

TRAMWAYS.

Auckland.—The Eden Park loop, which was well in hand at the date of my last report, has been finally completed and passed. Three new cars were inspected and certificates issued.

New Plymouth.—8½ ch. of single track were laid from the terminus at the Breakwater to facilitate passenger traffic from the wharves. This work was inspected and passed for traffic.

Wellington.—37 ch. of new track in Wakefield Street, 7 ch. in Hunter Street, and 15 ch. in Brooklyn Road, as well as a loop in Hobart Street, were inspected and passed for traffic. Various plans for new developments were considered and dealt with, but construction had not proceeded far enough to be included in this report. Eight new cars were examined, and certificates for these were issued.

Christchurch.—The Bealey Avenue portion of the St. Albans line was duplicated for 41 ch., and the existing portion of the line was relaid for a similar distance; the Barbadoes Street portion of this line was also relaid for a distance of 70 ch. Both duplication and relaying were placed on a base of reinforced concrete, and the street surface finished in bituminous concrete. Loops were constructed on the Riccarton, Burwood, and Spreydon lines, and a cross-over laid on the Sumner line. The trailer-siding at the terminus of the Fendalton line was extended a distance of 90 ft. Six new cars were constructed and passed for traffic during the year.

Dunedin.—During the year three converted trailer cars (Nos. 75, 76, and 77) were inspected and were put into commission.

Invercargill.—One of the original two men cars has been converted to, and fitted with, the necessary adjustments for one-man operation.

GENERAL.

For details of the public-buildings works and electrical operations, please see separate reports by the Government Architect and the Chief Electrical Engineer.

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