

1929.  
NEW ZEALAND.

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# NEW ZEALAND GOVERNMENT RAILWAY WORKSHOPS

(RETURN OF COST OF).

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*Return to an Order of the House of Representatives dated 7th August, 1929.*

*Ordered,* "That there be laid before this House a return showing—(1) The aggregate cost of all the railway workshops, including equipment, recently erected in the Dominion; (2) the separate cost of each workshop respectively; and (3) the cost of construction or reconstruction recently of the Newmarket Workshop."—(Colonel McDONALD.)

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## RETURN.

1. The estimated aggregate cost of reorganization of the railway workshops, including the equipment, is £2,279,459.

2. The separate cost of each workshop is as follows:—

	£
Otahuhu .. .. .	586,554
Hutt .. .. .	777,912
Addington .. .. .	387,419
Hillside .. .. .	495,385
East Town .. .. .	32,189

3. The Newmarket Workshops have not been recently constructed or reconstructed. The workshops at Otahuhu have been constructed to take the place of the old Newmarket Workshops.

H. H. STERLING, General Manager.

16th August, 1929.

*Approximate Cost of Paper.*—Preparation, not given; printing (450 copies), £1.

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NEW ZEALAND GOVERNMENT RAILWAY WORKSHOPS

1. The first of these is the fact that the railway is a public utility, and the Government is responsible for its operation. 2. The second is the fact that the railway is a public utility, and the Government is responsible for its operation. 3. The third is the fact that the railway is a public utility, and the Government is responsible for its operation. 4. The fourth is the fact that the railway is a public utility, and the Government is responsible for its operation. 5. The fifth is the fact that the railway is a public utility, and the Government is responsible for its operation. 6. The sixth is the fact that the railway is a public utility, and the Government is responsible for its operation. 7. The seventh is the fact that the railway is a public utility, and the Government is responsible for its operation. 8. The eighth is the fact that the railway is a public utility, and the Government is responsible for its operation. 9. The ninth is the fact that the railway is a public utility, and the Government is responsible for its operation. 10. The tenth is the fact that the railway is a public utility, and the Government is responsible for its operation.

transmission of information is possible if a signal can be distinguished from non-signaling behavior. If

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3  
100,000  
2.14, 11.14  
100,000  
100,000  
100,000

3. The Newmarket Workshops have not been considered in detail in the Newmarket Workshops. The workshops

GENERAL INVESTIGATIVE DIVISION

16th August 1989

By Appointment: W. A. G. Schwarz, Government Printer, Washington.