

APPENDIX G.

SCHEDULE OF PRINCIPAL CAPITAL WORKS, EXTENSIONS AND ADDITIONS, AND IMPROVEMENTS IN TRAMWAY SYSTEM.

As detailed on pages 88 to 95 of Exhibit 2, "Schedules dealing with Capital Expenditure," the following programme of capital works was carried out, showing that the Council realized and met the necessity for extending and improving services since it acquired the system.

TRACK-EXTENSIONS.

	£	s.	d.
1. In February, 1921, the Anzac Avenue extension of 69 chains, single track, with the Lower Symonds Street duplication of 6 chains, was opened to traffic. This extension, which connected Symonds Street with Beach Road, gave an additional outlet from the city without traversing the areas of congested traffic	17,113	7	3
2. On the 17th June, 1923, the Great South Road extension was opened as far as Market Road, and on the 29th October, 1923, was opened to the terminus at Wairakei Road. This route of 288 chains, single track, opened up an undeveloped residential area and provided transport to the popular Ellerslie Racecourse. For this latter a loop comprising 43 chains of single track was constructed in Woodbine Avenue and Wairakei Road, and opened on the 3rd November, 1923..	67,397	2	6
3. On the 17th December, 1923, the Zoo Extension of 97 chains, single track, was opened. This extension gave direct access to the then newly opened A.C.C. Zoological Park, and besides served the growing residential districts on either side of Old Mill Road. In connection with this work the equilateral single track in Surrey Crescent, Grey Lynn, was converted to double track. This duplication comprised 38 chains of route	16,898	2	9
4. On the 9th February, 1925, the Edendale Extension was opened as far as Parish Road, and on the 2nd March, 1925, was opened out to the terminus at Calgary Street. This route, which comprised 270 chains of single track, opened up a new residential area, which developed with remarkable rapidity during and after the construction of the line. On the 12th September, 1925, a loop from the Edendale line into Eden Park was opened. This loop, of 32 chains, single track, provides excellent facilities for handling the heavy traffic to and from the various sport fixtures held at the park	53,223	12	4

SAFETY-ZONES.

With the rapid increase in density of the vehicular traffic means had to be provided to eliminate the danger to alighting passengers and to reduce the delay to traffic. For this purpose some raised "safety-zones" have been erected at stops in the heavy-traffic areas of the system, at a cost of	2,014	15	5
For additional safety it has been found necessary to light these safety zones at a cost of	426	2	7

CARS.

5. Since the Council acquired the system thirty-six new tram-cars of improved design have been added to the fleet to cope with the natural increase of traffic and to serve districts opened up by extension	123,402	9	5
Total	£280,475	12	3

BETTERMENTS AND IMPROVEMENTS.

Duplications.—When the Council took over the system there were considerable lengths of single track even on the main routes. This produces very unsatisfactory conditions of running, as schedules were of necessity slowed down and annoyance caused to passengers by the frequent waiting at loops. To remedy this condition and to generally improve the efficiency of the running, between the years 1920 and 1925 duplications as follows were carried out:—

	£	s.	d.
7. The Grey Lynn duplication from Ponsonby Road to Harcourt Street was opened, a length of 61 chains	8,148	3	4
8. The Dominion Road duplication, of 27 chains, from Herbert Road to the terminus, was opened	5,284	7	5
9. The Onehunga duplication, of 100 chains, from Royal Oak to Captain Street, was opened	16,430	5	6
10. The Herne Bay duplication, of 34 chains, from Wallace Street to the terminus, was opened	6,525	4	7
11. The Remuera duplication, of 45 chains, from Vincent Road to the terminus, was opened	8,720	4	4
12. <i>Feeders.</i> —To improve running-conditions and reduce the voltage-drop, positive and negative feeders have been laid in many parts of the system, at a cost of ..	28,292	14	7
13. In addition to building new cars, eight cars of an early type were rebuilt on modern lines, at a cost of	13,462	10	0
An improved double destination-sign was fitted to all cars. This shows both destination and route from either side on either end	1,234	0	0
Total	£88,097	9	9

A reference to Schedule appearing as pages 88 and 95 (inclusive) of Exhibit 2 shows that many further works outside those mentioned above were carried out to improve and modernize the service.