

*Court:* "Going off her beat" means going off her regular beat. It might mean a coming breakdown of the motion-work on one side. Had there been no Westinghouse brake on that train it would have been wise to put at least two-thirds of the hand-brakes on; but, undoubtedly, if all the hand-brakes had been put on they would have held that train. It would be well to have also used the sprags as "scotches"—that is, placed behind the wheel. Supposing a train starts away as this one did, it was almost impossible for the guard to get along and put the hand-brakes on the loaded wagons. He could only put on the screw brakes. I say the Westinghouse brake is perfectly effective. I know of none better. The hand-brakes are supposed to be kept in good order and condition, always ready for use.

*Baume:* The working of the air-pump is no imposition of work on the driver to keep it going. It is automatic.

*Court:* The engines would take water at Putaruru and replenish again at Ngatira, so as not to have to make a stop at Arahiwi, which is the next station beyond Ngatira—about seven miles, I think—and about two miles beyond the accident. I have not seen Cooper's report [produced (Exhibit No. 11)].

A. V. MACDONALD.

Taken and sworn at Auckland, this 26th day of August, 1907, before me—CHAS. C. KETTLE, D.J.

Copies of reports of G. E. Richardson (Exhibit No. 12), G. Bowles (Exhibit No. 13), E. M. Leydon (Exhibit No. 14), C. V. Kerr (Exhibit No. 15), J. L. Taylor, and H. Pee put in evidence.

This deponent, JOHN LAMBERT TAYLOR, being sworn, saith:—

I am an engine-driver residing at Rotorua. I hold a second-grade engine-driver's certificate. I have been on about eight years, and for about two years and a half of that time have acted as engine-driver. I was in charge of engine No. 8 on goods-train returning to Rotorua on the 3rd August. I had ceased work the previous day about 2.30 p.m. after I had done ordinary day's work. On the 3rd August I came on duty at 9.35 a.m. I arrived at Putaruru about 5.20 p.m. with a mixed train from Morrinsville. After my arrival at Putaruru we did some shunting, and after we finished we put our train together and were ordered ahead on a side track to allow and wait for a passing train. Leydon brought the train with engine T 102 from Frankton, and Cooper took charge at Putaruru. The train made up was shunted by engine T 102. There are at least three lines of rails at Putaruru. I think my train was standing on the line next the main line. There may have been two lines between my train and the platform. After shunting was done by second engine they whistled for us to come on. The van belonging to Cooper's train was behind his engine. While that engine was shunting I do not know where that van was standing. The passenger-carriage was behind our train, and I do not think it was interfered with in the shunting operations. After they whistled I ran my engine back and coupled on to Cooper's engine. I never left my engine from the time I arrived there until we left again. We did not water there. We had sufficient to take us to Ngatira. We never take water at Putaruru. I do not know if the other engine took water at Putaruru or not. We coupled on to the T engine. I do not know who coupled the T engine to the train. A porter or guard coupled us on to T engine. He would couple the side chains and see the hook was in its place, and he would have to couple the Westinghouse hose and put the cocks down—that is, he would have to open the pipe, and the person who coupled the front van would have to go through the same operation. I know we were coupled on to Cooper's engine because I went to Cooper and asked him to turn his headlight down, as it was glaring into our cab. He asked me to turn it down, and I had to get in between the couplings to turn the lamp down, and while I was there I looked at the cocks and couplings. I felt them to see that they were coupled properly, and put my hand on the cocks to see they were open. It was not an accidental view. Being there I deliberately felt them. I did so just to satisfy myself the couplings were proper. I had no doubt they were right, but being there I looked to see they were right. Had it not been for the light I would not have gone to the couplings. I have no responsibility as to the couplings. I did not examine any other couplings. Cooper's headlight threw such a glare that it was very awkward to see ahead. It blinded me. I went back to my engine. I am not positive whether I examined the couplings before or after the guard signalled for brakes, but I am positive the guard did signal for brakes—first red, then white, then red. That signal was given from rear end of train—over 100 yards I should say from where I was. Before I was signalled my pressure was between 70 lb. and 80 lb. We had coupled on and the pump was working, and she had filled herself up. I could not tell from the gauge whether that pressure applied to the full length of the train. I could not tell how far that pressure extended. If it applied to a few wagons only I would not have noticed it. If my own engine only was connected I would notice that, but I would not know that the pressure did not extend beyond the first van. When signalled I put on the brakes, and, as far as I know, they were perfect in every way. Then I got white-red-white—to release the brakes. I would judge from that that the guard was satisfied the brakes were acting all right. It is not the custom for the guard to walk up the train to see that the brakes are all clutching, although the Westinghouse Instructions say it should be done. It is done by the train-examiners at the stations. The guard assumes if the van-brake is going all right that the others are all right. The signal to put on and to release brakes is always given from the tail of the train. The pressure in the pipes would also be indicated on the gauge of the second engine. The guard's van and second engine should all register the same. I am quite positive the test was applied at Putaruru that evening. I have never started off without making the test—if the guard forgets, the driver remembers. It is very important the brakes should be carefully tested, especially on lines with heavy grades. We started off for Ngatira, about five miles distant, intending to stop there for water. There is no Stationmaster or person in charge there. The grade from Putaruru to Ngatira varies. It is practically all an up grade, and we