

ELECTRIC LIGHTING OF YARDS AND HOUSES.

This work was spread over seven years, and is being carried out in accordance with the allocation. Up to date seventy-five stations and eighty-three houses have been equipped.

WOOLSTON MARSHALLING-YARD, CHRISTCHURCH-LYTTELTON WORKS, AND LYTTTELTON DOUBLE-LINE TUNNEL.

This work is not being carried out in accordance with the 1924 programme. In place of a marshalling-yard at Woolston one has been constructed at Middleton, and in place of the Lyttelton double-line tunnel the electrification of the Lyttelton line is taking place. The yard at Middleton is finished, with the exception of some small alterations.

These two works will absorb about £320,000 of the £515,000 allocated to the works, leaving something under £200,000 for Christchurch and Lyttelton yards.

The electrification of the Lyttelton-Christchurch line is in hand: poles are erected, overhead wiring has been commenced, locomotives are on order, and substation will be started shortly. It is anticipated that the whole scheme will be in working-order before the end of the year.

HUTT VALLEY RAILWAY.

This work is practically completed.

HIKURANGI.

The rearrangement of this yard has been completed.

NEW PLYMOUTH WORKS.

All that was considered necessary has been done at New Plymouth.

PENROSE-PAPAKURA DOUBLING.

It was only intended to take this work as far as Otahuhu in the first and second years, and complete to Papakura in the sixth and seventh years, but owing to heavy pressure of traffic out of Auckland it has been completed to Papatoetoe ahead of programme.

THE ELIMINATION OF LEVEL CROSSINGS.

A number of level crossings have been replaced by overbridges—namely, Whangarei, Kopaki, Stoke, Newmarket, and Turakina. Others are in hand or deviations are being made to the roads to cut out level crossings at Weka Pass, Papatawa, Maharahara, Piripiri, Waverley, Hawera, and Tumai.

BRIDGE-STRENGTHENING.

The strengthening of bridges to enable heavier engines to run has been carried out on various parts of the system. The Waiteti Viaduct, near Te Kuiti, has now been brought up to standard strength.

SIGNALS AND ELECTRICAL, TELEPHONES, TELEGRAPHS, AND INTERLOCKING.

The works included in this item have proceeded according to programme and comprise—

Automatic Signalling.

The installation of automatic signalling between Penrose and Mercer has been completed and is in operation. The work between Mercer and Frankton is well in hand and is expected to be completed in about three to four months.

Signalling and Interlocking, General.

Power signalling and interlocking has been installed and brought into operation at Stillwater, Westfield, Papatoetoe, Papakura, Paerata, Whangarei, has been commenced at Paeroa and should be completed in two months.

Mechanical signalling and interlocking has been installed at Brunner.

Fixed signals have been installed at twenty-eight stations.

Main-line points at flag stations have been interlocked with tablet system at twenty-seven stations.

Automatic warning alarms have been installed at thirty level crossings.

Alterations and additions have been made to existing signalling and interlockings at ten stations.

Telegraph and Telephone Facilities.

Metallic circuiting of earth-working telephone lines has been completed as follows: Whangarei-Auckland, Frankton-Thames, Morrinsville-Putaruru, Frankton-Marton, New Plymouth-Wanganui, Te Roti-Opunake, Woodville-Upper Hutt, Palmerston North-Napier, Mosgiel-Invercargill, Invercargill-Orepuki, Oamaru-Palmerston South, Ngahere-Reefton, Frankton-Cambridge, Paeroa-Waihi, Paerata-Waiuku, Omakau-Cromwell.

The work has consisted of installing 1,011 miles of new wire, and considerable strengthening and rebuilding of the existing pole lines.

In addition to the metallic circuiting, numerous additions and alterations have been made to existing telephone circuits.