

Further, we are of opinion that, in cases where systems are not paying, and proprietors are pressing for undue economies, the executive officers would welcome Government inspection as an assistance in the proper maintenance of the undertakings.

8. There were certain points brought out in evidence on which we wish to make the following remarks :—

(a.) (Page 3.) The question of glass fronts was brought up. We are of opinion that any fitting which tends to improve the conditions under which the motorman works will help to keep him in the best condition to exercise care and vigilance in the execution of his duty, and consequently tend to safeguard the public. During heavy rain and dust storms the protection afforded by the glass front enables the motorman to maintain the clearest view possible of the road, and thus he is able to instantly apply his brakes in emergencies which often arise under such conditions.

(b.) (Page 9.) Many complaints were made of the stiffness of the brakes in wet weather, caused by mud collecting on the gear. This is in part accounted for by the poor maintenance of the tracks, and also through the several local authorities failing to maintain the streets in a sufficiently good condition to induce the ordinary wheel-traffic to keep off the tram-line.

(c.) (Page 10.) Sand-gear : We are of opinion that the form of sand-gear which only ejects a small quantity on each pressure by the foot is preferable to the free-flowing type in use, as, should the gear jam and the valve not close, the whole of the sand is lost.

(d.) (Page 11.) Evidence shows that there is difficulty in adjusting pressures on the different wheels of the bogies. This difficulty would be overcome if the leverages of the gear were adjusted in proportion to the load carried by each wheel, and it is advisable that the gear be modified so as to enable adjustment of the shoes to be effected on the road.

(e.) (Page 13.) Difficulty is experienced in working the vertical wheels of the hand-brake rendered necessary on some cars fitted with glass fronts. This may be overcome by fitting each wheel or spindle with a ratchet, which the company has agreed to do.

(f.) (Page 14.) It is stated that cars have to be driven faster to make up for lost time. This we consider a very dangerous practice in view of the class of brake-equipment and the want of an efficient emergency brake.

(g.) (Page 15.) Defects booked in an indifferent manner. The management complains, and we consider rightly, that the motormen do not describe defects in such a manner as will guide the men who are engaged in repairing to locate them. We consider that it is the duty of every motorman, to the best of his ability, to book up the defects in such a manner as will exactly describe their nature and location. The company has instituted a school of instruction, so that motormen will not be able to plead ignorance as a reason for the use of indefinite and frivolous remarks.

(h.) (Page 18.) Motormen nearly all state that often no repairs were apparently effected after reporting cars defective, although the records show that they were attended to. We are of opinion that this tends to show that the general standard of maintenance used to be so low that repairers must have considered, as long as a car would run and the brakes could be applied in the shed, it was fit for traffic.

(i.) (Page 19.) Complaints made that rain obtained access to sand-boxes, causing clogging. This has been remedied by providing watertight covers to the boxes.

(j.) (Page 20.) The hand-brake will skid the wheels on a bad rail. The opinion was expressed by witnesses that the Christensen Air Brake was suitable for use on the Auckland tramways; but, as this only acts on the wheel-shoes, and as the present hand-brake is powerful enough to skid the wheels, no material advantage can be gained by the use of the air wheel-brake, which can only be considered as a means to lighten the labour of application and provide for quicker action. The wheel-brake alone, no matter how applied, would not be sufficient to