

22. That is if you knew; but we are talking now about a man who had a not too intimate knowledge of the road?—I said that I would pull up if I did not know the road.

23. If you knew the road would you run at fifteen miles an hour?—I would run at fifteen miles an hour while I knew the road, and allow myself sufficient time to stop at the home signal.

24. Supposing you are timed to cross a train at a crossing station and you cannot see, would you stop before you fouled the home signal? Would you run in so that you could stop there dead?—I would not stop before I got to the home signal, but I would come in at such a speed that I could stop.

25. You would not assume that the main line was clear, would you?—Yes, but I would not assume that the signal was clear.

26. Where would you assume the main line was clear to?—Between the two home signals.

27. Why would you assume that?—Because Rule 158 provides for it being clear in case of a fog.

28. What about Rule 157—"No engine or vehicle must be shunted or moved from one main line to the other, or from the main line into a siding, or from a siding on to the main line, or allowed to stand on main line, unless protected by the proper signals, exhibited as may be required": would you say that a man is not justified, when he has got his yard protected by proper signals, in having something on the main line under that rule?—Yes, he is justified if he has it protected by proper signals, which include fog-signals.

29. You know Rule 83, "Home signal may not be passed at danger": is not that a proper protection?—Not in case of a fog.

30. What other protection would you have?—A fog-signalman out, with detonating signals placed on the rail.

31. If the fog is so thick that it is necessary for the man in charge of the station to put out fog-signals, is it not sufficiently thick to necessitate the engine-driver also taking extra precautions?—That is so.

32. If you were an engine-driver and the fog was as thick as that, you would take extra precautions—you would not run blindly?—Certainly not.

33. You know rule No. 5, "The first and most important duty of every member of the service is to provide for the safety of the public"?—Yes.

34. *Mr. Hine.*] Supposing that as a driver you saw an obstacle 30 yards ahead, at what speed would you have to be travelling to pull the train up so as to avoid any danger to your train?—I could only guess. I should say you could do it at seven mile an hour, or perhaps more.

35. Have you any speedometers on the trains?—Some of our trains have, but I do not think this train would have one.

36. You have no reliable method of gauging your mileage if you are not on a line that is known to you?—No; it is just left to the judgment of the engine-driver himself as to what he thinks he is running.

37. *Mr. Sykes.*] Do you think all engines should be equipped with a speedometer?—Well, disregarding the fact of expense and maintaining and providing them, I think it would be a splendid idea.

38. They are an expensive apparatus?—Very expensive, and take a good deal of maintenance.

39. But does a competent engine-driver feel safe without a speedometer?—Yes. It would have made no difference on a morning like that in question, because when the speed is reduced in a fog a driver would never think of looking at his speedometer. He has his head outside the cab looking for what he can see.

40. *The Chairman.*] Or should have?—It is generally a very anxious time for a driver when running in a fog and approaching a station. Besides, the speedometer is not very reliable at a very low speed. They will register better when you have been running for some time at a regular speed, but the speedometer will not show it as quickly as the speed is reduced. Some register for twelve seconds and some for five seconds, and you can have your speed reduced very greatly in five seconds, and it would not be shown on the speedometer.

41. *Mr. Dickson.*] Do you know whether any complaints have been made this year in connection with the way they carried out the work at New Lynn in regard to putting that train on the main line?—I understand there were some reports about it. Drivers have complained at New Lynn to the men doing the work, and objected to shunt the train in the manner it was shunted that morning.

42. Do you know that as late as February an engine-driver on that train refused to do it, as he considered it was contrary to the regulations?—Yes, I was told by a driver that he had refused to do it. It was previous to the New Lynn collision, but I could not say the date.

43. After hearing the evidence do you consider it should have been necessary for the Department to place fog-signals on the line that morning?—As an engine-driver from the South Island I must say I was very much surprised to hear that fog-signals were not used that morning at New Lynn.

44. After seeing the plans and grades, do you consider that New Lynn should be classed as a station at the foot of a grade or near the foot of a grade?—I have no hesitation in declaring that New Lynn is near the foot of a grade.

45. Therefore it would have been necessary according to the rules to have used fog-signals on a morning like that?—I do not think that fog-signals apply any more to a station near the foot of a grade than to any other station.

46. Then you consider some one was breaking the regulations by fouling the main line as the station was at the foot of a grade as the other train was coming in?—The regulation provides that no train is allowed to foul the main line between the home signals unless it is blocked on to the section in advance when it is on a grade or near the foot of a grade.