

166. With a curve like that do you not think that if the bank was shifted you could see that signal better?—Yes; but it does not prevent you from seeing the signal now.

167. Is it not a fact that when you turn the lever over you have to step back to see right through?—No, I have never done so.

168. *Mr. McVilly.*] Regarding this fog-signalling matter that Mr. Kennedy touched on: supposing that a heavy fog had existed that morning, would you have sent out one of your assistants with detonators and the necessary appliance?—Yes.

169. Then you would have carried out the rules governing fog-signalling if the conditions had made them necessary?—Yes.

170. *Mr. Veitch.*] In reply to Mr. Dickson you gave us some different times that it took you to do your work: have you noted those times specially, or are you giving them approximately?—They are just a rough estimate. I have never timed the particular duties.

171. We may take the whole of your figures merely as a rough estimate?—Yes.

172. Have you ever failed to do the work required of you by the Department in the time allowed?—No, not to my knowledge.

173. You have not been told by the Department that you failed?—No.

174. It has been stated that on some occasions the train was pulled in at the bottom end of the yard and was not pulled ahead and backed in. Is it likely that there would be any special reason, or would it be simply as a matter of convenience in shunting or something else that would cause that change, or was it done by direct instruction of the Department?—That I could not say. As far as I am concerned I do not think it would.

175. You have been dismissed by the Department in connection with this accident, I understand?—That is so.

176. Did the Department give you any reason for dismissal?—None whatever.

177. What did the communication say?—It said that the General Manager had directed that I was to be dismissed from the service.

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HENRY JOHN WYNNE sworn and examined. (No. 17.)

1. *The Chairman.*] What are you?—I am Signal and Electrical Engineer in the Railway Department.

2. *Mr. McVilly.*] Before you came to New Zealand had you any experience at Home?—Yes. The whole of my experience has been with signalling-work.

3. How long were you connected with signalling-work at Home?—I have been connected with it since I first commenced, thirty-six years ago.

4. Have you an intimate knowledge of the practices followed at Home in connection with signalling and interlocking?—Yes.

5. You are responsible, practically, for the carrying-out of the whole of the signalling and interlocking work on the New Zealand Railways?—That is so.

6. In connection with New Lynn, the question has been raised as to why the home signal was shifted from the position it previously occupied to its present position: can you tell us that?—Yes. In its former position it could not be seen from the station. A train standing at it could not be seen, and it was impossible for the porter in charge to flag a train in when it was necessary to do so without proceeding down the line in the direction of Henderson. As the signal could be seen for a great distance back it was deemed advisable to shift it closer in to the station, and that was done. It was shifted in 6 chains, and it can still be seen practically from the top of the hill—about three-quarters of a mile away.

7. Then, really, it was shifted in order to make the working more efficient?—That is so.

8. Do you know this particular portion of the road?—Yes.

9. The distance is about 14 chains from the bottom of the grade to the home signal: do you think that sufficient to enable a train to pull up in accordance with the rule before passing the signal?—Yes.

10. If on this particular morning that signal had been obeyed, the movement that was carried out at the station would, in your opinion, have been perfectly safe?—Yes.

11. You have heard the statements that have been made regarding the grade and the practice. With your knowledge and experience as a signal expert, do you consider the practice that was followed at New Lynn of pulling No. 5 ahead was perfectly safe?—Yes.

12. Do you regard New Lynn as being a station at the foot of a grade to which Rule 158 would apply?—No.

13. *Mr. Dickson.*] Could you give us any particulars about distant signals—why they are put at some stations?—Distant signals are generally provided at stations where a good view of the home signal is not obtainable.

14. Do you consider that a good view of the home signal is obtained from the New Lynn Station?—Yes, certainly. I consider that an excellent view—better than the average by a long way.

15. Is any correspondence submitted to you that comes to the Traffic Department in connection with signals?—Yes, it is all forwarded on to me.

16. Have you ever had any application from the Drivers and Cleaners' Union for a distant signal to be placed at New Lynn?—No, I have seen none.

17. Is the Traffic Manager supposed to forward them to you?—I cannot say exactly what his instructions or duties are. All signalling matters invariably come on to me, not generally direct through the District Traffic Manager, but they come from the Department.