

on the right-hand side. Taylor was standing close by. Cooper had a torch while under the engine and Taylor had another torch. I may have spoken to Taylor when I got off the engine but I do not remember. Taylor did not tell me to go back and get into the engine. I have a good idea what happened but I may have forgotten something. Taylor came back and got into the cab, and gave the engine steam himself and took the brakes off. That was after Cooper had been under the engine. Taylor pumped the train up then—he recharged. Then he made application of the brakes. He made reduction of between 35 lb. or 40 lb. I remember distinctly seeing that on the dial. Before reduction made, the pressure was about 80. I did not look before the reduction. But I could see afterwards where it was. One hand was on 80 and the other was between 30 and 40. I do not know which hand was on 80. I think the colour is red. I never took much notice what the colours were. One hand was on 80 and the other between 40 and 50. I am certain one hand was at 80 and the other was between 30 and 40, not between 40 and 50. I cannot say what the difference was between the red and black hands before making the reduction. After making the reduction Taylor left the engine. Cooper was standing on the step of our engine while Taylor made the reduction. Taylor got out and went back with Cooper. They went to uncouple. I remained in the engine. I understood they were going back to cut off—to uncouple. I did not receive any directions from Taylor before he left. He asked me afterwards to take the brakes off and ease up. He was then down the track a bit. He was standing alongside the other engine when he called out these directions. He was the length of the engine away—about 40 ft. He said, "Take the brakes off and ease up." I moved the handle. I did not make any reduction. I moved the handle back. I did not look at the gauge. I eased back. I never touch the handles unless instructed by the driver. I have applied the brakes before when the driver has asked me to. They sometimes ask me to take them off. I eased back a little and stood there awhile. Then I got the order "Go ahead a little" or "Move ahead a little." Then he told me to stop when I had moved ahead two or three yards. Then he told me to go slowly ahead. I did so for about sixty or eighty yards, under steam a little of the way, and then shut off. We still went ahead because the other engine was shoving mine. Then we stopped and Taylor came back. He jumped on again and gave her steam and reversed the engine, and went downhill. He never said anything, and I did not know the train had got away. I heard Cooper give three whistles, and then I thought something was wrong and that the train had got away. Taylor never at any time told me what was the matter. I have never discussed the matter with him. We may have talked about it, but I have not discussed it with him. We have talked a good deal about it together. I think we were about eighteen minutes on the incline from the time of pulling up until we started to chase the train. I remember distinctly the brake-test being made at Putaruru. I did not see the dial.

Court: I did not see the uncoupling of the engine from the train. Taylor told me after he came back that he had put down some hand-brakes. I do not know why he told me. He said also that Cooper had put on the screw brake in the van. That is all I know about the accident. I have told all I know so far as I remember. I know of nothing that will help to arrive at a conclusion as to the cause of the accident. I gave evidence before the Coroner. That is my evidence, pages 80 to 83, inclusive. I wish to correct my evidence. One hand was on 80 and the other hand of the dial was between 40 and 50.

H. PEE.

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

Inquiry adjourned until 10 a.m. on the 28th August.

WEDNESDAY, 28TH AUGUST, 1907.

This deponent, WILLIAM BANNERMAN, being sworn, saith:—

I am Manager of the Costley Home. I wrote the letter produced (Exhibit No. 20). I adhere to the opinions expressed in that letter. I am an ex railway servant. My actual experience of running trains extends over five years, as brakeman, goods brakeman, passenger guard, and railway-detective service, and while on that service I occasionally relieved on the service between London and Glasgow on the Caledonian Railway (called "West Coast route"). I was stationed at Glasgow. I left of my own accord. I went to England and joined the Salford Police Service. Prior to passing an examination as passenger guard I had to do with the Westinghouse brake. I have not worked it on as steep grades as 1 in 36 or 1 in 40. The steepest I think I worked on was 1 in 70. I only worked the brake on passenger-trains. It is a reliable brake in this far: it will pull a train up without delay. The use of it, to my mind, is that it will bring a train to a sudden stop without delay if everything is in proper working-order, but in our Appendix and Working Time-tables guards are instructed to apply the hand-brakes at terminal stations, and the drivers are instructed to apply the hand-brakes in case the train is not brought up by the Westinghouse brake. This is a precautionary measure, because at times the Westinghouse brake has been known to refuse to act. When applied the Westinghouse brake will pull a train up and keep it stationary for a period, but not for an indefinite period. Consequently I am of opinion that the Westinghouse brake used alone on an incline was never meant to keep a train stationary when disconnected from the engine. As long as the engine is attached the brake can be applied again. I do not think it is prudent to apply the Westinghouse brake, disconnect the engine, and leave the train on an incline. It is taking a risk. I should apply its rear hand-brake hard on. I should apply the hand-brakes of each van on a grade as steep as 1 in 36, and not depend entirely on the Westinghouse brake. On a goods-train I should sprag the train as well as put the brakes on. I should take no risks. In writing the letter I had not been approached by any railway official. I have