

116. But when going up?—Yes, we run up at about twelve miles an hour.

117. But running uphill and you can only see 20 ft. ahead of you and the fireman is firing, do you not think you are as bad as the man running in a fog who can only see 30 ft. ahead?—No, that road is patrolled every morning.

118. So are all other lengths?—I do not know about others.

119. Have you lost time running in those fogs?—No, they have never been sufficiently dense to lose time.

120. *Mr. McVilly.*] The questions Mr. Kennedy has been asking you are all presupposing a dense fog. I want you to still suppose a dense fog and to tell us what you as an engine-driver would do if the fog was so dense as to necessitate all those precautions that Mr. Kennedy has been suggesting: would you consider the responsibility rested on you for the safety of the public of taking the proper precautions, or would you come along with your eyes shut?—I am responsible for the safety of the train, and have to take proper precautions.

121. Without relying on the fog-signals?—Yes.

122. *The Chairman.*] The fog-signals would be of assistance?—I would not depend upon them. I would rather run along and take precautions.

123. *Mr. McVilly.*] The rule in regard to New Lynn is No. 211, and the man who would give instructions would be the Stationmaster or the tablet-porter?—Yes.

124. *Mr. Mack.*] I do not think you said what trains you were running on?—On the express between Taumarunui and Taihape.

125. Is that between the day and night?—Nearly all night running: one trip is all night running and the other half day.

126. In your time did you know if there were any special instructions issued for arriving at New Lynn?—No.

127. In regard to Rule 158, which deals with fog and falling snow, does not that apply only to stations where special instructions are issued?—I read it that way.

128. How long did it take you to learn the road—the thirteen miles from Henderson to Auckland?—I think a man who has been over that half a dozen times should have a very good idea of it.

129. How long would it take you to learn it thoroughly?—After I had been over it half a dozen times I could go over it with confidence.

130. Would it take you three weeks?—No, certainly not.

131. Assuming that you were the driver of a train that was running from Auckland to Henderson, and also assuming that there was a dense fog, would you not feel justified in asking the man who gave the signal to pull out whether the fog-signals had been placed there or not: would you not satisfy yourself that the proper precaution was put there?—I would take it that the man responsible for the station would see to it.

132. You would not ask that?—I certainly would in the case of a dense fog.

133. *Mr. Dickson.*] I want produced before the Committee the time-table of 1903 and the time-table at the date of the accident. I think you said the trains ran at the same time?—I did not say the train left Henderson at exactly the same time. I held the same job that Corich held. I do not say the train arrived there at the same time as she arrives now.

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WALTER BOWLES SWORN and examined. (No. 23.)

1. *The Chairman.*] What are you?—District Traffic Manager, Auckland.

2. *Mr. McVilly.*] You are responsible for the traffic working of the Auckland District?—Yes.

3. You visit various parts of the section from time to time?—Yes.

4. During these visits and during the time you are travelling over the line, do you see that the rules and regulations are observed, from your own personal observation, as far as you can see?—I do.

5. Do you remember the collision at New Lynn?—Yes.

6. In connection with the train crossings, have you given any special instructions about New Lynn—did you consider the station was a station that required any special instructions?—No.

7. You know Rule 157?—Yes.

8. Do you consider the crossings at New Lynn under that rule are justified?—Yes.

9. And that the operation should have been a safe one provided the home signal was at "Danger"?—Yes.

10. Have you had any complaints from the tablet-porter at any time that he was overworked?—None.

11. From your own observations when you were passing the station, were you satisfied that discipline was properly maintained there?—As far as I could judge it was.

12. *Mr. Hine.*] Under whose instructions are the engine-drivers acting when they pull up the line in taking water at New Lynn Station?—They act under the instructions of the man in charge in all cases.

13. You are the Traffic Manager and you would control the Stationmaster or the tablet-porter in charge of a station like that?—That is so.

14. Have you ever told the engine-drivers to pull up at New Lynn after taking water and back into the loop?—It is a matter of detail. I should not interfere unless there was some special reason for doing so. The operations should be conducted in the station-yard under the signals, and the man in charge is really responsible for seeing that the shunting is conducted in a safe and proper manner.