

Te Awamutu.—Further new 11 kV. 10-panel switchgear was commissioned. Arrangements have been made to increase the transformer capacity by adding two 500 kVA. three-phase transformers.

Te Puke.—The second 2,250 kVA. bank and booster transformer from Waihou and a new 11 kV. switchgear were put into service.

Whakamaru.—Preparations are being made for the erection of 1,500 kVA. 50/11 kV. substation. At present this area is supplied at 11 kV. over the Maraetai-Whakamaru 50 kV. line.

Gisborne.—Plans of the proposed Gisborne Substation were completed. The outgoing 50 kV. line to Tokomaru Bay was located eastwards as far as the coast.

(d) General

Attention has been given to accommodation requirements at the various substations and a number of new cottages have been completed and occupied.

At Kotemaori, Bombay, and Maungatapere arrangements have been made to secure additional land for necessary expansion.

3. TRANSMISSION AND DISTRIBUTION

(a) 220 kV. Lines

Whakamaru-Otahuhu.—Steelwork for the stubs and first sections of towers arrived and construction commenced on the east line, but as yet only two complete towers have been erected.

Whakamaru-Maraetai.—The first sections of eleven of the twenty-five towers required for the west tie-line were erected. Two lines were surveyed from the powerhouse site at Maraetai to the outdoor station.

Whakamaru-Bunnythorpe.—Plan work on the route was continued. Track-formation and tree-felling has been carried on and construction camps built at Mangaweka and Kimbolton. The Ministry of Works completed the roading in the Waiouru area.

Linton Steel Depot.—The depot received 3,569 tons of tower steel and despatched 621 tons. The large quantity retained is due to the lack of certain parts required to complete tower sections.

(b) 110 kV. Lines

Otahuhu-Henderson.—Preliminary location was completed.

Henderson-Maungatapere.—Route plans were completed. Supplies were received from Canada and stored at the Sylvia Park Depot.

Arapuni-Penrose.—Route plans were completed for the deviation to Otahuhu and new lines were surveyed and plotted to avoid the proposed Tamaki Airport site.

Bunnythorpe-Tuai.—This line was connected to the Tuai-Woodville lines at Dannevirke and near Tuai on 1st May. The last section was livened to Bunnythorpe on 29th October, 1948.

Khandallah - Central Park.—The second circuit was energized on 16th March, 1949. A start was made on the transferring of the existing western circuit from the single circuit to the new double-circuit towers.

(c) 50 kV. Lines

Maungatapere-Dargaville.—Detailed survey work was completed, route plans completed, and pole-stacking sites secured.

Te Puke - Tauranga-Aongatete.—Detailed survey was commenced in October.