

Cross-examined by Mr. Myers: I am quite satisfied with the present sand gear. There is a track brake on Car 75 as well as the air brake. I apply the track brake on every steep grade. There is no particular effort required to use that brake. If well oiled it is easily applied. I was in the company's employ at the time of the previous Commission. I think the brakes are in better order since that Commission. Speaking from my own experience, the efficiency of the track brake in conjunction with the air brake is very good. I am honestly able to say that I am absolutely satisfied with the braking appliances on my car. I think they are efficient from the view of the public safety, apart from the question of convenience to the motormen themselves. I have had no breakdown or trouble on Car No. 75 since the air brake was installed. I have used it as an ordinary service stop in all weathers and all conditions of the rail. I have had no trouble arising from skidding. With ordinary care I consider trouble should not arise from skidding, speaking as a practical motorman. If I applied the brake rather too harshly, I would release and apply again. That can be done quickly, and in time to prevent a continuance of the skidding.

By the Chairman: On service we always use the track brake. It would not hold the car on the steepest grade in the most greasy weather, not by itself, but with the air brake it would. With the air brake it holds; without the air brake it does not hold. I have been over the Wellesley Street grades. I understand that grade is 1 in 14. The steepest grade, I understand, is 1 in 9.

Mr. Rosser.—The regulations state that the motormen must use the track brake on top of the hill.

Mr. Frank Fitt.—I am here on behalf of the Parnell Borough Council. We have some very steep grades in that locality.

WALTER ROGERS duly sworn.

Examined by Mr. Rosser: My name is Walter Rogers. I am a motorman in the employ of the Auckland Electric Tramways Company. I have been driving for seven years. I am Mr. Troy's relief mate. The two of us work car 75 for sixteen hours a day. I have been driving the car from the 5th September, when the car was first put on traffic. I have driven her ever since. My opinion is that the air brake, as compared with the hand-brake, is a big improvement. I am able to make quick stops with the air brake—much quicker than with the old hand-brake. I have had occasion to congratulate myself on having the air brake for an emergency a good few times. On one occasion there were two little children near Franklin Road—it was the first day I was on the car. By applying the air brake I did stop, but could not put my hand over in front and touch them. I had another experience near Howe Street: Two boys were playing, and came round in front of another car. It was somewhat similar to the other experience. It was just like on the top of the grade. The rail was not too good. The Auckland service is a fast service. No. 75 is on the Parnell grade. I think it is 1 in 8·7. That is the steepest grade in the service, I think. I have been down College Hill also—that is 1 in 12. I have had no trouble with the air brake on those grades. In the regular run I also come down Wellesley Street West—that is 1 in 14. I could come down on a greasy rail. I have had no trouble with the cars skidding with the air brake. If I had trouble I would apply the sand first, release right away, and put the brake up again. It is done instantly. The sand gear works well on the car. The regulation with regard to the track brake is to apply it on all steep grades. I have never tested the air brake by itself, because it would be a breach of the regulations. I have never had any failures with the brakes since September, nor any trouble with flat wheels on that car.

By Mr. Myers: I know that at the time of the last Commission there was a great deal of dissatisfaction expressed by the men with regard to the condition of the brakes. Speaking entirely of car 75, as the motorman, I desire nothing more satisfactory than the brakes on that car. My experience is that I have never had any trouble with her. I have never had any trouble, and am thoroughly satisfied with those brakes. I should be satisfied to drive any car similarly fitted in Auckland or suburbs, taking any part—that is, the air brake and the track brake. The track brake is a very good brake on grades. We use it on down grades. It would stop the car anywhere; you have command of her all the time. There is a big improvement in the condition of the track brakes since the last Commission. I have never heard any complaints. I am speaking of the period that has elapsed since the last Commission.

By the Chairman: I am perfectly satisfied with the air brake used in conjunction with the track brake. I have never tried the track brake to hold the car in greasy weather by itself on Parnell Rise. By putting the track brake on on the greasy rails and giving her plenty of sand it all helps, but I have not tried the track brake alone. The air brake will control it. Supposing we were travelling four miles an hour, I could pull up the car with the track brake alone, but you must apply sand. You can come down in greasy weather on the Parnell Rise on the air brake alone. We are supposed to put the track brake down on the top of the grades. It takes a few revolutions. It is not much of a strain on you. I have always found the track brake act.

By Mr. Fitt: I am aware that the Parnell Rise is the steepest grade in the service. I could stop the car in any part by means of the air brake. I have not stopped her, but I could do so. I have only come down that grade at slow pace. I could not say how many times I have driven down that Parnell Rise. The car I drive is the usual bogie car, and I have brought it down with a full load. I feel confident I could control it.

FRANK TAYLOR duly sworn.

Examined by Mr. Rosser: My name is Frank Taylor. I am a motorman in the employ of the Tramway Company, and have been with them for about seven years. I have driven the cars fitted with the air brake. They are Nos. 75 and 48. No. 75 is a bogie car, and No. 48 is a small car, commonly called a dinghy car. I consider the air brake on those two cars is efficient. My