

apply brakes. The guard in the rear brake van was bound to know if the brakes (Westinghouse) had been applied, because in the guard's van is an indicator which, when the train is connected up, should show exactly the same as a similar indicator on the engine. When the Westinghouse brake is applied the needle of this indicator is lowered, and when the brakes are released again it rises to the same pressure as it formerly stood at, which should be the same as that shown on the engine. It is upon account of the very strong feeling I have regarding this accident that has prompted me to write as I have done giving my practical ideas regarding the accident in order that you, as conductor of the inquiry, may have all the assistance possible to enable you to frame such questions as will enable you to get at the real cause of the train getting away.

Yours, &c.,

WM. BANNERMAN.

District Judge Kettle.

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EXHIBIT No. 21.

Manager.

Auckland Railway, 26th August, 1907.

AFTER departure No. eleven on third August nothing remained here for south.

HARRIS.

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EXHIBIT No. 22.

SIR,—

32 Wakefield Street, 28th August, 1907.

Reading to-night that you were looking for Westinghouse brake testimony, I have penned the following: The Westinghouse brake is not a continuous brake. By that I mean, if a train was running down a long incline and the brake was put on at the top, it would either partly or wholly give out before the train reached the bottom if not recharged. I have known of instances where an engine by itself, being held by the brake, fizzled out and left the brake off. One of these instances occurred in Oamaru where an engine was placed on a turntable to be turned, and before that was accomplished the brake had released and the engine ran off the table. I cannot give dates, but I could give you enough information to lead you to the facts.

I remain, &c.,

F. SYMONDS, Jun.

Mr. Kettle.

SIR,—

Reading that you were wanting Westinghouse brake experts. I have delivered this letter personally, and if you would grant me a few moments' interview you might be able to judge if I would be of any use to you. I am unused to public inquiries, and if you would inform me what course to take,

I remain, &c.,

F. SYMONDS, Jun.

Mr. Kettle.

P.S.—I hope I am not breaking any Court rules, as this is not a criminal affair.—F. S., jun.

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EXHIBIT No. 23.

CAR AND WAGON INSPECTOR'S NOTES.

- R 66. One truss-rod bracket broken, one drawbar bent, one truss-screw broken; Westinghouse combined set good.
- L 7235. Drawbars both bent, one side bulged in, the headstock corner broken off (wood); Westinghouse combined set good.
- L 4956. Drawbar and side chains broken at one end, side rail broken on one side, end and pillars broken; wheels and axle-boxes good (new wheels).
- K 606 (rebuilt). Body completely broken off, both drawbars bent, side rail broken.
- A 452. Body broken, underframe broken; combined set all right; brakes badly damaged, will have to be rebuilt.
- LA 7350. Drawbar broken off, other end bent; iron blocks bent at one end, strained; axle-box broken; underframe good; one headstock broken.
- H 245. One drawbar broken off, two axle-boxes broken, body completely broken; new floor and side rails.
- L 3557 (rebuilt). Drawbar broken at one end, hand-brake lever broken, body and side rail broken; combined set good.
- L 3533. Drawbars bent, hand-brake broken, body broken badly, W.H. damaged, cylinder broken.
- L 3497 (rebuilt). Westinghouse gear broken, drawbar bent both ends, body twisted.
- H 257 (rebuilt). One axle-box and iron block broken, one drawbar bent, body broken off; combined set good.
- L 3495 (rebuilt). One drawbar broken, body broken, underframe good, combined set good, hand-brake broken, axle-box broken, angle tap up at one end.
- LA 7004. One axle-box broken, drawbar bent, one side badly bulged, wheels good.
- LA 7134. Two axle-boxes broken, drawbars bent, hole knocked in one end; wheels good, very little damaged.
- L 7764. One drawbar bent, one broken; three axle-boxes broken, hand-brake gear broken, wheels good, body twisted.
- L 3452. Complete wreck.
- L 7778. Drawbars broken, one axle iron plate bent, good wheels, body good, push-rod broken off.
- L 3532. Drawgear bent, body twisted, brake ironwork damaged.