

21. How did he do that?—He did it with his right hand, blowing his whistle.
22. Where did he stand?—At the north end of the platform.
23. Near the engine?—The engine was out on the main road. There is a loop going to the platform. The engine was about on the main road, and therefore the guard had to stand at the end of the platform to be seen by the driver on account of the curve.
24. How many carriages were there between the engine and where the guard stood?—Four or five.
25. And how many carriages were there on that second train?—Fourteen carriages and a truck (a box-wagon)—fifteen vehicles besides the van.
26. Did the guard join his train in the usual manner?—No; he missed the train.
27. How was that?—There was an understanding between him and the assistant that his assistant was to get in at the front part of the train and the guard was to get into the last carriage, and they were to meet in the centre after checking the tickets. They worked towards each other.
28. What was the guard's name?—Climpson.
29. And his assistant's?—Burroughs.
30. That arrangement having been made, you say it was not carried out?—Burroughs got on the first carriage all right, and Climpson was getting back to the last carriage, but the train was well away; and as he was just going to the last carriage three or four intoxicated persons, in a rough-and-tumble with the police and railway-porters, obstructed them. The train was well in motion, and he missed that carriage, but as the van was passing he tried to catch hold of the stanchion, sufficient to pull him off the platform; and then he ran after the train, but could not catch up to it.
31. Did you see all that?—Yes; I was standing close to him.
32. At what speed did the train pass him?—Probably from twelve to fifteen miles an hour. It had probably gone from the time it started to the time it reached him 150 yards. He stood four or five carriages from the engine, which would leave eleven behind him. Some of the carriages were long carriages.
33. What would be the average length?—Perhaps 30 ft. to 35 ft., taking them altogether. It may not have been 150 yards, but from 100 to 150 of the run.
34. Do you think it possible to get that speed in the time?—Yes.
35. Did you take any steps then to advise other points that the guard had been left behind?—Yes; I sent a wire to Chertsey.
36. Immediately?—Yes.
37. Was there any delay in either calling up or sending to Chertsey?—There was a slight delay. The cadet was only calling about a minute, but he delivered a parcel, and in the meantime another clerk sent the message.
38. Was the message copied?—Yes.
39. Do you know the time it was sent?—The message is in the hands of the Coroner. It was received at Chertsey at 6.48.
40. Thirteen minutes after the train left?—Yes. The message had to be written out, and there was the calling. I believe the wire was occupied at the time.
41. Is it a railway telegraph-service?—Yes.
42. Had you any knowledge that 21 south was running late?—No.
43. You were responsible for starting certain trains: is there any system by which you would have official advice so as to enable you to advise the guard leaving your station?—One station advises another, but I would not be advised of that crossing of trains. Probably Rakaia would be advised if the train was late.
44. Is there any system of advanced stations being advised?—I had no advice of that train crossing.
45. How long have you been Stationmaster?—Twenty-two years to-day.
46. How long have you been at Ashburton?—About eighteen months.
47. Was your platform very crowded when these trains were starting—crowded not only with excursionists, but with other people?—Yes, by their friends.
48. Is there no method of keeping them off the station?—No; it is an open platform.
49. Did you also wire to Rakaia the fact of the guard being left behind?—Yes.
50. Did you call him up in good time?—If I remember rightly, it was 6.53.
51. Eighteen minutes after?—Immediately after we got the wire off to Chertsey we sent a message to Rakaia.

GEORGE WILLIAM ATMORE, Stationmaster at Chertsey, sworn and examined.

52. *Mr. Pendleton.*] Were you on duty on the 11th March?—I was.
53. Did you see both of the excursion trains of which this working-notice speaks passing through your station to Ashburton?—Yes.
54. Were you on duty when they returned?—Yes.
55. Did you notice anything specially in connection with either train that went through your station?—Nothing exceptional.
56. Both trains were running at the ordinary speed?—Returning, I thought the second one was going pretty fast.
57. Could you estimate the speed?—No; I have had no experience with regard to speed.
58. The second one you think was going faster than the first?—Yes.
59. Is it the rule for you, as Stationmaster, on seeing trains going through, to give any signal to them?—Yes.
60. You gave them in both cases on the return of these trains?—Yes.