

upon the section over which the special or altered train is running have been supplied with a copy of the notice of the running of such special or altered train." Chertsey would be a junction between Ashburton and Rakaia. Do you know whether Chertsey was advised? Were telegraph wires used freely?—No.

19. Were you given any running-orders that night when leaving Ashburton?—No, only instructions to run up and back in the morning. When the alteration was made, the train being late, I had no other instructions.

20. Rule 13 in the Appendix: "Where a train commences its journey from a station within the part of the line upon which the special or altered train is running the Stationmaster at such station shall, before starting the train, satisfy himself that the guard and engine-men are supplied with a copy of the notice of the running of such special or altered train." Was that complied with at Ashburton?—Not at Ashburton. It was not.

21. There is a rule on page 6 of the Appendix: "Engine-men must have their trains under perfect control when approaching facing-points, and be prepared to stop at any moment if necessary before fouling the points. They must not draw trains over the points until satisfied that the points are correctly set. A vigilant look-out must be kept when entering stations to see how far the line ahead is clear, and the speed of the train must be regulated accordingly." Then, "Speed of trains approaching facing-points: The instruction on page 6 does not relieve the traffic- and maintenance-staff of their responsibilities for seeing that facing-points are properly and securely locked, as provided in the rules and regulations. The intention of the instruction is that engine-men should exercise judgment, and be on the alert when approaching facing-points, and at crossing- or stopping places have trains under such control as will enable them to be stopped at any time before reaching the points." Is that rule observed?—No.

22. Could it be observed without it interfering with the whole of the Railway service?—No.

23. Would it not necessitate your getting down to observe the points?—It would be very bad if we had to stop to see the points. It is right enough in the day-time when we can see them, but in bad weather it is hard to see them until we are right on to them.

24. *Hon. Mr. Cadman.*] Mr. Carter, you mentioned that the question of this time was adjusted after you came home at night between the guard and the Stationmaster?—The time on the night of the accident?

25. No, the time generally. When you came in at night the length of your time for that day was adjusted between the guard and the Stationmaster?—No; not that way. Say we are running a special from Christchurch to Timaru; we have been stopped at some stations, perhaps shunting or something like that, between ten or fifteen minutes late. We must gain and make up that time, and if we over-run the speed the guard generally marks it and throws it off as we pass, to enable us to make up our time.

26. This statement about the time affects people outside of Mr. Carter. I will ask him to quote us one or two cases where it is done, and the names of the people?—Well, that I would not like to do.

27. Oh, but I want that.—Well, it has been done on the Culverden line many times.

28. Give us the names of the guard and the Stationmaster, then?—Well, the guards are supposed to book the time between each station on their time-sheet. Well, I know for a fact at Balmoral the time has been booked away there, and made the time longer running between Balmoral and Culverden. It is down hill. There is a terrible lot of shunting before we get there; we are generally pretty late before we get to Balmoral, especially on a Saturday or a Monday. Well, we have run there from thirty-seven to thirty-eight miles an hour from there to Culverden. Well, that has been done very very often by both Guard Jones and another, and I have seen the same thing done, but, of course, I cannot say as to the names of the guards now—I forget; but I know in passing Orari and Winchester the same thing was done there one day when we were very very late, but we got in at the right time. It was a special, and the guard came and told me he had made the time right with the Stationmaster, but I forget what guard it was.

29. What was the name of the Stationmaster, then?—That I do not know.

30. What was the name of the station, then?—Orari was one, and Winchester another.

31. *Mr. Graham.*] Can you tell us about the time?—It is a good bit ago—over twelve months ago.

32. *Hon. Mr. Cadman.*] I understood you to say just now this was a regular thing?—It has been a regular thing.

33. Why go back over twelve months ago if this is regularly done?—Well, I cannot give the time because I made no notes of it, but I know it has been done.

34. Well, then, will you give us the names of a few of the guards? I want you to be quite clear on this, as I intend to call these men and hear their version. Now, give us the names of a few of them?—I could not give the names of the men, because I cannot remember the names.

35. Will you give us the names of any of the guards who have been driving with you for the last twelve months?—Well, there is one named Hobbs and another named Britton.

36. *Mr. Taylor.*] Who was your guard on the Culverden line?—I cannot remember his name just now; well, Walter Radford. He was running up there. The porter at the station used to run part of the way.

37. *The Chairman.*] What was his name?—I cannot bring to mind his name.

38. *Hon. Mr. Cadman.*] Did any of these men that you have named do this with respect to throwing off the paper?—Well, I could not say they have. I know it has been done, but do not remember correctly the man that did it.

39. You cannot tell us of any one from your knowledge?—I cannot remember the names, but know it has been done.