

67. Supposing you used an emergency application, what would you do then?—Pull it up in about 200 ft. or 250 ft.

68. What were the rails like that morning coming up from Auckland?—Fairly greasy.

69. Did they interfere with you at all in the running?—I had to use sand going to Mount Eden.

70. You considered the practice you followed at New Lynn was absolutely safe?—Yes.

71. *Mr. Myers.*] From what distance did you see the "Danger" signal first?—About 100 yards, as near as I can guess.

72. That is from the tank?—Yes. *Mr. McVilley* says it is about 9 or 10 chains.

73. Considering the conditions that prevailed that morning, how far off do you consider you could see the signal if there was nothing to impede your view?—Perhaps 100 yards or a little more. I would not be sure.

74. That would apply to both sides?—I do not know about the other side.

75. Would the conditions be likely to be more favourable on the northern side?—I could not say. There is a creek in between and the fogs run in patches. It may be clear in one place and thicker in another.

76. Fogs are frequent in winter in those parts?—Yes, fairly frequent.

77. And do you think the precautions taken by the Department in regard to the "Danger" signal are sufficient?—Yes, I do.

78. You have nothing to suggest by way of improvement?—No, nothing at all.

79. You do not think it is dangerous provided the man uses proper and reasonable precautions?—No.

80. How long have you been driving on that line?—Between four and five years.

81. Have you ever made a mistake in regard to the "Danger" signal when you have been coming from the north?—No.

82. And you frequently met with similar conditions to those obtaining on the morning of the accident?—Yes, often.

83. *Mr. Veitch.*] There is a creek between the distance signal and the foot of the hill, is there not?—No, the home signal is on the north side of the creek. The bridge is between the home signal.

84. In the case of a fog would it not be likely to hang round the creek and about the foot of the mountain?—Yes, very likely.

85. It would make the fog greater between the foot of the grade and the semaphore than between the semaphore and the station?—Yes.

86. *Mr. Sidey.*] You were the driver of the goods-train which was run into?—Yes, No. 5.

87. Since the date of the accident have your instructions or methods been altered on arrival at New Lynn?—Yes. We have received no instructions, but it is done in a different way.

88. Can you tell us what you did before and what you did afterwards?—Before the accident we took water and pulled out towards the north end and into the siding and took the main line, but now we go into the south end.

89. And wait on the siding for train purposes?—Yes.

90. And you do not take water now?—No.

91. How long have you to wait there?—Generally three or four minutes.

92. And how long after the accident was this alteration made?—About a week or more.

93. *The Chairman.*] Did you make the alteration on your own initiative or upon instructions?—There were no instructions given, but the man in charge does it differently.

94. *Mr. Sykes.*] Previous to this accident have any collisions been narrowly averted?—None that I know of.

95. And you made no complaint as to the facilities which have been given you to do the necessary shunting and watering?—No, none whatever.

96. And in your estimation everything was perfectly safe?—Yes.

97. All the necessary precautions were taken?—Yes.

98. *Mr. Dickson.*] You said you can see the north signal from the water-tank?—Yes.

99. Did you know that there have been any complaints made about that signal?—No, none to my knowledge.

100. There has been nothing done in regard to the distance signal being put there?—No.

101. Do you consider it would be an improvement if they had a distance signal there?—Yes, it would give a man a better chance.

102. You know where the signal was originally?—No.

103. The signal, according to the plan, was moved 5½ chains. If that signal had been left where it was would there have been a greater chance of pulling up?—Yes, certainly.

104. And it might have avoided the accident?—Yes.

105. Have you ever been on the other run?—No, not on No. 6. I took No. 8 afterwards.

106. You said you used the sand going from Auckland to Mount Eden?—Yes, on the up-grade, in the morning.

107. Do you consider it is an improvement to have the tank at the south end?—Yes, I should think it was—that is, for trains going that way.

108. *Mr. Kennedy.*] You say you stood four minutes inside the north home signal when you pulled up?—Yes, between three and four minutes.

109. That was an unusual length of time to stand there?—Yes, it was.

110. Was there any one signalling you?—No, I could see no signal at all.

111. If a man had been standing at the rear of your train, say, on the bank, and signalling you back, could you have seen him there?—No, not in the position we were in.