

RETURN No. 6.

DERAILMENTS OF CARS, VANS, AND WAGONS WHILE RUNNING TRAINS ON MAIN LINE FOR YEARS
1911-12 TO 1915-16.

(Prepared in Chief Mechanical Engineer's Office.)

Section.	Number of Derailments for Year ending 31st March,				
	1911-12.	1912-13.	1913-14.	1914-15.	1915-16.
Kawakawa-Whangarei	..	..	..	..	1
Kaihu	..	..	..	..	..
Gisborne	..	1	..	..	..
North Island Main Line and Branches	11	9	12	7	6
South Island Main Line and Branches	4	7	1	6	9
Picton	1	..	..	1	..
Nelson	..	..	..	..	..
Westport	..	..	1	..	..
Westland	..	1	2	..	..
Total	16	18	16	14	16
Number of vehicles on line	19,733	20,797	21,614	22,623	23,446
Mileage run	8,371,687	9,016,224	9,313,268	9,383,420	9,356,522
Mileage run per derailment	523,230	500,901	582,079	670,244	584,783
<i>Derailment due to</i>					
Slips and obstruction on line ..	2	1	2	4	8
Defect in track	1	..	1	1	1
Vehicles badly loaded	2	2	3	1	..
Points left unlocked	2	6	1	..	..
Sudden jerk	..	..	..	2*	..
Doors not secured	2	1	2	..	..
Defects in vehicles, as below ..	4	2	4	4	2
Cause unknown	3	6	3	2	5
	16	18	16	14	16
<i>Defects in Vehicles.</i>					
Bolts working out of hornplate ..	1	..	..	..	..
Broken axles	2	1	..	1	1
Split - pins left out, allowing brake-block to fall	..	..	2	..	..
Loose tire	..	..	1	..	..
Coupling-pins working out	..	..	1	3	..
Displacement of brass	..	1†	..	..	1‡
Headstock pulled off	1§	..	..	..	..

* Rough handling of train. Draw-bars pulled out. † Record 1912/1494: "A" box, two brasses opposite corners of wagon. ‡ Record 1915/1975: Axle-box "D" to B.P. 2757, one brass. § Ballast-hopper wagon derailed on main line.

RETURN No. 7.

DRAW-BAR SPRINGS ISSUED FROM YEAR ENDING 31ST MARCH, 1912, TO 3RD FEBRUARY, 1917.

(Prepared in Chief Mechanical Engineer's Office.)

Year ending 31st March,					Working-expenses.	A.O.L.	Total.
1912	..	..	..	..	6,185	496	6,681
1913	..	..	..	..	9,051	1,672	10,723
1914	..	..	..	..	8,066	1,548	9,614
1915	..	..	..	..	5,585	2,183	7,768
1916	..	..	..	..	3,806	1,126	4,932
Up to 3rd February, 1917	..	..	..	..	6,577	1,574	8,151

On occasions when Stores are unable to supply draw-bar springs they are obtained from A.O.L. stocks and replaced when supplies come to hand.