

ABSTRACT—continued.

Name of Railway.	Total Length of Railway or Section.	Open for Traffic.	Expenditure to 31st March, 1921.
PROVINCIAL GOVERNMENT LINES, ETC.			
	M. ch.	M. ch.	£
Canterbury (lengths included above) .. .. .	..	..	731,759
Otago and Southland .. .. .	..	..	372,522
Gisborne to Ormond Tramway .. .. .	..	..	4,975
Midland Railway, valuation of works constructed by company ..	..	..	*683,460
Grand total	4,165 38	3,017 56	40,973,101

* Includes value for £150,000 paid to debenture-holders under the Midland Railway Petitions Settlement Act Amendment Act, 1903.

KAIHU VALLEY RAILWAY EXTENSION.

(19 m. 17 ch. to 23 m. 71 ch. ; length, 4 miles 54 chains.)

The formation on this line has now been completed with the exception of two or three culverts. Permanent rails have been laid from 21 m. to 23 m. 55 ch., and temporary rails from there into Donnelly's Crossing station-yard. The laying of the station-yard cannot be put in hand until the plat-girder bridge now in hand at 23 m. 58 ch. is completed. Two other permanent bridges have yet to be constructed, and traffic is at present carried temporary bridges. The first lift of ballasting has been completed to 23 m. 55 ch., and the second lift from 19 m. 17 ch. to 22 m. Boxing-in has been completed to 21 m. Ballasting has been considerably hampered by shortage of plant, and we are at present carrying on with an outfit hired from the Railway Department. The construction of the station buildings has been delayed owing to shortage of timber, but this will now be supplied from our own mill which is being erected at Whatoro. A compressed-air tamping-machine for packing under the sleepers has been utilized on this work with satisfactory results.

A goods service from Tarawhati to Aranga was started in September, 1920, and settlers have taken full advantage of it. It is hoped to extend the service to Donnelly's Crossing in September, provided our own ballast-train is then available.

KAWAKAWA-HOKIANGA RAILWAY.

Ngapuhi Northwards - Okaihau Section (16 m. 25 ch. to 24 m. 45 ch. ; length, 8 miles 20 chains).—The formation on this section has been finished, but continual trouble has been caused by slips due to the unstable nature of the country passed through. The large cutting at 19 m. 68 ch. and the embankment at 19 m. 53 ch. have been the most troublesome. A Marion shovel has been kept busy all the year shifting slips on this section. The embankment at 19 m. 53 ch. has required a lot of attention on account of the subsidence and the movement of the base ; it was therefore decided to remove a large quantity of the soft material to form a berm farther out, and fill in with fresh material from volcanic deposits. This has very much reduced the movement.

All pipes and concrete culverts have been completed, and plans for the bridge over the Utakura Stream have been prepared, a temporary bridge being at present in use at this crossing. Ten miles of new fencing have been erected, in addition to alterations and repairs to existing fences. Platelaying has been completed to 26 m. 14 ch., leaving only a few chains and the Okaihau station-yard to complete the section, but the work has been delayed owing to shortage of material. A temporary ballast-line has been laid to the Utakura quarry, which has been opened up, and a quantity of stone got out in readiness for crushing and ballasting. The crushing plant has been erected, and is ready for operation.

Okoro Section (24 m. 45 ch. to 34 m. 18 ch. ; length, 9 miles 53 chains).—Very little progress has been made on this section, owing to the shortage of labour, and the general reduction of men which took place toward the end of the period. Formation work between 25 m. 23 ch. and 25 m. 51 ch. was in hand, and about 15 chains were completed ; an 8 in. culvert at 25 m. 2 ch. was completed, and about 11 chains of fencing erected.

WHANGAREI BRANCH RAILWAY.

Oakeigh Section (5 m. 27 ch. to 7 m. 60 ch. ; length, 2 miles 33 chains).—Formation work on this section is now approaching completion ; two steam-shovels and several plough and scoop teams have helped to show good progress. The summit cutting at 6 m. 19 ch. was completed, and the deviation from 6 m. 78 ch. to 7 m. 29 ch. is well in hand. Rails have been laid to 5 m. 18 ch., including the Portland station-yard, and the second lift of ballast completed. The piers of bridge at 7 m. 33 ch. have been completed in readiness for the permanent girders. The platelayer's cottage which was being erected in concrete in the Oakeigh station-yard has now been finished.

Tauraroa Section (7 m. 60 ch. to 14 m. 67 ch. ; length, 7 miles 7 chains).—The only work on this section during the period has been the removal of slips and general maintenance, but there is still a considerable amount of slip material to remove. The ballast-quarry at Tauraroa has been vigorously worked, and a large quantity of metal quarried and crushed for ballasting, road-metalling, and concrete-work on other sections. A goods service has been run over this section, and in addition a regular wharf gang has been employed to deal with plant, material, and stores arriving at Oakeigh by sea from Auckland.

Waiotira Section (14 m. 67 ch. to junction at Waiotira with the North Auckland Main Trunk Railway at 19 m. 67 ch. ; length, 5 miles 12 chains).—The main work on this section during the period has been the removal of slips from a number of bad cuttings, and the completion of two small deviations between 16 m. 40 ch. and 17 m. 10 ch. A Marion steam-shovel has been engaged on this