

80. But say the average distance?—In case of emergency that train ought to be pulled up in a little over a length and a half of itself.

81. So if, as the driver stated, the fog was so dense that he could not see the signal until he was right on to it, there would be no chance of pulling up the train in less than a length and a half?—No, not if he was right on to the other train.

82. Supposing he saw the signal within 30 yards, he could not pull up the train in its own length before the train passed the signal?—It would depend on what speed he was travelling at.

83. Say he was travelling at fifteen miles an hour?—He ought to be able to pull up in 30 yards.

84. *Mr. Kennedy.*] Was there any undue lurching of the cars coming down the hill that morning before the collision occurred?—No.

85. So that there was nothing out of the ordinary about the lurch you felt at the foot of the hill?—No. At twenty miles an hour round that curve there is always a lurch.

86. What was the rail like that morning?—Just a bit greasy.

87. You say that you looked at the indicator in the van when the train was leaving Henderson: did you look at it at any other time from when you left Henderson till the collision occurred?—No.

88. What did you say was the pressure in it when you looked at it?—75 lb.

89. Was that the correct pressure?—Yes.

90. You have a book of instructions about this Westinghouse brake, I suppose?—Yes.

91. Do you know that that is not the correct pressure to have in your train-pipe according to your book?—70 lb. or 75 lb. is the correct pressure.

92. You have told Mr. McVilly that you expected the signals to be at "Clear" when you were running down between the foot of the grade and the station, and you also told him that you could see from 150 yards to 200 yards, I think you said?—About 150 or 200 yards.

93. Did you look to see how the signal was?—At that particular time I had not time to.

94. You did not look?—I was in the car at the time.

95. You said that Corich had run with you five or six times?—Yes.

96. What trains had he run with you on?—I think it would be Nos. 16 and 27; I am not sure.

97. What trains are they?—Our motor service.

98. Do they run in daylight or in the dark?—In daylight.

99. Had Corich ever run with you before on this train?—No.

100. Had he ever been on your train when you were running in a fog?—No.

101. Or in the dark?—No, not to my knowledge.

102. *Mr. Green.*] What were the weather-conditions when the trains collided: how far do you think you could see then towards the signal?—About 200 yards.

103. Where were you on the train when you could see this 200 yards?—Looking through a window of the car.

104. Do you know of any fog-signalling having been carried out on the Auckland-Henderson Section previous to the accident?—No; there has been no occasion to in my experience.

105. Are fogs of frequent occurrence on this section from New Lynn to Henderson?—Occasionally there is a fog.

106. Have they usually been heavy or light just about where the accident took place?—Just an ordinary fog. There has been no occasion for a signal.

107. Is it not a fact that the fogs drift across this flat in patches, some parts being thicker than others?—I could not answer that question. I am only at that particular place about a second in going past.

108. Have you noticed any fogs at any other time than in the morning there?—No.

109. *Mr. Mack.*] How many passengers did you book from Waikumete that morning?—I really could not say without looking up.

110. Have you any idea?—I think I wrote out one.

111. And you had the rest of the train to check?—Yes.

112. You got through four cars?—Yes.

113. In approximately how many minutes?—In about four minutes.

114. That would account for not looking out for the signals?—Yes.

115. You had quite enough to do attending to the train?—Yes.

116. *The Chairman.*] How long did you say you have been on that line?—Two years and nine months.

117. Travelling nearly every day?—Every day.

118. Have you ever noticed a want of discipline at that particular station?—Never.

119. Everything has gone on smoothly?—Yes.

120. Do you think the arrangements are adequate for the work generally?—Yes, I think they are.

121. There is nothing to warrant the Department in putting on more men or supplying more conveniences at that particular station?—No.

122. *Mr. Green.*] Do you not think that if the signal had remained in its original place the driver would have been more likely to see it and would have avoided the accident?—I am not in a position to say.

123. Not as regards the signal being farther out?—No; I do not know where the signal was. The signal has been there since I have been on the section.

124. It has not been shifted to your knowledge since you have been running?—No.

125. *Mr. McVilly.*] With regard to this question of brake-pressure, you said that 75 lb. of air was in the pressure-gauge. Is it not a fact that the pressure of air in the train-pipe is under the control of the driver, and not of the guard?—Yes.