

PROGRAMME OF WORKS UNDER THE RAILWAYS IMPROVEMENT AUTHORIZATION ACT, 1914.

In 1914 a programme of works considered necessary to meet the transport needs of the community was authorized, but owing to the advent of the war the programme had to be postponed. In 1924 the programme was recast to include, as far as could be foreseen at the time, the works then considered necessary. This amended programme was that included in the D.-2A of 1924, and involved an expenditure of rather more than £8,000,000, spread over a period of eight years, so as to give an approximate expenditure of £1,000,000 per annum. This was in addition to an expenditure between 1914 and 1924 of approximately £1,000,000.

This programme has been largely adhered to, with one or two exceptions. The programme was authorized towards the end of 1924, so that 1925-26 may be taken as the first year and 1926-27 as the second year. On this basis the position works out as follows :—

AUCKLAND-WESTFIELD DEVIATION.

This work is well in hand. The great bulk of the earthworks is finished and the last bay of the tunnel is being concreted. Most of the bridge-foundations are completed and the balance are in hand. It is anticipated that from six to nine months will finish these works. There is still then to do the platelaying and ballasting, station-yards, and signalling. These will be put in hand in due course, and will be ready in good time for the finish of the new yard.

AUCKLAND NEW YARD.

This work is progressing satisfactorily. The high-level bank is completed so far as it can be until such time as the inward goods depot is shifted from its present position. Approximately, 25,000 cubic yards of filling remain to be done to carry the high-level embankment to the existing Parnell bank, and 15,000 cubic yards to form the station approaches.

The change-over of the approach roads to the locomotive-depot from west to east side has been completed. A 70 ft. turntable and new sanding appliances are in use. The new repair-shed is nearing completion. All inspection-pits, ashpits, water-services, &c., are completed. Campbell's Point overbridge and approach roads are completed, with the exception of metalling.

The platelaying and ballasting of new yard tracks is carried out as the ground is cleared and to suit the operating side. To date $12\frac{3}{4}$ miles of yard-track has been laid and ballasted.

Platform-fronts are well in hand, some 5,400 lineal feet of concrete platforms having been constructed. Luggage-subway excavations are completed, piling foundations are driven part of the barrel, and two lift-wells are completed.

The new outward-goods shed is nearing completion; another month should see the contractor off the site.

Tenders for the new station building verandas, &c., have been received and will be dealt with in a few days.

It will be necessary to temporarily transfer the inward-goods yard to a site clear of the railway land. When this is done and the new station building is in hand the finish of this work will be in sight. Before the end of next year I anticipate the new station and deviation will be in use.

PAEROA REARRANGEMENT.

This work is completed.

PALMERSTON NORTH DEVIATION.

This work was to have been started in the first year, but owing to the shortage of finance it was not commenced until the present year.

WELLINGTON NEW YARD.

This work is progressing satisfactorily. The sea-wall is finished, and some 1,300,000 cubic yards of filling deposited behind the wall, leaving just over 1,000,000 cubic yards to complete. The balance of the filling will take from eighteen months to two years to complete.

The construction of the big sewers is being put in hand, and work is proceeding in the way of laying sidings.

The goods-sheds are under design, and tenders will be called as soon as the drawings are ready. The placing of the goods-sheds and local loading-sidings in new positions on the land already reclaimed will leave clear land on which to construct at least some of the new platforms and the station building.

TAWA FLAT DEVIATION.

This work was scheduled to start in the first year of the programme, but a start has only just been made, and it will therefore be some two years behind schedule.

PELICHET BAY DEVIATION.

This work is practically complete.

ELMER LANE DEPOT.

This work is practically complete.