

This deponent, CLIFFORD JAMES DICK, being sworn, saith:—

I am a train-examiner, stationed at Morrinsville. I came to Auckland last Thursday. I have read part of the evidence given at this inquiry—the *Herald* report. I have read nothing else concerning inquiry, and have not been told anything. My duty is to examine trains and see that they are in order. Have been seven years in service, and four years of that at Morrinsville as train-examiner. Before that I was assistant train-examiner. On arrival of train I take a hammer and go round all the wheels, boxes, and pretty well everything in connection with the train. I tap the wheels to see that they are sound. I put my hand on the boxes to see if there is any heat. I look at the couplings and see that there are no leaks in the Westinghouse brakes. At night I carry a good lamp. I examine every train with the exception of the late train at night—the goods-train from Paeroa to Frankton. It passes through Morrinsville about 10 p.m. I have no orders to examine that train. I remember a train, in charge of Taylor as driver, passing through Morrinsville on the 3rd August, about 3 p.m. I made a thorough examination of that train. I found everything was in thorough order. The couplings and vehicles and Westinghouse brake were in proper order, and the cocks of the train-pipe were all open.

*Baume:* Some trains stop seven minutes, others stop two hours and over. The express stops seven minutes. That is the shortest stop. I could not say the length of Taylor's train when it left Morrinsville. I examined every cock on that train. I do not take the couplings in my hand. I have not time to break couplings and examine them. You would not need to open them to know if they were leaking. You could hear if they were leaking. I can see the position of the cocks, and I would not detect a leakage if it was very slight. I do not examine the cylinders and valves. I do not go under the train. I examine what I can see of the train-pipe. Nineteen-twentieths of train-pipe is under train carriage and I do not see it. As a rule, if there is a leak you hear it. But I would not detect a slight leak from the valves. The length of my examination depends on length of train. A train of ten carriages would take me five minutes to examine. I have a bit of a look underneath. I consider my examination is thorough. It would take an hour to make a complete investigation of all the parts. I see the Westinghouse brake tested before the train leaves Morrinsville. I go to the van and see what pressure is shown. I then go outside and give a signal to the engine-driver to apply his brake. I look and see it go on, and then I give a signal to release. When the test is applied it is when the train is made up ready to leave. If the brakes go on at the van I assume it is right all through the train. Taylor's train arrived that day at 12.20 and leaves at 2.50—that is, the train that Taylor took away. Taylor arrived by the express and took this train on.

*Court:* The train is made up ready to start. Before the test is made the cocks are open. I am careful to see that the cocks are open. Then I signal to put on the brakes, and I see the brakes go on. If I have any doubt as to the pressure of the brakes on the wheels I test them with a hammer. I could ascertain the pressure from the guard's-van gauge, but I do not do that. I hear the brakes go on—smack up against the wheel. Occasionally I discover leaks. You might get one, two, or three in a week. If I can fix up the leaks without delaying the train I do not report the leak. I make no record of the leaks I discover unless I use new material. I generally discover the leaks between the couplings. Very often a piece is blown off the rubber ring inside—a piece of grit might get in. I take the hose off and put an entirely new one in. I have also discovered leaks where the hose is attached to the tube—where the nut is. The nut may have worked loose, and I put packing in and screw it up again. I have found the cocks leaking. I found two in three years. It might be worn or have had a knock. The cocks do not move with the vibration of the train. There is a nick which prevents the cock dropping down. I have never known of a cock being out of place owing to the vibration of the train. I have never known the cocks to have been tampered with. I have regulations as to my duties. I have a rule-book. I have read in it what concerns me. I cannot point out the rules affecting me. I have the "General Instructions to Trainmen." I have to satisfy the Car and Wagon Inspector that I am fit to do the work of train-examiner. He watches me do the work. I do not get a certificate as to my efficiency.

*Baume:* I have not been called upon to make a special study of the theory of the Westinghouse brake. It is possible for a wagon to be cut out, in which case it would be dead while the rest of the train was all right. That happens now and again. It shows something is wrong as to valves or something, but it does not show neglect on part of train-examiner. On night of the 3rd August no vehicles were "cut out." It is my duty to see that the train is properly equipped with sprags and other necessities. I cannot say what is a proper number of sprags. I did not look if this train had them. They always carry them.

C. J. DICK.

Taken and sworn at Auckland, this 27th day of August, 1907, before me—CHAS. C. KETTLE, D.J.

This deponent, THOMAS MORRIS COOPER, being sworn, saith:—

I am a second-grade engine-driver, employed by the New Zealand Railway Department. I have not read the evidence in newspapers, nor has the evidence been communicated to me. I heard the evidence at the inquest. I have been between ten and eleven years in the service. I passed my examination as driver in 1903. I have been driving for four years now and again—off and on. I am acting-driver. During last twelve months I have been driving frequently. I am stationed at Putaruru. I do not know the track very well between Putaruru and Rotorua. On evening of the 3rd August I was in charge of engine T 102 from Putaruru to Mamaku. On the 2nd August I knocked off about 11 p.m. so far as I can remember. On the 3rd August I came on duty at 6.40 p.m. at Putaruru. I took over the engine from Leydon. The train was not made up. I did the shunting. The train had just arrived. While I was shunting the guard's van of Leydon's train was at the rear of the train. I was shunting from 6.45 to about 7.5. Before