

33. When the train got down you say you felt a severe jerk: was that at the bottom of this 45-chain grade?—At the bridge at the Titirangi crossing.

34. What caused that?—It was going into the curve. There is a fairly sharp curve there.

35. Was the brake applied there?—The brake was applied practically at the same time.

36. Was the application of the brake a severe one?—Fairly severe.

37. What effect did this application of the brake have on you: did it throw you against the wall of the car?—Just against the wall. If I had gone against the window I should not have broken it.

38. When the brake was applied in that way did you look out to ascertain what position the train was in?—Yes.

39. Had you any difficulty in ascertaining?—No, no difficulty whatever.

40. No difficulty in seeing?—No.

41. How far do you think you could see at that time?—About 200 yards.

42. At what speed do you think the train was travelling?—At from fifteen to twenty miles an hour.

43. Judging by the speed at which the train was travelling at that particular place, what did you expect was the position of the signal?—That it was at "Clear."

44. And that the train was going straight into the station?—Yes.

45. If the signal had been at "Danger," what would you have expected at that particular time: would you have expected the speed of the train to be reduced?—Yes.

46. What car were you in when the collision occurred?—In the fourth car.

47. What was the effect of the impact on you?—Pretty severe.

48. Did it throw you down?—It threw me down on the seat.

49. Where did your car stop?—Just on the bridge.

50. How far was it away from the signal?—I suppose, about 12 yards.

51. Was it opposite the signal or in front of it?—Just opposite.

52. Did you look at the signal-box?—Yes.

53. What position was the arm in?—At "Danger."

54. Under those circumstances your train should have stopped before it reached that signal?—Yes.

55. Under ordinary circumstances and in fine weather at what distance can that signal be seen?—From three-quarters of a mile to a mile away.

56. On the 28th May, the date of the collision, from your own observation when you looked out of the car, you consider the signal should have been seen when the train was quite 150 yards away—you say you saw 200 yards?—Yes.

57. In that distance, with the Westinghouse brake and with that weight of train, can you say from your experience whether it would have been possible to stop that train before running past the signal had the brake been properly applied?—If the brake had been properly applied it would.

58. How often has Driver Corich run with you?—On five or six occasions.

59. On those occasions has there ever been anything in his handling of the train to lead you to suppose he was incompetent or did not know the road?—No.

60. You never had any difficulty with him?—None whatever.

61. Did he ever make any complaint to you that he did not know the road?—No.

62. How long have you been running on that road?—Two years and nine months.

63. Seeing that the home signal was standing at "Danger," do you consider the movement that was carried out that morning in connection with No. 5 train was perfectly safe?—Yes.

64. Under the conditions that existed that morning?—Yes.

65. *Hon. Mr. Herries.*] In the two years and nine months that you have been on the road have you been running the same train?—Yes.

66. It was given in evidence that people in the vicinity and passengers said they were always expecting a collision there: did you expect it?—No, I did not.

67. *Mr. Dickson.*] How many passengers do you generally pick up at New Lynn Station?—About a hundred. I could not say exactly.

68. Do you sell any tickets on the train to passengers who cannot be supplied at the station?—Yes, from Waikumete.

69. I mean from New Lynn?—Yes, occasionally.

70. About how many?—I could not say.

71. Have you any idea what is the most that your book has shown?—On Saturday night I have issued seven.

72. I am only speaking of the morning?—You might get one now and then who had come at the last minute and did not have time to get a ticket.

73. Are they fined 6d. there?—No, it is treated as a flag station.

74. You said that you could see 200 yards. Did you consider there was much of a fog there?—Not much of a fog.

75. You said that you were in the fourth car and that it was right opposite the signal-post?—Yes.

76. At that rate there would be four cars behind the signal-post when the collision took place?—Yes, about four and a half.

77. It would be practically the middle of the train?—Practically.

78. The train itself had no chance of getting beyond the signal-post without there being a collision?—No.

79. What is the recognized distance that a train can be pulled up in: in what length could the train be pulled up?—It all depends. Some drivers are better than others at manipulating the brake.