

26. If you stayed longer at New Lynn, would it in any way alter the position: would it make it safer, or would it be just as safe?—I think it is perfectly safe under present conditions.

27. You have no suggestions to make with a view to minimizing the possibility of a future accident?—None whatever. I do not think No. 5 ever leaves New Lynn at schedule time, but the main thing is getting to Henderson on schedule time or thereabouts. There is a lot of time allowed.

28. At any rate, you think the "Danger" signal is quite sufficient precaution for any reasonable man?—Yes.

29. *Mr. Veitch.*] With regard to this matter of the guard locking the points under the instructions of the tablet porter, and so on: is it not a fact that there are different guards on duty on different mornings—that is to say, you might be on duty to-day and another guard to-morrow, on the same train?—Yes.

30. That would make it impossible for the guards to know, until they arrived on the train at the station, what the tablet porter wished them to do?—Yes.

31. Therefore it would be necessary for the tablet porter on each occasion to say to the guard, "Will you lock those points?" or "Did you lock those points?" as the case might be?—Yes.

32. You would not consider it an indication of lack of control, or lack of attention to his duty, or lack of confidence in himself on the part of the tablet porter if he asked you such a question, would you?—No, certainly not.

33. Rather the reverse?—Yes.

34. *Mr. Sykes.*] Do you consider the present facilities at New Lynn sufficient for the proper working of the sidings and the station itself?—Yes, I think so. I have never experienced any difficulty there.

35. You have never experienced any block?—No, never.

36. *Mr. Dickson.*] Have you had any experience of fog-signalling?—No.

37. Have you ever seen any done on the Auckland Section?—Yes, recently.

38. Since the accident?—Yes.

39. Not before the accident?—No. I never had occasion to see it.

40. Where did you see it since the accident?—At Newmarket.

41. You were on the same train as the previous witness who mentioned it?—No, I do not think I was. I think I was on a goods-train that night leaving Auckland at 9.36 for Mercer. I would not be certain. But I know that they were in operation there for some considerable time—a matter of two or three hours or more.

42. Have you received any notice about fog-signalling at New Lynn since the accident? Have you seen any notice posted up?—No. I have not looked for it.

43. You say that discipline is good at New Lynn—that you see nothing to complain about?—No, I have seen nothing at all.

44. You say that on that particular morning you did not know where your assistant guard on the train was?—I did not know his exact position. He was riding on the train when it was pulling ahead.

45. You know that he was on the train?—Certainly.

46. Do you think the alteration by which the train is put on the siding is safe as a precaution against accident, or do you think it is safer than the previous practice?—Of course it is safer, because it leaves the main line clear; but the other practice was quite safe in my estimation.

47. Do you consider, then, with regard to the signal being moved in towards the bridge, that it would have been safer if it had been left where it was?—That I could not say. I think it is in a safe position now.

48. Do you think there would be a better chance of a man pulling up his train?—I think it would be a further distance away.

49. If he ran past the signal a little bit there would not be the same danger of an accident arising?—No.

50. It is very seldom that the other train goes back over the bridge?—Very seldom. It very seldom goes out to be over the bridge.

51. You would need to have a train of 450 ft. to reach the bridge from the point, would you not?—Yes.

52. You very seldom have more than 400 ft.?—We could not, on account of the grade.

53. Therefore if the signal had been where it was originally you think it would have been safer?—Yes.

54. You have had a good deal of experience on the Auckland Section as a guard: which do you consider the worse place for fogs—New Lynn or Newmarket?—I have seen very heavy fogs at Newmarket—far heavier than I have seen at New Lynn.

55. Have they been as often, in your experience?—No. I have only seen one very heavy fog at Newmarket, and very light fogs at New Lynn.

56. *The Chairman.*] How long have you been on that particular line?—Getting on for twelve months.

57. And you have only seen one severe fog during that time?—One.

58. *Mr. Dickson.*] Have you noticed any peculiarity about fogs at Newmarket as compared with Grey Lynn? Is it in the morning or at night as a rule that the fogs are most severe at Newmarket?—At night-time was the only time that I noticed it. It was a very severe fog.

59. Have you experienced a severe fog at New Lynn at night?—No.

60. Or in the morning?—In the morning.

61. Therefore, as far as your experience goes, the fogs are heavier at New Lynn in the morning than they are at Newmarket?—Yes, in the morning.