

NEW WORKS.

The expenditure during the year on works authorized under the Railways Improvement Authorization Acts and charged to capital was £1,205,858. (This does not include amounts spent on works carried out by Public Works Department which are mentioned later.) The principal works in hand were :—

Auckland Station and Yard.—Good progress has been made during the year with the rearrangement of Auckland yard. Campbell's Point overbridge was completed, with the exception of a small amount of metalling. The erection of the new outwards-goods shed was practically completed. A contract for the new station building was let and the work, which is estimated to take approximately two years, put in hand.

Penrose-Papakura Duplication.—The duplication of the track between Otahuhu and Papatoetoe was completed.

Wellington Station and Yard.—The reclamation in connection with Wellington new yard is proceeding steadily, and it is expected the filling will take from twelve months to eighteen months to complete. The construction of the sewers is in hand and the laying of sidings is proceeding. The plans for the new station building are in course of preparation.

Christchurch.—Middleton marshalling-yard was completed and brought into use.

Greymouth.—Elmer Lane new locomotive-depot is practically completed.

Ravensbourne-Burke's Duplication.—Work on this duplication is proceeding steadily.

Workshops.—In connection with the erection of new locomotive workshops at Otahuhu and Hutt Valley the work is so far completed that a commencement has been made with the installation of the machinery, and the whole work should be out of the contractors' hands very shortly.

At Addington and Hillside the first stage of the work is practically complete, opening the way for a partial exchange of staff, which will pave the way for existing buildings to be demolished and so permit balance of work to proceed.

Except for delays due to slow deliveries of steel from Home, the work has progressed satisfactorily.

Signals, &c.—Automatic colour-light signalling was brought into operation during the year between Petone and Waterloo, Otahuhu and Mercer, and Addington and Middleton.

Traffic is now controlled by—							Miles.
Tablet system (single line)	..	..	..	..	..	..	1,709
Lock and block (double line)	..	..	..	..	..	..	16½
Three position under-quadrant and colour-light signals—							
Single line	..	..	..	..	..	..	159
Double line	..	..	..	..	..	..	38

Fifty-eight miles of telegraph and telephone poles and 1,242 miles of wire were erected during the year.

£13,740 was spent on electric lighting during the year, including the installation of flood lighting in a number of station-yards. The latter system of lighting is proving very satisfactory.

The designs for the electrification of the new locomotive workshops have been completed and the specifications necessary for the work prepared. The materials have also been ordered and are now arriving on the sites.

Christchurch-Lyttelton Electrification.—The Christchurch-Lyttelton electrification is well in hand, a considerable quantity of material having arrived during the year. The construction work has been commenced both in the tunnel and outside, and it is anticipated this work will be completed during the coming year.

The following works are being carried out by the Public Works Department :—

Palmerston North Deviation.—Considerable progress has been made with this work during the year. The clearing of the reserve has been practically completed and nine miles of the permanent fencing erected. The earthworks are well in hand and a certain amount of bridgework has been done. Expenditure for the year, £48,193.

Auckland-Westland Deviation.—This work has advanced very substantially towards completion. The great bulk of the earthworks is finished and the 27-chain tunnel at Purewa has been completed. The work on the numerous road-bridges is well advanced. The platelaying, ballasting of station-yards, and signalling will be put in hand shortly, and it is anticipated that these will be ready in good time for the completion of the Auckland new station yard. Expenditure for the year, £157,747.

Tawa Flat Deviation.—A very definite start has been made with this work. The construction of the bridge crossing the East Coast main lines and the Hutt Road at 2 m. 4 ch. has advanced as far as the completion of the concrete piers and abutments. The driving of the bottom heading for No. 1 tunnel has commenced from both portals. Work has also started on the bridge at 3 m. 30 ch. (Ngahauranga Gorge). Expenditure for year, £55,908.

HOUSING.

During the year 275 houses were cut at the Frankton Junction Housing-factory, and 101 which had been cut the previous year were in stock on 1st April, 1927.

For the Department 135 were erected during the year, and for the Hutt Valley Housing Committee 149, making a total of 284 houses.

The number of houses in course of erection and uncompleted at 31st March, 1928, was—Departmental, 71; non-departmental, 25; total, 96. Erection orders were issued for 60 departmental and 2 non-departmental, but work not started at 31st March, 1928.