

## APPENDIX B

ANNUAL REPORT ON PUBLIC WORKS BY THE  
ENGINEER-IN-CHIEF

The ENGINEER-IN-CHIEF to the Hon. the MINISTER OF WORKS.

SIR,—

I have the honour to submit the following report on the various public works completed and in progress throughout the Dominion during the year ended 31st March, 1946 :—

## RAILWAYS

*Turakina-Okoia Railway Deviation.*—Tunnel reconstruction was well in hand at the beginning of the year, but the increasing shortage of cement seriously curtailed operations until August, 1945, when the supply ceased. No further cement deliveries were made until January, 1946. Meanwhile the workmen were, as far as possible, employed on alternative work, including highway maintenance, until October, when key tunnel-workers and maintenance tradesmen only were retained.

As cement became available from January, 1946, onward, tunnel-work was continued on a reduced scale, and the Turakina Tunnel, 6,830 ft. long, is almost completed.

Good progress has been made with the construction of both the Fordell and Wangahu Stations.

The launching of the Wangahu Bridge was achieved early in the year, but the pier extensions have yet to be completed.

The approaches, formation, metalling, and fencing of Wangahu overbridge are completed, and the strengthening of one pier of Turakina Bridge is well advanced.

Formation trimming has been commenced at the northern end in preparation for platelaying, to be undertaken by the Railway Department.

*Hutt Valley Railway Extension.*—The train is now running as far as Naenae Station (Park Road),  $1\frac{1}{2}$  miles beyond Waterloo Station. In the near future it is hoped to extend a single track for approximately 1 mile 40 chains to Taita Station, up to which formation was completed this year.

Temporary railway platforms and stations have been constructed at Epuni and Naenae. At Taita metalling of the station-yard in readiness for track laying has been completed.

Test piles have been driven on the sites of railway overbridges at Waterloo, Park Avenue, Cemetery Road, and Taita Road, and investigations in connection with several alternative schemes for the proposed extension of the railway through Taita Gorge to Silverstream—a distance of approximately  $3\frac{1}{2}$  miles from Taita Station—are proceeding.

*South Island Main Trunk.*—The last spike was driven on 29th September, 1945, and the completed line opened for through traffic on 15th December. During the year ballasting and platelaying were completed and general cleaning up effected; 16,597 cubic yards of ballast was spread and packed, 2 miles 31 chains of platelaying laid, and 622 feet of culverting constructed.

On the Kaikoura section construction continues on the Hapuka Stopbank where approximately 45 chains of stone pitching and 1,280 cubic yards of mass concrete block construction have been completed to date and for the year 44,000 cubic yards of filling placed.

On the Hundalee-Puketa Section  $9\frac{3}{4}$  chains of tunnel barrel extension in the open has been completed and 34 lineal feet of continuous invert constructed in Amuri Tunnel.

Work on sea and river protection is in hand, 7 chains of concrete seawall having been finished.