

evident that if fog-signalling is a necessity now, it was as great a necessity previously. The question also arises, in view of the appointment of a fog-signalman, how is one man going to fog-signal two ends of the station-yard at one and the same time for train-crossing purposes? Instruction 149 sets forth the hours for fog-signalmen during the day as from 6 a.m. to 8 p.m. Had these men been appointed at the time of the collision they would have been obtainable for duty. Instruction 151 (a): I ask that all S.3's, requisitions for stores, New Lynn, a month previous to and since the collision be produced, as I believe the fog-signalling equipment was only brought up to requirements after the collision. Then, I have a few remarks to make on general matters, but I do not know whether the Committee desire to have other points raised.

3. *The Chairman.*] We want to discover what were the causes leading up to the accident?—Then, my other remarks refer to the safety of the public, but not in reference to this accident. That is all I have to say.

4. *Mr. Witty.*] Did you complain that those things were not supplied whilst you were at New Lynn?—I did not make any complaint. The Traffic Inspector came round in the ordinary course and examined us in regard to detonators, and we had the usual station flags and one hand-lamp.

5. Was it not your duty if there was any deficiency either in the signals or anything at the station to make a written complaint?—I stood like a lot more in the Railway service—I was never sufficiently schooled, and in many things I found it advisable to mind my own business, because I always considered it was no good a man trying to make a name for himself in that way.

6. Have you read the rules?—Yes, as far as they concerned me when I was in the Department.

7. Then you knew what the regulations were and did not carry them out?—I read the rules in a general way. I have fossicked round since the accident, and I have a faint idea that I did not carry out the regulations strictly to the letter.

8. Since the accident you have studied them?—I have seen them and studied them.

9. Do you not think you should have studied them before you left the service?—I was supposed to be examined on the rules every six or twelve months. I had asked at one time for information as to train-crossing at Papatoitoti, and getting what I considered a red-tape reply, that dampened my ardour.

10. But seeing that you held a responsible position and held the lives of the public in your hands, was it not your duty to study the rules and regulations so as to comply with them and safeguard yourself?—I did comply with the regulations at New Lynn as far as I was able. I had a general idea of them, but there are hundreds of rules and regulations in the book that I have no idea of.

11. Do you think a general idea of the rules is sufficient without a thorough knowledge of them?—No, the men are not properly examined in regard to the rules. I consider I was not given the opportunity. I consider the Department should have a school where the men could be instructed.

12. What would be the use of examining you in regard to the rules if you had not studied them?—I did study them in a general way.

13. With regard to the word "signalman," does not the plural cover the singular in this case?—I do not think so. It says "fog-signalman." The instruction can be seen by anybody in the station at New Lynn.

14. There was only one signal?—One signal at each end of the yard.

15. So that only one man could be placed there?—There are trains going in from either end.

16. Was it possible to see the home signal?—I have seen it at times.

17. If you cannot see the home signal is it not customary for the driver to pull up?—Yes. You are supposed to pull up in the absence of a signal.

18. Then they did not conform with the rule if they did not pull up when the accident happened?—I was not a passenger on the train, and I do not know. I am only speaking of the rules and regulations as I know them while I was in the service.

19. Those affidavits you have brought down, are they sworn to?—They have been signed before a Justice of the Peace, but they could be sworn to.

20. *Mr. Veitch.*] You were not present on the morning of the accident?—No.

21. And therefore you do not know whether the fog-signals should have been used on that occasion?—No. I am only dealing with the matter as deputed to do by the public of New Lynn and surrounding districts.

22. Do you know whether the fog was sufficient on that occasion to warrant the signal?—No. I do not.

23. Do you know of your own knowledge whether the man in charge of New Lynn Station had the facilities for carrying out the regulations with regard to fog on that occasion?—It is impossible for me to know.

24. What is your present occupation?—I am a news hand. I am a compositor by trade.

25. Did you leave the Railway service to go to that trade?—Yes. I was a compositor previously. I left the service to better my position, and I did so to the extent of working about thirty hours a week less and getting 3s. 8d. a day more.

26. Do you know anything of the causes leading up to this accident—do you know anything of the condition of the train that came in?—No. I am only speaking from my own knowledge as an ex-servant at New Lynn as to the conditions prevailing there. I was at Kingsland on the morning of the accident, but I saw the smashed carriages in the evening.

27. Were you supplied with a copy of the rules when you joined the service?—I was.

28. And you say you did not study them very fully?—I studied them in a general way. I did not go into them to the letter, and I do not think any railway man does.