

WAIPU BRANCH RAILWAY.

(Length, 16 miles.)

Formation work along the first 4 miles has been put in hand.

NORTH AUCKLAND MAIN TRUNK RAILWAY.

Maungaturoto Section (83 m. 75 ch. to 88 m. 21 ch. ; length, 4 miles 26 chains).—This length has been kept open for traffic, but great difficulty has been experienced owing to slips and subsidences. Considerable work was entailed in cutting out and repacking with boulders portions of bank at 86 m. 37 ch. A concrete culvert under this bank has been extended. All fences have been put in order. Owing to swelling ground at northern end of Maungaturoto Tunnel it was found necessary to load this portion of the tunnel. The work has been completed with satisfactory results. Maungaturoto Station buildings have been completed. General maintenance work has been carried out.

Paparoa Section (88 m. 21 ch. to 92 m. 6 ch. ; length, 3 miles 65 chains).—Cutting at 88 m. 45 ch. has been stone-drained throughout. A deviation between 89 m. 17 ch. and 89 m. 70 ch. has been completed. The sidings and station buildings in Huarau station-yard have been completed. Considerable work has been involved in the way of providing cattle-stops, access to cattle-yards, fencing, gates, and metalling. Formation work is complete to 91 m. 40 ch., but bank at 91 m. 30 ch. is still settling and spreading. Work on the Huarau Tunnel was recommenced at the south end in August, 1918. Owing to the particularly heavy ground slow progress was made until February, 1919, when harder country was met with and greater progress was made. Work has also been resumed in the northern end. The work yet remaining comprises $8\frac{1}{2}$ chains of enlarging and concreting. The total length will be $16\frac{3}{4}$ chains. Owing to the scarcity of labour only 11,000 cubic yards of crushed metal and boulders were taken from the Hoteo quarry during the past year.

The two preceding sections—viz., Maungaturoto and Paparoa—from 83 m. 75 ch. to 92 m. 6 ch., will shortly be ready for handing over to the New Zealand Working Railways Department.

Mareretu Section (92 m. 6 ch. to 96 m. 45 ch. ; length, 4 miles 39 chains).—Owing to shortage of labour no further work has been done on this section.

Waikiekie Section (96 m. 45 ch. to 107 m. 28 ch.—Waiotira Junction ; length, 9 miles 55 chains).—Work was commenced on this section in July, 1918. The approach cuttings to Waikiekie Tunnel at 105 m. 25 ch. have been excavated. The bottom heading of the tunnel has been driven. Formation work between the Waikiekie Tunnel and Waiotira Junction at 107 m. 28 ch. is well advanced. Four 24 in. earthenware pipe culverts have been completed. A platelayer's cottage has been erected at Waiotira Station. Various workshops for construction and repair of plant have been erected.

Kirikopuni Section (107 m. 28 ch. to 121 m. 40 ch. ; length, 14 miles 12 chains).—Work was commenced on this section in July, 1918. The approach cutting at south end of Tokatoka Tunnel at 108 m. 30 ch. is well in hand, and a start will soon be made with the tunnel. A 3 ft. concrete-pipe culvert has been completed.

WAIUKU BRANCH RAILWAY.

(Length, 12 miles 15 chains.)

With the exception of the bank at 5 m. 48 ch. the formation has been practically completed to 10 m. Between 10 m. and 12 m. 15 ch. the formation is well in hand. Pukeoware Station at 9 m. 43 ch. has been widened to its full width. Four 2 ft. concrete-pipe culverts have been completed. The foundations for the treble 12 ft. arched concrete culvert at Mauku proving troublesome special piling became necessary, which has been completed, and the concreting of culvert is well in hand. Overbridges and approaches at 10 m. 6 ch. and 11 m. 48-50 ch. are complete. 1 mile 63 chains of fences have been erected. Arrangements were made whereby the Working Railways Department runs a weekly goods service on the unopened line between Patunahoe and Mauku Stations.

EAST COAST MAIN TRUNK RAILWAY.

Waiki Eastwards—Athenree Section (0 m. to 12 m. 35 ch.).—Work is in hand as far as 10 m., and fair progress has been made. Stone is being crushed for the culverts and bridges on this section. Foundations for the Waimata Bridge at 2 m. 62 ch. have been excavated. Two platelayers' cottages have been built at Athenree Station.

Tauranga Westwards—Tauranga Section (37 m. to 41 m. 5 ch. ; length, 4 miles 5 chains).—A start has been made on this section ; fencing and formation are in progress between 37 m. and 39 m. Between 40 m. 28 ch. and 40 m. 35 ch. 1,500 cubic yards of stone spauls were placed as pitching along the Strand harbour-front.

Tauranga Eastwards—Matapihi Section (41 m. 5 ch. to 45 m. ; length, 3 miles 75 chains).—Further work on the sinking of the bridge-cylinders for Tauranga Bridge has been carried out.

Mount Branch—Matapihi Junction to Maungamui (0 m. 21 ch. to 4 m. 28 ch. ; length, 4 miles 7 chains).—Ordinary maintenance has been carried out on this section. Considerable traffic has been dealt with on this branch.

Te Puke Section (45 m. to 54 m. ; length, 9 miles).—Banks on this section have been widened. Maintenance work has been carried out.

Paengaroa Section (54 m. to 59 m. 65 ch. ; length, 5 miles 65 chains).—The Kaituna Bridge, at 56 m. 5 ch., consisting of two 80 ft. and six 20 ft. spans, has been completed. The line has also been maintained.

Pongakawa Section (59 m. 65 ch. to 64 m. 15 ch. ; length, 4 miles 30 chains).—A concrete arch overbridge at 65 m. 56 ch. has been erected. Maintenance work has also been carried out.