16}$    | ..                   | Fractured between spokes.                            |
| 15/1/10  | Nelson .. ..              | F        | 93   | Steel, 1905                    | Vickers, Australia       | 1 $\frac{13}{16}$   | No                   | Clean break.                                         |
| 4/1/11   | Pictou .. ..              | L        | 2876 | ..                             | ..                       | ..                  | No                   | Old flaw.                                            |
| 22/8/11  | Birchfield, Westport ..   | M        | 1012 | Steel ..                       | P. Coy ..                | $\frac{7}{8}$       | No                   | Fractured across rivet-hole.                         |
| 10/6/12  | Oamaru, S.I.M.L. & B.     | L        | 2737 | Steel ..                       | Krupp ..                 | 1 $\frac{1}{4}$     | No                   | Fractured through edge of rivet-hole.                |
| 27/8/12  | Timaru, S.I.M.L. & B.     | L        | 872  | Steel, Bes-semer               | Blacknavon ..            | 1 $\frac{1}{4}$     | No                   | Old flaw.                                            |
| 30/6/13  | Dunedin, S.I.M.L. & B.    | J        | 31   | Steel ..                       | Siemens Landor ..        | 1 $\frac{1}{8}$     | No                   | Fractured through rivet-hole, due to frosty weather. |
| 23/8/13  | Taumarunui, N.I.M.L. & B. | L        | 3449 | Steel ..                       | Not visible ..           | 1 $\frac{9}{16}$    | No                   | Fractured half-way between spokes.                   |
| 26/6/14  | Mercer, N.I.M.L. & B.     | A        | 1025 | Steel ..                       | Taylors 1907 ..          | 1 $\frac{7}{16}$    | No                   | New break.                                           |

Year ending 31/3/1916, nil.

## RETURN No. 4.

DRAW-BAR FAILURES ON TRAINS FOR YEARS 1913 TO 1916.

(Prepared in Chief Mechanical Engineer's Office.)

| Year.      | Flaw. | Deraiment. | Sudden Stop at Block on Line. | Sudden Jerk on Train. | Recoil Stopping. | Not known. | Total. |
|------------|-------|------------|-------------------------------|-----------------------|------------------|------------|--------|
| 1913-14 .. | 17    | ..         | ..                            | 8                     | ..               | ..         | 25     |
| 1914-15 .. | 12    | ..         | ..                            | 7                     | ..               | 3          | 22     |
| 1915-16 .. | 13    | 2          | 2                             | 7                     | 3                | 6          | 33     |

## RETURN No. 5.

LIST OF SPRINGS IN STOCK, PETONE, 22ND FEBRUARY, 1917.

(Prepared in Railway Storekeeper's Office, Petone.)

| Number.     | Description.                                                                                    |
|-------------|-------------------------------------------------------------------------------------------------|
| 275 .. ..   | As shown on blue print 4310.                                                                    |
| 1,433 .. .. | As shown on blue print 4414.                                                                    |
| 133 .. ..   | 7 in. long by 3 $\frac{7}{8}$ in. by 2 $\frac{1}{4}$ in. hole single-coil draw-bar compression. |