

48. If they work one hour overtime in the shop and get paid for it, why should not the men on the locomotives get the same allowance?—We do not consider ten hours' work on a locomotive more arduous than eight hours' work in the shop in a general way.

49. Do you not think it a wrong system that it should be left to the Locomotive Foreman to say how much overtime should be allowed?—We could not get any one else who could do it properly. The Foreman is the only one who knows how much time has been worked. He sends in the time-sheet to the Superintendent, who considers each case.

50. Cannot you make a scale whereby the drivers themselves would know how much overtime they would get or would be entitled to?—The work is not regular enough to do that: there are so many contingencies I do not see how we could devise a better system. I think our practice is as good a one as we could adopt. You cannot make a fixed rule.

51. Would you undertake to go through the matter again and see if you cannot devise some better system of overtime?—Yes; I propose to go through the southern portion of the service during the recess.

52. As far as I know personally there is more complaint about this than anything else—that it leaves room for favouritism. I understand that the Foreman does not allow time for shunting or ballast?—I am not aware of that. I will issue instructions that time shall be allowed for ballast and shunting.

53. Then, the men complain that very often they have to go on duty again without a spell of rest?—I do not think that can be avoided in all cases, but I will give instructions that it shall be avoided as much as possible.

54. Could not the haulage returns be done away with?—I do not think so. I think the men are making a little too much of it. They are putting in such things as these in order to make their case as strong as possible. We cannot do without it. I do not think it takes more than a quarter of an hour as a rule to make it.

55. Is not the information obtainable from the guards?—Some of it might be, but it is not desirable to put it on to the guards.

56. The guards have to put down the trucks taken up and put down?—Yes.

57. Then, where is the necessity for both?—It is for the convenience of making out the information. There are two departments, and each wants separate information. It is required for different purposes by different people. They could not pass the returns about.

58. Will you consider the matter?—Yes, I will consider it. The drivers can make up these returns at intervals during the runs.

59. Should not the latter part of it, which the driver is obliged to do at home, be considered as part of his day's work?—I do not think so; but I will endeavour to diminish the work as much as possible.

60. The firemen have to be at the engine forty-five minutes before the train starts?—Yes; and we allow them half an hour for it, the same as the drivers.

61. Would it not be better to allow them the other quarter?—It might be, possibly. I will consider it, but I cannot undertake to issue instructions to that effect.

62. If the drivers made the returns in the stations, would it not delay the trains?—If they got off the engines to do it it would.

63. They must not run more than ten miles tenders first?—Yes.

64. Do you not think orders should be given in writing?—No, I do not think so.

65. Do you not think it rather hard to have a rule on the books which you cannot carry out?—The Minister made the rule, which I think is a very proper rule, and appliances should be provided to carry it out. If the man has to work his train and break a rule for the want of appliances, that is not his fault. I think that is a fancy complaint. I think appliances should be provided, but we should not alter the rule.

66. In reference to tools, should it not be the duty of the Foreman of the shed to see that each engine is provided with tools?—No; the driver must be responsible. If proper tools are not provided the driver should report to the Foreman.

67. Then they complain of the rule as to washing out engines?—That rule is a rule issued from head-quarters for the information of all the department.

68. Then there is a rule as to booking off men; could they not be employed at Addington and Hillside, or repairing their engines?—I think that should be done away with if it is possible. After the session is over I shall inquire into this point. Even if a man is off for a day it does not always justify the stopping of his pay. The men may have been rather pressed in that respect.

69. Then, as to rule 344?—The driver ought to report that.

70. But supposing a Stationmaster tells him to run past it?—He ought not to do it; it may have been done. I have seen it done, but disapprove of such a breach of the rule.

71. Is it not done sometimes by the order of the Manager or the Locomotive Superintendent?—No, I do not think they would do it. But I will see into the matter.

TUESDAY, 29TH AUGUST, 1882.

Mr. J. P. MAXWELL'S examination continued.

72. *Mr. White.*] Are the men not shifted sometimes for no good reason?—No.

73. Has the increase of 6d. per day been given to them, as provided by rule?—I think so; but of course I should not like to speak positively. I believe, however, that they have all received it when they were due for it.

74. Does not the Locomotive Superintendent inflict punishment for imaginary offences?—I do not think he does.

75. With regard to the making of first class drivers, do you not think you have men whose good conduct and character entitle them to this rise?—Yes; and when the time comes for appointing first