

6. PLANT AND VEHICLES

Plant.—The three old tractors gave satisfactory performance, and a new one was received. The workshop plant at Addington is old and badly worn, but was usefully employed on repairs and making-up of equipment.

Vehicles.—The older vehicles are in poor condition and 10 of the 149 vehicles in use are worn out and cannot be put into regular service, whilst others are in poor condition. New vehicles are urgently required to provide adequate and efficient transport.

C. CONSTRUCTION

1. POWER-STATIONS

Coleridge.—Good progress was made on the reconstruction programme, and the three major units were connected direct to transformers. The remaining two transformer-banks were changed over to outdoor service. The three lines to Hororata were changed over to the new structure.

Waitaki.—Work was commenced on the installation of the fifth 15,000 kW. unit. The suction liner has been fitted into position and levelled, and the lower foundation ring bolted to it ready for welding. Preparations are being made for the concreting of the machine foundations.

Highbank.—The 66 kV. O.C.B. controlling the new line to Methven was installed.

Dobson.—The switching structure was extended, and the first of two new 5 mVA. T.C.O.L. transformer-banks was installed and put into service in November. The installation of the second new bank is proceeding.

Pukaki.—The permanent sluice-gates and temporary dam having been completed, use of the lake for storage was commenced in February. The temporary rock-filled dam, with a maximum height of 40 ft., was constructed by the Public Works Department and is the up-stream coffer dam for the construction of the permanent dam. Some rolled fill work has been done for the permanent dam, as well as a considerable quantity of spillway excavation.

Tekapo.—The Public Works Department completed about two-thirds of the tunnel, and excavations for the tail-race and power-house foundations were nearly completed.

2. SUBSTATIONS

(a) 220 kV.

Islington.—Surveys were made of a tentative site at Islington for the proposed Christchurch terminal of the 220 kV. lines from Roxburgh.

(b) 110 kV.

Hororata.—A 66 kV. O.C.B. was reconditioned and installed to control the new fourth line to Addington.

Temuka.—The 11 kV. indoor switchgear was installed and commissioned on 7th December, feeding to the South Canterbury Power Board's new 11 kV. six-pole terminal structure.

Half-way Bush.—Pending receipt of the two 20 mVA. transformer-banks and switchgear on order, a 15 mVA. bank supplying direct to the Dunedin City Corporation's Ward Street Substation, was installed to supplement the existing 10 mVA. bank. The Half-way Bush—Milton 110 kV. line was reterminated on the north side of the outdoor structure, the 15 mVA. bank, 110 and 33 kV. O.C.B.s, 33 kV. metering unit, and control equipment were installed, and commissioned on 13th November.