

General.—Much work of a general character has been undertaken throughout the year. At several stations alterations and additions have been carried out to the existing signalling and interlocking apparatus, motor points have been provided at several crossing-loops, and a number of stations and sidings have been equipped with tablet locks.

At Auckland additional track circuits have been installed, and similar work has been put in hand at Invercargill, Greymouth, and Blackball. At Waitaki Bridge approach lighting of the "Down" signal has been installed.

The crossing-loop at Pitcaithly's has been closed and a new crossing-loop opened at Andrews on the automatic signalling section between Lower Hutt and Upper Hutt.

The total number of signalling installations in use throughout the system is as follows:—

	M.	Ch.	Number.
Miles of single-line automatic signalling	224	78	..
Miles of double-line automatic signalling	99	26	..
Automatic crossing-loops			39
Automatic switch-locked sidings			42
Power interlockings			40
Mechanical interlockings			96
Interlocked tramway crossings			7
Fixed signals and Woods' locked stations			301
Tablet locked sidings			280

Tablet-working.—Tablet was installed on the section between Whakapara and Opua, Hukerenui Motatau, and Kawakawa being equipped as "switch-out" stations and Maromaku, Otiria, and Opua as permanent stations.

Waihou was opened as a special holiday switch-out station, and Ahuroa, Wharepapa, Pukemiro, and Lochiel converted to switch-out working.

Rotowaro was closed as a switch-out station and equipped as a permanent station.

The tablet on the Wellington Johnsonville and Taumarunui-Okahukura sections was superseded by automatic signalling.

Wellington, Ngaio, Khandallah, Johnsonville, and Taringamotu were closed as tablet stations.

The present position with regard to block working is as follows:—

Total mileage equipped with tablet instruments	1,594
Number of tablet instruments in use	891
Number of tablet stations	359
Number of tablet exchangers	318

Telegraph and Telephone Facilities.—During the year 335 miles of copper wire were erected in new circuits. A new pole-line was built between Milton and Lawrence, giving a direct telephone service to Dunedin from the Lawrence Branch.

Between Wellington and Palmerston North, via the Wairarapa, train-control selective telephones were installed, and similar work is in progress on the Napier—Palmerston North section. In addition, train-control apparatus was provided between Greymouth and Hokitika, linked in with the system between Christchurch and Greymouth.

The rebuilding of the communication lines between Parnassus and Waipara, connecting with the new South Island Main Trunk line, is nearing completion.

The construction of the pole-lines being built in conjunction with the Public Works Department on the Napier—Gisborne and South Island Main Trunk railways has continued during the year.

In Dunedin a 150-line automatic exchange with a three-position manual board combining Railway and Post and Telegraph lines and two cord-circuit repeaters, providing more efficient service for long-distance calls, have been installed.

At Napier a new fifty-line manual-telephone exchange was installed.

A new fifty-line switchboard tied in directly with the Wellington Station Exchange has been installed at the Hutt shops and extra circuits provided to meet the increased requirements between Wellington and the workshops.

A platform-announcing system was installed at Dunedin.

The statistics of communication facilities are as follows:—

Morse instruments	148
Telephones	3,364
Miles of wire	18,231
Miles of poles	3,118
Railway exchanges, automatic	9
Railway exchanges, manual	13
Public-exchange connections	680

Level-crossing Alarms.—Flashing-light signals have been installed as follows: Huntly, Hakanoa Road; Paeroa, Pokeno Paeroa Road; Claudelands, Grey Street; Hastings, St. Aubyn Street; Waikanae, Akatarawa Road; Amberley, Douglas Road; Greymouth, Herbert Street; Edendale, Salford Street.

The necessity for their use having disappeared following the provision of overhead bridges, subways, or deviations, traffic alarms at nine crossings have been removed.

Flashing lights were added to the bells at Bridge Street, Mataura, and superseded wig-wag signals at New Lynn, Titirangi Road; Feilding, Kimbolton Road; and Levin, Queen Street.

The total number of level crossings now fitted with automatic devices is 119.

In addition there is a number of manually controlled bell signals.