

172. How did you brake the train in?—By using the tender-brake: first by getting the couplings tightened, and getting the carriages together and taking the weight of it, and then using the air-brake.

173. Did you use sand at all?—No; I do not require sand. As a rule, when I am braking a train I make a practice of always having the sand running lightly; but I did not use sand, because I was not forced to pull up, or anything of that.

174. Do you make it a practice to whistle for level crossings?—Yes; always.

175. Any level crossings between Ashburton and Rakaia?—Yes; every level crossing, in accordance with the regulations.

176. *Pro Driver Carter.*] Did you, when driving a Baldwin engine, run past two stations (Styx and Sefton) in consequence of your air-brake failing to act?—I remember running past those two stations. It was not in consequence of the air-brake failing to act; but on those occasions—it happened on the same day—it was the second day the Baldwin engine ran. It was the first day she ran with a mixed train, and the brake was not in working-order, and was not taken up as it should be; and it was also my fault to a certain extent. It was not due to any failure of the air-brake.

177. *Mr. Pendleton.*] You say it was partly your fault: can you make your statement more complete by saying what part was your fault?—The brake had not got into working-order.

178. Was it through inexperience?—No. It was rough, and the cylinders did not act smoothly.

179. How long have you been a driver?—I have been a full driver under two years. I have been acting driver for about nine years.

180. Do you act in accordance with Rule 317 with regard to increased speed?—Yes; I always have done.

181. You did not exceed your time-table speed?—No.

WILLIAM HYLAND, sworn and examined.

182. *Mr. Pendleton.*] Were you driver of the second engine on the first return excursion train from Ashburton on the 11th March?—Yes.

183. We have had it in evidence that you left to time; I suppose that is correct?—Yes.

184. Did you shut off steam on approaching Rakaia Station?—Yes.

185. At about what distance?—I shut off while in the dip, and left the first driver to take the train in himself.

186. You did not use any brake then?—No.

187. Neither air-brake nor tender-brake?—No.

188. Had you any difficulty in stopping, or your first driver?—I never noticed any.

189. Did you observe the signal from Rakaia to allow you to enter?—Yes.

190. Have you any idea how far off you saw that?—I suppose it would be about a quarter of a mile.

191. *Pro Driver Carter.*] Will you express an opinion as to whether a semaphore signal would be an advantage to Rakaia Station?—I do not think that is a question I can answer. I think that is an expert question.

192. *Mr. Pendleton.*] There is a rule—No. 317—which says that the time-table speed is not to be exceeded, nor lost time to be made up by drivers?—Yes.

193. Do you adhere to that in practice?—Yes. Time is made up, but I have no specific case to give. We do not overrun the maximum, but if we are kept at stations we are allowed to make up the time, but not by overrunning the speed.

194. Is that the table you mean by “maximum speeds” [produced]?—Yes.

195. I understand you to mean that, notwithstanding Rule 317, if a train were kept at a station by traffic or for any other purpose you would exceed your time-table speed, so long as you did not exceed this allowed maximum?—Yes.

CHARLES HENRY CARTER, sworn and examined.

196. *Mr. Pendleton.*] You were driver of the engine of the second return excursion train from Ashburton on the 11th March?—Yes.

197. We have it in evidence that you left somewhat late?—Yes.

198. Do you recollect the time of departure?—At 6.31.

199. And you were due to leave?—At 6.15.

200. You were sixteen minutes late?—Yes.

201. Were you aware in starting, or at any time on the journey, that the guard of your train—Climpson—had been left behind?—No.

202. Who gave you the signal to start?—Guard Climpson.

203. Is there any rule by which either you or the fireman should look out, in starting from a certain station, that the train is coming after you all right, or any signal given to you to interrupt your proceeding?—There is a rule to see that the train is clear of the platform.

204. Do you know which it is?—I cannot say which it is, because my rule-book and time-tables and appendix were all taken away from me directly after the accident. I have had nothing to go on.

205. Rule 318 says, “When the engine is in motion the engineman is to stand where he can keep a good look-out ahead, and the fireman must at all times be ready to obey the instructions of the engineman, and assist him in keeping a look-out behind when not otherwise engaged. He must be ready to assist the engineman in looking out for all signals, especially when nearing a station or a junction. They are also, before starting, and frequently during the journey, to look back and see that the whole of the train is following safely, especially just after starting and after