

*Papatoetoe-Papakura Duplication.*—The earthwork was put in hand in October, 1929, and has been pushed forward as speedily as possible, all cuttings and banks having been sufficiently widened to permit of an independent service siding being laid throughout the length of the duplication. The reconstruction and duplication of several bridges is in hand. Platelaying from Papatoetoe to Wiri was completed and was put in hand between Wiri and Homai.

*Wellington New Station Building.*—The plans for the new station building have been practically completed, and are being submitted to a quantity survey in readiness for inviting tenders for construction.

*Wellington New Station Yard.*—The stormwater sewers were completed.

The pumping of dredgings for reclamation purposes which was suspended pending the completion of the sewers has been resumed. A considerable quantity of waste material and spoil from the city has also been dumped as filling. The new local loading yard has been completed and a start has been made with the erection, by contract, of the combined inwards and outwards goods-shed.

*Hutt Valley Industrial Line.*—The extension of the industrial line over the Waiwetū Stream and Park Road, also the spur line off the industrial line, was completed, and private siding access provided to industrial sites.

*Ravensbourne-Burke's Duplication.*—Fifty thousand cubic yards of rubble and stone were placed in position, and earthwork is at present being carried out at the site of the new St. Leonards Station. Stone pitching was carried out as the work progressed. New station was erected at Maia, embankment formed across the bay at Burke's, and bridges erected over tidal openings.

*New Workshops.*—The new Car and Wagon Shops at Addington and the new Locomotive Shops at Hillside, which were carried out concurrently by the one contractor, were completed during the year and are in use.

New stores buildings and offices are being provided at Otahuhu, Hutt Valley, Addington, and Hillside.

*Bridge Reconstruction Work.*—The reconstruction of a number of old timber bridges in the North Island has been put in hand during the year. In general the old bridges are being replaced with steel and concrete bridges built alongside.

*Ngaruawahia and Whenuakura Bridges.*—Contracts have been let for the complete reconstruction of the Ngaruawahia and Whenuakura bridges. The new formation work required on the approaches to the new bridges has been completed by the Department. The contractors have made good progress with the foundations, which are now nearing completion.

*Otaki, Oroua, and Waikanae Bridges.*—These bridges are being replaced with 60 ft. steel-plate girders on concrete piers. There are thirty-two spans in all, involving 700 tons of steelwork, which is being fabricated in the Hutt Railway Workshops. Contracts have been let for the construction of the foundations, and this work is proceeding satisfactorily.

*Tawa Flat Deviation.*—This work is being carried out by the Public Works Department, as a charge against the Railways Improvement Authorization Account. Substantial progress has been made during the year.

The entire bottom heading in No. 1 tunnel (length 61½ chains) has now been driven, and enlargement to full section and concreting is completed over a length of 33 chains.

In No. 2 tunnel (length 2 miles 53 chains) 128 chains of bottom heading have now been driven, also 27 chains of pioneer heading; 20 chains of enlargement and concreting are completed.

The bridge and culvert work are well forward. The outside excavation work is practically completed, and embankments are now awaiting spoil from the tunnels.

The Kaiwarra embankment approaching No. 1 tunnel has made considerable progress, and a large amount of stone protection has been deposited on its seaward side.

*General.*—The duplication of the track between Frankton and Horotiu was completed, also the laying of a crossing siding between Mercer and Whangamarino and yard alterations at Taupiri. Elmer Lane engine-depot was completed. A rearrangement of Middleton marshalling yard was carried out. Additional car-sidings were provided at Timaru.

*Additions to Open Lines.*—The expenditure under this account was £30,658, the principal works being: Additional siding accommodation at Whangarei (part), Tauranga (part), Middlemarch, Westport, Waipara, Upper Hutt, Petone (part), Te Awamutu (part), and Thornbury (part); provision of crossing loop, Waitoki (part); turntables, Upper Hutt, Hawera, and Woodville (part); water-vat, Napier; water-vat and pump, Katikati; water-service, Putaruru, Waiouru, Westport (part); artesian well, Invercargill (part); locomotive depot, Tauranga (part), and Taneatua (part); locomotive drivers' rooms, Dunedin and Invercargill; new stations, Kurov and Wallaceville; provision of tablet stations, Oio and Makerua (part); additions to station, Te Kuiti; station-veranda, Milton (part); and National Park (part); bridge at 130 m., Puketutu (part); overbridge, Otahuhu (part); extension of foot overbridge, Petone; foot overbridge and land, Moera; houses, Rangiora and Romahapa; stockyards, Kopu (part), Karioi, Arowhenua (part), and Papakaio; bus-shelters, Hutt Shops (part); refreshment-rooms, Paeroa; hostel for staff, Taumarunui; septic tanks, Ohakune and Te Puke; drainage of houses, Taneatua; lavatory and lockers for staff, Wanganui; social hall for staff, Christchurch (part); flood-control, Taieri Plains (part); protective works, Kartigi Beach; grade-easement, Crichton-Lovell's Flat (part); improving alignment, Otepopo Bank (part); mechanical appliances for goods-sheds, Christchurch (part); portable air-compressor for bridge-work; additions to district offices, Invercargill; new bridge over Kaihu River (part); provision of outside goods-loading shelters, Christchurch and Invercargill; and Maintenance Workshops, Hutt Valley.

*Betterments.*—Expenditure charged to "Betterments" during the year was £18,733, the principal works being: Provision of improved stock-trucking facilities at various stations, provision of pig-shelters and watering facilities at stockyards at a number of stations; provision of machine shop in locomotive depot at Cross Creek; provision of telephones at various points to enable staff working