

Ten cars were damaged as the result of collisions between cars, and three others were damaged in collision with motor-vehicles. These cars have all been repaired, inspected, and returned to service.

Wellington.—No new tram-cars were submitted for inspection during the year, and no new track has been completed. The construction of double tracks in Bunny Street and Stout Street to give access to the new railway-station is in hand, but no connection has yet been made with the main system.

Christchurch.—Riccarton Route: The single track between Clyde Road and Riccarton Township has been taken up and relaid in a central position on the road.

Linwood and Dallington Route: All tracks on this route have been removed, and the service is now carried on with Diesel-engined buses.

New Brighton Route: Two additional loops have been constructed in Cashel Street. A further loop is proposed between New Brighton Bridge and the Wiri-hana Loop, and the new proposal is being investigated.

Dunedin.—During the year no new tram-cars were placed in service. Two new controllers were placed in car No. 63. The electric-tram route from the junction of the Rattray Street cable car-line and Maori Hill terminus was discontinued and the rails taken up. Two fatal accidents occurred during the year. In one case the Coroner found that death was due to injuries caused by the deceased being knocked down by a tram-car which left the rails after getting out of control on Signal Hill Road. In subsequent proceedings at the Supreme Court the tram-driver was found not guilty of manslaughter. In the other case death was due to heart-failure following shock after being knocked down by a tram car. The Coroner exonerated the city tramway authorities.

There was also a case of a collision between a tram-car and a motor-car near Grosvenor Street on the St. Clair line, the driver of the motor-car being dangerously injured. It was found that the driver of the motor-car was himself entirely to blame.

The equipment of the tram-cars involved in these accidents was tested and found to be in order. There was also a case of the brakes on car No. 18 failing on the St. Kilda route, a fault being discovered in the main armature lead at one point only. The fault was immediately remedied. A few minor accidents not necessitating any special inspection were reported during the year.

Invercargill.—During the year no new trams were placed in service, nor were any of the existing ones altered in any way. No extensions of tracks were made. No accidents necessitating special inspection of equipment were reported.

New Plymouth.—The realignment of 16½ chains of single tram-track was carried out in conjunction with road and railway improvements at the Moturoa terminus. This work has been inspected and passed.

Wanganui.—Double tracks were extended in Victoria Avenue, and a total of 2½ miles of new trolley wire was erected in various sections where wear had occurred.

DESIGNING OFFICE.

The Designing Engineer's staff has been particularly busy during the year and has had to be increased considerably.

For the elimination of railway-crossings complete working plans of twenty-two overbridges were prepared in addition to those undertaken in district offices and by consulting engineers, and scheme plans or preliminary designs have been investigated for forty other overbridges or subways. Designs of fifteen highway and road bridges were completed, including those of the Rakaia, Rangitata, and other important structures. On the railways under construction, the bridge plans, as yet incomplete, are now in hand. Plans of other miscellaneous structures, including two small concrete wharves, radio-masts, and railway-tunnel centering were also prepared. The checking of the designs of bridges for roads and highways prepared in district offices and by consulting engineers, the checking of designs for the Local Bodies' Loans Board, the Marine and other Departments, entailed a great deal of work, approximately 250 proposals being handled during the year.

PUBLIC BUILDINGS.—MAINTENANCE.

The maintenance of public buildings has been carried out by the District Engineers and their staffs in accordance with proposals, and reports prepared in the district offices. Maintenance work is, for more ready reference, included with public-building work reported on by the Government Architect.

PUBLIC-BUILDING WORKS AND ELECTRICAL OPERATIONS.

For details of the public-building works and of the operations of the hydro-electric enterprises, please see separate reports by the Government Architect and the Chief Electrical Engineer.

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